City of Phoenix

2025-2034 Transportation Infrastructure Financing Plan

DRAFT - July 26, 2024





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

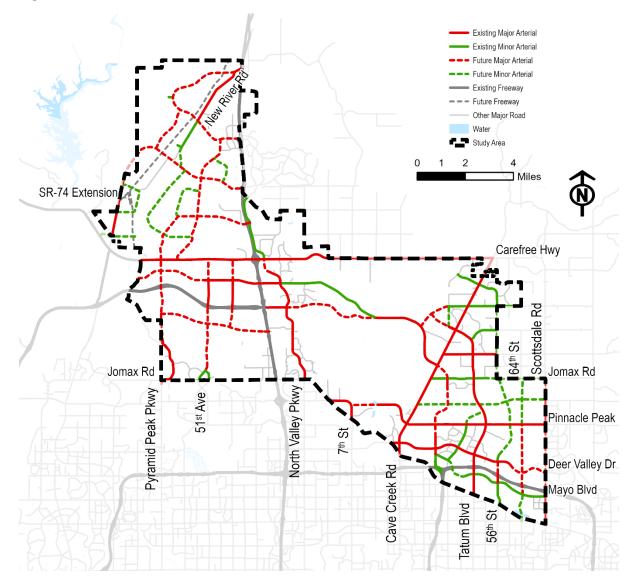
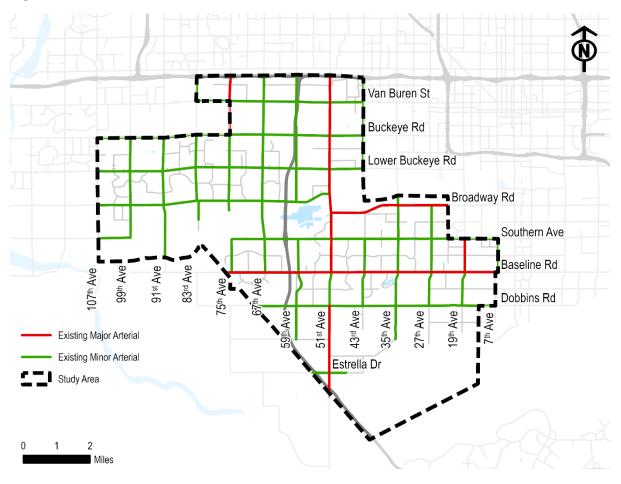




Figure 2. Southwest Service Area

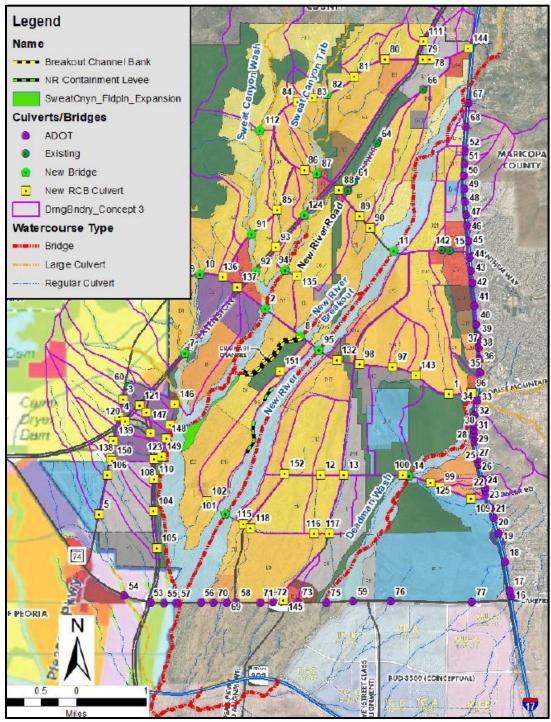


Rio Vista Roadway Network

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)
 - o 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.

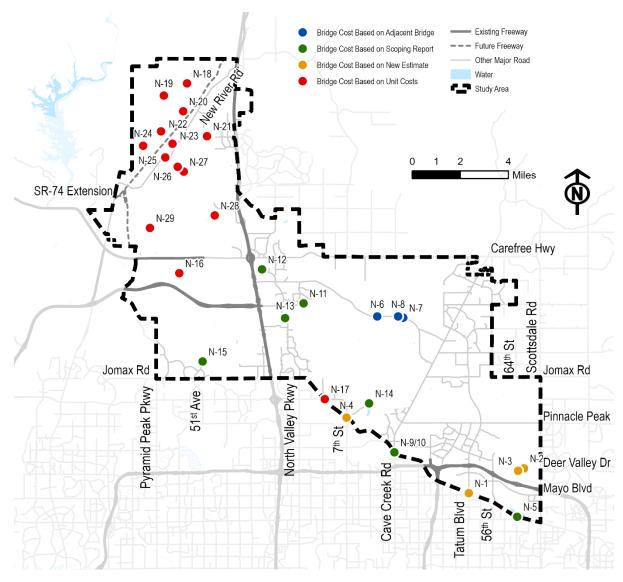
Bridge costs are based on several different sources, as shown in Figure 4:

- 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, KimleyHorn 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

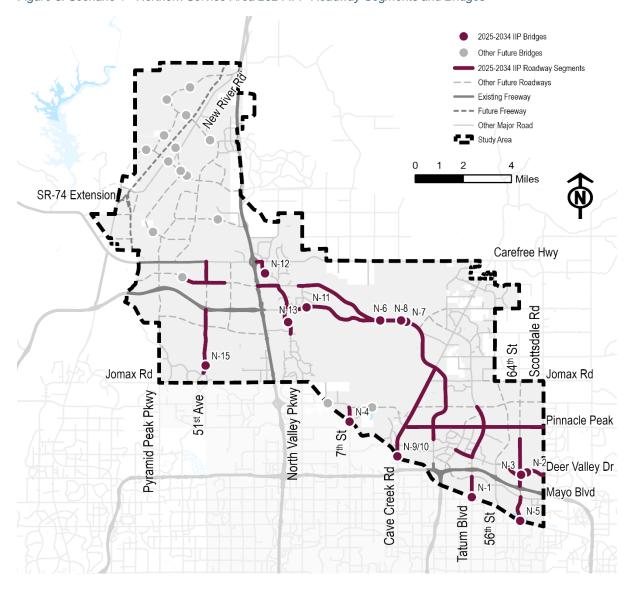
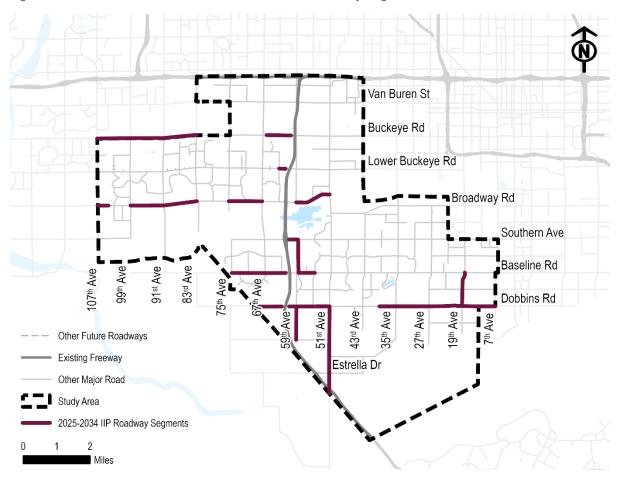




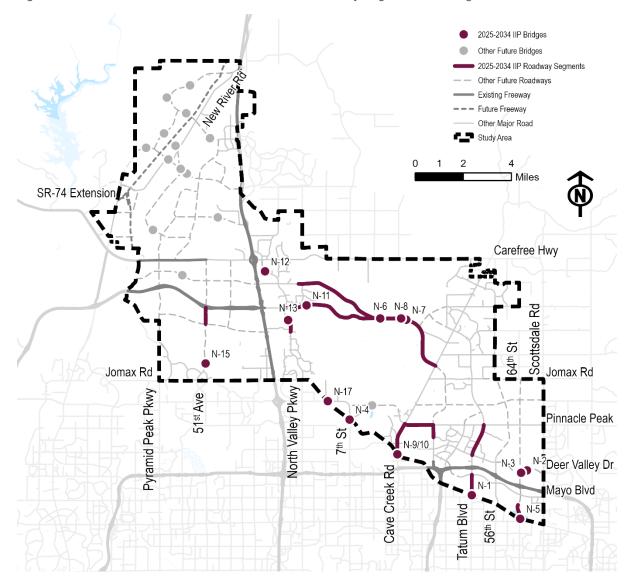
Figure 6. Scenario 1 - Southwest Service Area 2024 IFP Roadway Segments



 Scenario 2. Bridges+ focuses improvements to projects that are unlikely to be paid for as offsite 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





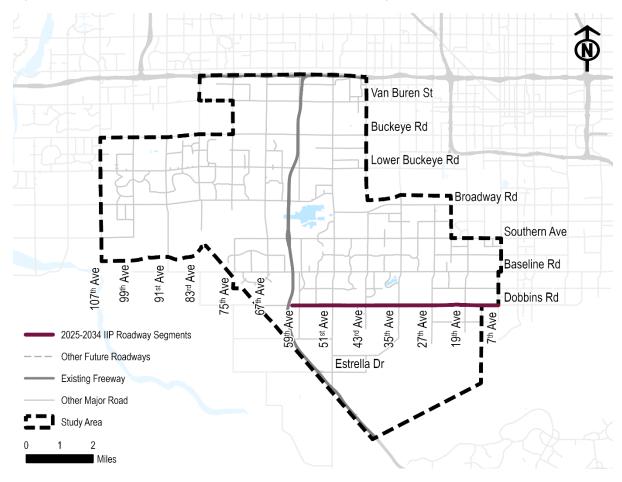


Figure 8. Scenario 2 - Southwest Service Area 2024 IFP Roadway Segments

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

	Table 1 - Major Arterial Street C	apacity		
			Roadway	Capacity (4,5)
	Roadway Cross Section ⁽¹⁾			Capacity ⁽⁶⁾ V/C = 1.00)
MASIF Study Abbr. (2)	Distinguishing Features ⁽¹⁾	Standard City of Phoenix Street Cross Section Equivalent (3)	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	A, B	55,000	9,167
OLD	traffic flows separated by raised median.	Non-Standard	33,000	9,107
51.0	Same as 6LD, except only 2 thru lanes in one direction (3 & 2, rather		45.022	0.467
5LD	than 3 & 3).	(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.	СМ	36,667	9,167
,,,,	3 thru lanes in one direction; 2 in the other (3 & 2). Opposing traffic	5	00,007	3,10.
5LU+	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

- 1. 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.
- 2. MASIF stands for Major Arterial Streets Impact Fee.
- 3. 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.
- 4. 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.
- 5. 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.
- 6. 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

	its ⁽²⁾				Trip G	eneration (Calculation	ıs				Traffic	: Impact Cald	ulations	
	_ <u>_</u> _			s									Travel [Demand	Ι
	eut	Total Tri	p Rates	Ĕ	PM P	k Hr Trip En	d Split	Combined	Adjusted	Trip Rates	Avg Trip	Length (5)(6)	(VM	T) ⁽³⁾	
Land Use ⁽¹⁾	Development Units	Daily (veh/day)	PM Peak Hour (veh/hr)	% Primary Trips	In (Include)	Out to External (Include)	Out to Internal (Exclude)	Trip Generation Adjustment Factor ⁽⁷⁾	PM Peak Hour (veh/hr)	Daily (veh/day)	Trip Length Weighting Factor ⁽⁶⁾		PM Peak Hour (veh/hr)	Daily (veh-mi)	EDU ⁽⁴⁾ Factor
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	DWO	7.20	0.01	0070	02/0	270	3070	3370	0.54	3.30	121/0	11.04	3.30	40.00	0.74
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		•			02/0			55/5		0.00			0.0 /	12.00	
(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															0.00
(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	KSF	26.00	4.70	4000/	400/	240/	260/	C 40/	2.07	22.04	720/	7.00	24.52	464.00	2.00
(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	KJI	4.07	0.80	10070	10/0	41/0	41/0	3370	0.47	2.07	73/0	7.02	3.31	20.18	0.32
(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

- 1. 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.
- 2. 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
- 3. 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.
- 4. 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.
- 5. 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).
- 6. 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.
- 7. 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

	EDU Adjustment Factor					
Land Use	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

	E	Equivalent Dema	nd Units, "EDU'	
Land Use	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

	E	Equivalent Dema	and Units, "EDU'	
Land Use	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 Sec	tion (XSEC) Type		2	023 Roadway	20	25-2034 IFP Roadway	
Lane Configuration (1)	Standard City Cross Section ⁽²⁾	Capacity (veh/day)	Co	nstruction Cost (per mile) ⁽³⁾	Construction Cost (per mile)		
6LD	А	55,000	\$	7,574,586	\$	8,652,197	
6LD	В	55,000	\$	6,915,526	\$	7,899,375	
4LU+	С	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

		Ultimate Length, "L _{UIt} "	Existing Length, "L ₂₀₁₉ "	Ultimate City Standard Cross Section,	Ultimate Lane Config.,	Existing Lane Config,	Ultimate Capacity, "VMC _{UIt} "	Existing Capacity, "VMC ₂₀₁₉ "	2025-34 Planned Additional Capacity
	ned Major Arterial Street Segment	(miles)	(miles)	"XSEC _{ULT} "	"LCON _{Ult} "	"LCON ₂₀₁₉ "	(veh-miles)	(veh-miles)	(veh-miles)
	e (43A), Dixileta Dr to Carefree Hwy	1 0.72	I 0.00	Ι Δ	6LD	DNE	40.150	ما	0
43A 43A	Dixileta Dr to SR 303 SR 303 to Dove Valley Rd	0.73 1.15	0.00 1.15	A	6LD	6LD	40,150 63,250	0 63,250	<u>0</u> 0
43A	Dove Valley Rd to Carefree Hwy	0.85	0.00	Α Α	6LD	DNE	46,750	03,230	0
	e (51A), Inspiration Pkwy (Jomax Rd align.) to Carefree Hi						-,		
51A	Jomax Rd to CAP	0.83	0.83	А	6LD	4LD	45,650	30,433	0
51A	CAP to Dixileta Dr	1.61	0.00	Α	6LD	DNE	88,550	0	88,550
51A	Dixileta Dr to SR 303	0.61	0.00	A	6LD 6LD	DNE	33,550	0	33,550
51A 51A	SR 303 to Dove Valley Rd Dove Valley Rd to Carefree Hwy	1.00 0.85	1.00 0.00	A	6LD	6LD DNE	55,000 46,750	55,000 0	46,750
	Way (ANT), New River Road to I-17	0.65	0.00	A	OLD	DINE	40,730	U _I	40,730
ANT	New River Rd (North) to Avenue A	3.63	0.00	В	6LD	DNE	199,650	o	0
ANT	Avenue A to New River Rd (South)	0.88	0.00	В	6LD	DNE	48,400	o	0
ANT	New River Rd (South) to Pyramid Peak Pkwy	1.32	0.00	В	6LD	DNE	72,600	0	0
ANT	Pyramid Peak Pkwy to 43rd Ave	0.50	0.50	В	6LD	5LD	27,500	22,917	0
ANT	43rd Ave to I-17	0.31	0.31	В	6LD	6LD	17,050	17,050	0
	A (AVA), Daisy Mountain Road to Anthem Way Daisy Mountian Road to Anthem Way	1.93	0.00		6LD	DNE	100 150	0	
AVA	e Hwy (CFH), west limit of fee area (@ +/- 73rd Ave align.)			В	OLD	DINE	106,150	U	U
CFH	I-17 to North Valley Pkwy	0.36	0.36	А	6LD	5LD	19.800	16,500	3,300
CFH	North Valley Pkwy to Paloma Pkwy	1.11	1.11	Α Α	6LD	5LD	61,050	50,875	0
Daisy M	ountain Dr (DSY), west limit of fee area (@ Avenue A) to I							,	
DYS	City Limit to Avenue A	0.90	0.00	Α	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	Α	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 Avenue U to City Limit	0.92 0.95	0.00	A	6LD- ¹ / ₂ 6LD- ¹ / ₂	DNE DNE	25,300 26,125	0 0	0
DSY	City Limit to I-17	0.43	0.00	A	6LD- / ₂ 6LD- ¹ / ₂	DNE	11,825	0	<u>0</u> 0
	Dr (DXD), CAP (@ +/- 73rd Ave align.) to I-17	0.45	0.00		OLD 72		11,023	o ₁	
DXD	Pyramid Peak Pkwy to 51st Ave	2.01	0.00	А	6LD	DNE	110,550	0	0
DXD	51st Ave to 43rd Ave	0.93	0.00	Α	6LD	DNE	51,150	0	0
DXD	43rd Ave to I-17	1.49	0.00	Α	6LD	DNE	81,950	0	0
	alley Rd (DVR), West Limit of Fee Area to Sonoran Desert D				c: B				
DVR	West Limit of Fee Area to Pyramid Peak Pkwy	1.04	0.00	<u>A</u>	6LD 6LD	DNE DNE	57,200	0	0
DVR DVR	Pyramid Peak Pkwy to Deadman Wash Deadman Wash to 51st Ave	1.01 1.06	0.00 0.00	A	6LD	DNE	55,550 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	А	6LD	6LD	62,150	62,150	0
DVR	I-17 to North Valley Pkwy	0.86	0.86	А	6LD	2LU+	47,300	14,978	32,322
DVR	North Valley Pkwy to 20th Ave	0.84	0.84	С	4LU+	4LU+	29,260	29,260	0
DVR	20th Ave to Sonoran Desert Dr	3.62	3.62	С	4LU+	2LU+	126,097	63,048	63,048
	ver Rd (NRV), Cloud Rd to I-17 (north of Jenny Lin Rd)	1 20	1 20	CNA	41.0	DNIC	44.000	اء	
NRV NRV	Pyramid Peak Pkwy to Pioneer Rd Pioneer Rd to Daisy Mountain Dr	1.20 3.53	1.20 3.53	CM CM	4LD 4LD	DNE DNE	44,000 129,433	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
	alley Pkwy (NVP), CAP to Carefree Hwy								
NVP	Jomax Rd to 500' s/o CAP	0.15	0.15	Α	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 6LD	5LD 6LD	6,600	5,500	<u>0</u> 0
NVP NVP	Quail Track Dr to Copperhead Tr Copperhead Tr to 660' n/o Casino Ave	0.58 0.61	0.58 0.61	A A	6LD	5LD	31,875 33,802	31,875 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	А	6LD	4LD	22,000	14,667	7,333
NVP	Sonoran Desert Dr to Dove Valley Rd	1.12	1.12	А	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 Pyramid Peak Pkwy to Carefree Hwy	1.11	0.00	В	6LD	DNE	61,050	0	0
	II VIGILIA I CAK I KWY LO CAICHEE HWY	1 1.11	10.00	٠ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ ـ		L	01,030	LU	U

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

				Illtimata					
				Ultimate City					2025-34
		Ultimate	Existing	Standard	Ultimate	Existing	Ultimate	Existing	Planned
		Length,	Length,	Cross	Lane	Lane	Capacity,	Capacity,	Additional
		"L _{Ult} "	"L ₂₀₁₉ "	Section,	Config.,	Config,	"VMC _{Ult} "	"VMC ₂₀₁₉ "	Capacity
	ned Major Arterial Street Segment	(miles)	(miles)	"XSEC _{ULT} "	"LCON _{Ult} "	"LCON ₂₀₁₉ "	(veh-miles)	(veh-miles)	(veh-miles)
PIO	Pyramid Peak Pkwy to 39th Avenue	1.93	0.00	В	6LD 6LD	DNE 2LU-	106,150	0	<u>0</u> 0
Pyramio	39th Ave to I-17 Peak Pkwy (PYR), southwest corner of fee area (@ +/-67	0.33	0.33	them W/v	OLD	210-	18,150	4,538	0
PYR	SW Limit of fee area to 64th Ave	0.18	0.18		6LD	4LD	9,900	6,600	0
PYR	64th Ave to Cavedale Dr	0.13	0.13	B B	6LD	4LD	7,150	4,767	0
PYR	Cavedale Dr to 400' n/o Maya Wy	0.20	0.20	В	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	В	6LD	4LU+	15,950	10,102	0
PYR	190' s/o Bent Tree Dr to Dynamite Blvd	0.50	0.50	B B	6LD 6LD	4LD 4LD	27,500	18,333	0
PYR PYR	Dynamite Blvd to Brookhart Wy Brookhart Wy to CAP	0.23 0.70	0.23 0.70		6LD	6LD	12,650 38,500	8,433 38,500	0
PYR	CAP to Dixileta	0.97	0.00	<u>В</u> В	6LD	DNE	53,350	38,300	0
PYR	Dixileta to SR303	1.07	0.00	В	6LD	DNE	58,850	0	0
PYR	SR 303 to Dove Valley Rd	0.58	0.00	В	6LD	DNE	31,900	0	0
PYR	Dove Valley Rd to Carefree Hwy	0.46	0.00	В	6LD	DNE	25,300	0	0
PYR	Carefree Hwy to Avenue V	1.19	0.00	ВВ	6LD 6LD	DNE DNE	65,450	0	0
PYR PYR	Avenue V to Pioneer Rd Pioneer Rd to Daisy Mountain Dr	0.90	0.00 0.00	В	6LD	DNE	49,500 87,450	0	<u>0</u> 0
PYR	Daisy Mountain Dr to Avenue U	1.59 1.08	0.00	<u>В</u> В	6LD	DNE	59,400	0	<u>_</u> 0
PYR	Avenue U to Anthem Way	0.86	0.00	В	6LD	DNE	47,300	0	0
	Desert Dr (SDD), I-17 to east limit of fee area (@ +/- 16th	•					,-,-		
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	<u>A</u>	6LD	2LU+	13,750	4,354	9,396
SDD	1250' e/o NVP to Paloma Pkwy	0.25	0.25 0.00	<u>A</u>	6LD 6LD	2LU+	13,750	4,354 0	9,396
SDD 7th St (Paloma Pkwy to Dove Valley Rd. 7S), CAP to Happy Valley Rd	3.05	0.00	A	OLD	DNE	167,750		167,750
75	CAP to Happy Valley Rd	0.51	0.51	В	6LD	2LU-	28,050	7,013	21,038
Black M	ountain 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	<u>A</u>	6LD 6LD	6LD 2LU+	27,500	27,500	0 18,792
BMB BMB	Rough Rider Rd to Pinnacle Peak Rd Pinnacle Peak Rd to Happy Valley Rd	0.50 1.08	0.50 0.00	A A	6LD	DNE	27,500 59,400	8,708 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
вмв	885' s/o Briles Rd to Jomax Rd	0.42	0.42	А	6LD	DNE	23,100	0	23,100
BMB	Jomax Rd to Cave Creek Rd	0.68	0.00	Α	6LD	DNE	37,400	0	37,400
	eek Rd (CAV), CAP to North City limits	1 0.40		· -	CLD	1 415	05.400	47.500	
CAV	CAP to Deer Valley Rd Deer Valley Rd to Cielo Grande Ave	0.48 0.50	0.48 0.50	B B	6LD 6LD	4LD 5LD	26,400 27,500	17,600 22,917	8,800 4,583
CAV	Cielo Grande Ave to 835' n/o Cielo Grande Ave	0.16	0.16	В	6LD	5LD	8,800	7,333	1,467
CAV	835' n/o Cielo Grande to 405' s/o Pinnacle Peak	0.14	0.14	В	6LD	5LD	7,700	6,417	1,283
CAV	405' s/o Pinnacle Peak to Pinnacle Peak Rd	0.08	0.08	В	6LD	5LD	4,400	3,667	733
CAV	Pinnacle Peak Rd to Happy Valley Rd	1.00	1.00	В	6LD	5LD	55,000	45,833	9,167
CAV	Happy Valley Rd to 2400' s/o Jomax Rd	0.57	0.57	В	6LD	4LD	31,350	20,900	10,450
CAV	2400' s/o of Jomax Rd to Jomax Rd Jomax Rd to Black Mtn Pkwy	0.45	0.45 0.62	В	6LD 6LD	4LD 4LD	24,750 34,100	16,500 22,733	8,250 11,367
CAV	Black Mtn Pkwy to Dynamite Blvd	0.62 0.51	0.51	<u>В</u> В	6LD	4LD	28,050	18,700	0
CAV	Dynamite Blvd to 290' n/o Peak View Rd	0.61	0.61	В	6LD	4LD	33,550	22,367	0
CAV	290' n/o Peak View Rd to Tatum Blvd	0.53	0.53	В	6LD	4LD	29,150	19,433	0
CAV	Tatum Blvd to Desert Willow Pky	0.85	0.85	В	6LD	4LD	46,750	31,167	0
CAV	Desert Willow Pky to Lone Mtn Rd	0.25	0.25	В	6LD	4LD	13,750	9,167	0
CAV	Lone Mtn Rd to 925' n/o Lone Mtn Rd	0.18	0.18	В	6LD 6LD	4LD 4LD	9,900	6,600	<u>0</u> 0
CAV	925' n/o Lone Mtn Rd to Ashler Hills Dr Ashler Hills Dr to Ocupado Dr	0.39 0.26	0.39 0.26	<u>В</u> В	6LD	4LD 4LD	21,450 14,300	14,300 9,533	<u>0</u> 0
CAV	Ocupado Dr to Rancho Paloma	0.18	0.20	В	6LD	4LD	9,900	6,600	0
CAV	Rancho Paloma to 300' s/o Smokehouse Trl	0.40	0.40	В	6LD	4LD	22,000	14,667	0
CAV	300' s/o Smokehouse Trl to City Limits	0.21	0.21	В	6LD	4LD	11,550	7,700	0
	lley RD (DEE), Cave Creek Rd to Scottsdale Rd								
DEE	CAP to Cave Creek Rd	0.37	0.37	<u>В</u> В	6LD	6LD	20,350	20,350	0
DEE	Cave Creek Rd to 28th St 28th St to Black Mtn Pkwy	0.58	0.58	F	6LD 6LD	6LD 6LD	31,900	31,900 55,000	0
DEE DEE	Black Mtn Pkwy to 40th St	1.00 1.00	1.00 1.00	B A	6LD	6LD	55,000 55,000	55,000	<u>_</u>
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	А	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 0
DEE	56th St to Wash e/o Superblock 1 South	0.61	0.61	A	6LD	6LD	33,550	33,550	0

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

Diana	med Major Astorial Street Somment	Ultimate Length, "L _{UIt} " (miles)	Existing Length, "L ₂₀₁₉ "	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{III} "	Existing Lane Config, "LCON ₂₀₁₉ "	Ultimate Capacity, "VMC _{Ult} "	Existing Capacity, "VMC ₂₀₁₉ "	2025-34 Planned Additional Capacity
DEE	ned Major Arterial Street Segment Wash e/o Superblock 1 South to 64th St	0.56	(miles) 0.00	A	6LD	DNE	(veh-miles) 30,800	(veh-miles) 0	(veh-miles) 30,800
DEE	64th St to Scottsdale Rd	1.09	0.00	Α Α	6LD	DNE	59,950	<u>0</u>	59,950
Desert I	Peak Pkwy (DPK), Happy Valley Rd to Cave Creek Rd								
DPK	Happy Valley Rd to Cave Creek Rd	0.68	0.68	Α	6LD	6LD	37,400	37,400	(
Happy \	Valley Rd (HVR), CAP (@ +/- 7th Ave align.) to Desert Peak CAP to 7th St	1.00	1.00	A	6LD	2LU-	55,000	13,750	
HVR	7th St to 16th St align.	1.00	0.00	A	6LD	DNE	55,000	0	(
HVR	16th St align. to e/o Cave Creek Wash	0.24	0.00	A	4LD	DNE	8,800	0	(
HVR	e/o Cave Creek Wash to Hillstone Way	0.92	0.92	A	6LD 6LD	2LU+ 6LD	50,600	16,023	(
HVR HVR	Hillstone Way to Cave Creek Rd Cave Creek Rd to Black Mountain Blvd	0.77 1.27	0.77 0.00	A CM	4LD	DNE	42,350 46,567	42,350 0	(
HVR	Black Mountain Blvd to Tatum Blvd	1.29	0.00	CM	4LD	DNE	47,300	<u>ö</u>	(
HVR	Tatum Blvd to 56th St	1.17	0.00	CM	4LD	DNE	42,900	0	(
HVR	56th St to 64th St	0.65	0.00	CM	4LD	DNE	23,833	0	(
HVR Lone M	64th St to Scottsdale Rd Jountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd	1.00	0.00	СМ	4LD	DNE	36,667	0	(
LNM	Sonoran Desert Dr to Black Mtn Blvd	1.47	0.00	А	6LD	DNE	80,850	0	(
LNM	Black Mtn Blvd to 705' w/o Cave Creek Rd	0.66	0.66	А	6LD	2LU-	36,300	9,075	(
LNM	705' w/o Cave Creek Rd to Cave Creek Rd	0.13	0.13	Α	6LD	2LU+	7,150	2,264	(
Pinnacle PIN	e Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd 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	Α	6LD	2LU-	14,850	3,713	11,138
PIN	1140' w/o Cashman Dr to 40th St	0.80	0.80	А	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 56th St to 64th St	1.00 0.50	1.00 0.50	A	6LD 6LD	2LU- 2LU-	55,000 27,500	13,750 6,875	41,250 20,625
PIN	64th St to Scottsdale Rd	1.00	1.00	A	6LD	2LU-	55,000	13,750	41,250
	n 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 Fatum I	1.16 mi w/o Cave Creek Rd to Cave Creek Rd Blvd (TAT), CAP to Lone Mtn Rd	1.16	1.16	A	6LD	2LD	63,800	22,729	41,071
TAT	CAP to Acacia Dr	0.67	0.67	A	CLD	41.0	36,850	24,567	12,283
		· 	0.07	<u>A</u>	6LD	4LD			
TAT	Acacia Dr to Mayo Blvd	0.21		 	6LD	4LD	11,550	7,700	3,850
TAT	Mayo Blvd to 420' s/o Loop 101	0.22	0.22	Α	6LD	4LU+	12,100	7,663	(
TAT	420' s/o Loop 101 to 360' n/o Loop 101	0.15	0.15	Α	6LD	6LD	8,250	8,250	
TAT	360' n/o Loop 101 to Deer Valley Rd	0.45	0.45	Α	6LD	6LD	24,750	24,750	(
TAT	Deer Valley Rd to Abraham Dr	0.16	0.16	Α	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	Α	6LD	4LU+	9,900	6,270	3,630
TAT	Pinnacle Peak Rd to 40th St	0.55	0.55	Α	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	(
TAT	280' s/o Prickly Pear Trl to Jomax Rd	0.42	0.42	A	6LD	5LD	23,100	19,250	(
TAT	Jomax Rd to Dynamite Blvd	1.00	1.00	А	6LD	4LU-	55,000	27,500	(
TAT	Dynamite Blvd to Dixileta Dr	0.63	0.63	А	6LD	4LD	34,650	23,100	(
TAT	Dixileta Dr to Cave Creek Rd	0.76	0.76	А	6LD	4LD	41,800	27,867)
TAT	Cave Creek Rd to Black Mtn Pkwy	0.32	0.32	В	6LD	4LD	17,600	11,733	(
TAT	Black Mtn Pkwy to Lone Mtn Rd	0.92	0.00	А	6LD	DNE	50,600	0	
6th St	(56S), CAP to Rancho Paloma Dr								
568	CAP to Mayo Blvd	0.92	0.92	СМ	4LD	4LD	33,733	33,733	(
568	Mayo Blvd to 500' s/o Loop 101	0.20	0.20	А	6LD	4LD	11,000	7,333	(
565	500' s/o Loop 101 to Deer Valley Rd	0.66	0.66	A	6LD	6LD	36,300	36,300	(
568	Deer Valley Rd to 860' n/o Ranger Rd	1.03	1.03	CM	4LD	4LD	37,767	37,767	
56S	860' n/o Ranger Rd to Pinnacle Peak Rd	0.69	0.69	CM	4LD	2LU-	25,300	9,488	
	Pinnacle Peak Rd to Happy Valley Rd	0.98	0.00	CM	4LD 4LD	DNE	35,933	3, 4 00	
56S		1 0.30	1 0.00	I CIVI	411	I DIVE	33.3331	ı U	ı

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

Planr	ned Major Arterial Street Segment	Ultimate Length, "L _{UIt} " (miles)	Existing Length, "L ₂₀₁₉ " (miles)	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{UI} ,"	Existing Lane Config, "LCON ₂₀₁₉ "	Ultimate Capacity, "VMC _{UI} " (veh-miles)	Existing Capacity, "VMC ₂₀₁₉ " (veh-miles)	2025-34 Planned Additional Capacity (veh-miles)
56S	Jomax Rd to Pinnacle Vista Dr	0.52	0.00	CM	4LD	DNE	19,067	0	0
568	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
568	Dixileta Dr to Lone Mountain Rd	1.00	1.00	CM	4LD	2LU-	36,667	13,750	
56S			0.65						
	Lone Mountain Rd to Rancho Paloma Dr	0.65	0.65	CM	4LD	4LD	23,833	23,833	0
	(64S), CAP to Happy Valley Rd	0.53	0.53		4LU+	DNE	10.463	ol	19.463
645	CAP to 2,500' s/o Mayo Blvd 2,500' s/o Mayo Blvd to Mayo Blvd			D	4LU+	DNE	18,462 16,372	0	18,462
64S 64S	Mayo Blvd to 385' n/o Loop 101	0.47 0.43	0.47 0.43	D A	6LD	4LD	23,650	15,767	16,372
64S	385' n/o Loop 101 to Deer Valley Rd	0.43	0.43	A	6LD	DNE	25,850	15,767	25,850
64S	Deer Valley Rd to N. boundary of SB 1S	1.50	0.47		6LD	DNE	82,500		25,830 82,500
64S	N. boundary of SB 1S to Pinnacle Peak Rd	0.50	0.59	<u>A</u>	6LD	DNE	27,500	0	82,500
64S	+	0.50	0.00	CM	4LD	DNE	36,300	0	
	Pinnacle Peak Rd to Happy Valley Rd d (JMX), Cave Creek Rd to Scottsdale Rd	0.99	0.00	Civi	410	DIVL	30,300	<u> </u>	U
JMX	Cave Creek Rd to Black Mountain Blvd	0.68	0.68	СМ	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	
JMX	Tatum Blvd to 52nd St	0.50	0.50	CM	4LD	2LU-	18,333	6,875	
JMX	52nd St to 56th St	0.58	0.00	CM	4LD	DNE	21,267	0,873	
JMX	56th St to 62nd St	0.38	0.48	CM	4LD	2LU-	17,600	6,600	
JMX	62nd St to Scottsdale Rd	1.28	1.28	CM	4LD	2LU-	46,933	17,600	0
	(40S), Mayo Blvd to Tatum Blvd	1.20	1.20	CIVI	420	210	40,933	17,000	0
400	Mayo Blvd to Deer Valley Rd	0.67	0.67	СМ	4LD	4LD	24,567	24,567	0
405	Deer Valley Rd to Pinnacle Peak Rd	1.03	1.03	CM	4LD	4LD	37,767	37,767	
405	Pinnacle Peak Rd to Tatum Blvd	0.96	0.00	CM	4LD	DNE	35,200	37,707	
	Paloma Dr (RPD), Black Mountain Pkwy to 56th St	0.50	0.00	Civi			33,200	٩	0
RPD	Black Mountain Pkwy to Cave Creek Rd	0.98	0.98	СМ	4LD	2LU+	35,933	17,068	
RPD	Cave Creek Rd to 56th St	0.76	0.76	CM	4LD	4LD	27,867	27,867	
	Connector (A9C), Sweat Canyon Wash to Avenue A		****						
A9C	Sweat Canyon Wash to Avenue A	0.18	0.00	СМ	4LD	DNE	6,600	ol	0
Area C2	Connector (C2C), Sweat Canyon Tributary to New River Ro						.,,,,,,	-1	-
C2C	Sweat Canyon Tributary to New River Rd	0.18	0.00	CM	4LD	DNE	6,600	o	0
	· · · · · ·	•							
Tota	l 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

		Ultimate Length, "L _{UIt} "	Existing Length, "L ₂₀₁₉ "	Ultimate City Standard Cross Section,	Ultimate Lane Config.,	Existing Lane Config,	Ultimate Capacity, "VMC _{UIt} "	Existing Capacity, "VMC ₂₀₁₉ "	2025-34 Planned Additional Capacity
	d Major Arterial Street Segment (19A), Baseline Rd to Southern Ave	(miles)	(miles)	"XSEC _{ULT} "	"LCON _{Ult} "	"LCON ₂₀₁₉ "	(veh-miles)	(veh-miles)	(veh-miles)
	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
h	Fremont Rd to Vineyard Rd	0.25	0.25	D	4LU+	2LU-	8,708	3,438	0
19A 19A	Vineyard Rd to Alta Vista Rd Alta Vista Rd to 170' s/o Lynne	0.25 0.14	0.25 0.14	D D	4LU+ 4LU+	2LU- 2LU-	8,708 4,877	3,438 1,925	0 0
	170' s/o Lynne Ln to Lynne Ln	0.03	0.03	D	4LU+	2LU-	1,045	413	0
	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 City Limits to Estrella Dr	0.60	0.60	СМ	4LD	2LU-	22,000	8,250	12 750
	Estrella Dr to Elliot Rd	1.00	1.00	CM	4LD 4LD	2LU-	36,667	13,750	13,750 22,917
	Elliot Rd to Dobbins Rd	1.00	1.00	CM	4LD	2LU-	36,667	13,750	22,917
	Dobbins Rd to South Mountain Ave	0.50	0.50	CM	4LD	4LD	18,333	18,333	0
51A 51A	South Mountain Ave to 130' s/o Beverly Rd 130' s/o Beverly Rd to Beverly Rd	0.24 0.03	0.24 0.03	CM CM	4LD 4LD	4LD 5LD	8,800 1,100	8,800 1,375	0
	Beverly Rd to Baseline Rd	0.24	0.24	CM	6LD	6LD	13,200	13,200	0 0
	Baseline Rd to 905' n/o Baseline Rd	0.17	0.17	CM	6LD	5LD	9,350	7,792	0
	905' n/o Baseline Rd to Burgess Ln	0.66	0.66	CM	4LD	4LD	24,200	24,200	0
	Burgess Ln to Southern Ave Southern Ave to Broadway Rd	0.17 0.78	0.17 0.78	CM CM	6LD 4LD	6LD 4LD	9,350 28,600	9,350 28,600	0 0
51A	Broadway Rd to Salt River Bridge	0.12	0.12	CM	4LD	4LU+	4,400	4,180	0
	Salt River Bridge to Broadway Rd	0.45	0.45	CM	4LD	4LU+	16,500	15,675	0
	Broadway Rd to Lower Buckeye Rd	0.74	0.74	CM	4LD	4LU+	27,133	25,777	0
51A 51A	Lower Buckeye Rd to N. Limit of Fee Area S. Limit of Fee Area to Buckeye Rd	0.50 0.44	0.50 0.44	D D	4LU+ 4LU+	4LU+ 4LU+	17,417 15,327	17,417 15,327	0 0
	Buckeye Rd to Van Buren St	1.00	1.00	D	4LU+	4LU+	34,833	34,833	0
	Van Buren St to I-10	0.79	0.79	D	5LU+	5LU+	34,398	34,398	0
59th Ave 59A	(59A), Elliot Rd to Southern Ave Elliot Rd to Sunrise Dr	0.25	0.25	СМ	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 59A	Siesta Way to 730' s/o Baseline Rd 730' s/o Baseline Rd	0.79 0.14	0.79 0.14	CM CM	4LD 4LD	2LU+ 4LD	28,967 5,133	13,759 5,133	0
	Baseline Rd to Southern Ave	1.00	1.00	CM	4LD	DNE	36,667	0	36,667
	(75A), Baseline Rd to Buckeye Rd								
	Baseline Rd to 1300' n/o Baseline Rd 1300' n/o Baseline Rd to 350' n/o Vineyard	0.25 0.33	0.25 0.33	D	4LU+ 4LU+	2LU- 2LU+	8,708 11,413	3,438 5,707	0
	350' n/o Vineyard to Salt River	0.33	0.33	D D	4LU+	2LU-	14,514	5,707	0
	Salt River to Broadway Rd	0.93	0.00	D	4LU+	DNE	32,395	0	0
	Broadway Rd to 1325' n/o Broadway Rd	0.25	0.25	CM	4LD	4LU+	9,201	8,708	0
	1325' n/o Broadway Rd to 1300' s/o Lower Buckeye Rd 1300' s/o Lower Buckeye Rd to 1060' s/o Lower Buckeye Rd	0.50 0.05	0.50 0.05	CM	4LD 4LD	4LU+ 4LU+	18,333 1,833	17,417 1,742	0
	1060' s/o Lower Buckeye Rd to Lower Buckeye Rd	0.20	0.20	CM CM	4LD	4LU+	7,333	6,967	0
	Lower Buckeye Rd to 900' n/o Lower Buckeye Rd	0.17	0.17	D	4LU+	3LU+	5,922	4,441	0
	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
	1650' n/o Lower Buckeye Rd to Durango St Durango St to Buckeye Rd	0.19 0.48	0.19 0.48	D D	4LU+ 4LU+	4LU+ 4LU+	6,618 16,720	6,618 16,720	0 0
	(75A), Buckeye Rd to Van Buren St, east half (northbound lane		0.40				10,720	10,720	
	Buckeye Rd to Van Buren St	1.01	1.01	CM-1/2	4LD- ¹ / ₂	4LU+- ¹ / ₂	18,517	17,591	0
	(75A), Van Buren St to I-10 Van Buren St to Roosevelt St	0.48	0.48		4LU+	4LU+	16,720	16,720	0
	Roosevelt St to I-10	0.48	0.48	D A	6LD	4LU+	11,550	7,315	0 0
Baseline F	Rd (BLR), 75th Ave to 7th Ave								
	75th Ave to 71st Ave	0.50	0.50	В	6LD	4LD	27,500	18,333	9,167
	71st Ave to 67th Ave 67th Ave to 63rd Ave	0.50 0.44	0.50 0.44	В В	6LD 6LD	3LU+ 3LU+	27,500 24,200	13,063 11,495	14,438 12,705
	63rd Ave to 600' w/o Loop 202	0.18	0.18	<u>В</u> В	6LD	2LU+	9,900	3,135	6,765
BLR	600' e/o Loop 202 to 59th Ave	0.38	0.38	В	6LD	6LD	20,900	20,900	0
	59th Ave to 55th Ave	0.49	0.49	В	6LD	4LD	26,950	17,967	8,983
	55th Ave to 890' w/o 51st Ave 890' w/o 51st Ave to 51st Ave	0.33 0.17	0.33 0.17	В В	6LD 6LD	4LD 5LD	18,150 9,350	12,100 7,792	0 0
	51st Ave to 47th Ave	0.49	0.49	В	6LD	4LU+	26,950		0

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

Planned Major Arterial Street Segment BLR	0.37 0.63 1.00	"L ₂₀₁₉ " (miles) 0.49 0.75 0.25 0.38 0.38 0.25 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Section,	Config., "LCON _{UII} " 6LD 4LD 4LD 4LD 4LD 4LD 4LD 4LD	Config, "LCON ₂₀₁₉ " 4LU+ 4LD 4LU+ 4LU+ 4LU+ 4LU+ 4LU+ 4LU+ 4LU+ 4LU 2LU+ 2LU+ 2LU- 2LU- 4LD 2LU+ 6LD 6LD 6LD 6LD	"VMC _{UIt} " (veh-miles) 26,950 27,500 9,167 13,933 13,933 9,167 36,667 36,667 36,667 36,667 36,667 36,667 31,2100 24,567 36,667	"VMC ₂₀₁₉ " (veh-miles) 17,068 27,500 9,167 13,237 8,708 34,833 34,833 35,748 24,567 17,417 13,750 17,417 17,417 7,975 7,333 18,288 55,000 53,900 3,3000 26,950	Capacity (veh-miles) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 19,250 22,917 0 19,250 0 20,213 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
BLR 47th Ave to 43rd Ave BLR 43rd Ave to 1330' w/o 35th Ave BLR 1330' w/o 35th Ave to 35th Ave BLR 35th Ave to 660' w/o 31st Ave BLR 660' w/o 31st Ave to 125' e/o 29th Dr BLR 125' e/o 29th Dr to 27th Ave BLR 27th Ave to 19th Ave BLR 19th Ave to 19th Ave BLR 19th Ave to 17th Ave BLR 19th Ave to 7th Ave BWR 107th Ave to 300' w/o 103rd Glen BWR 300' w/o 103rd Glen to 99th Ave BWR 99th Ave to 91st Ave BWR 99th Ave to 83rd Ave BWR 83rd Ave to 75th Ave BWR 87th Ave to 67th Ave BWR 58th Ave to 67th Ave BWR 59th Ave to 67th Ave BWR 59th Ave to 51st Ave BWR 59th Ave to 43rd Ave BWR 310' w/o 35th Ave BWR 310' w/o 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 37th Ave to 27th Ave BWR 37th Ave to 27th Ave BWR 37th Ave to 19th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 37th Ave to 19th Ave BWR 107th Ave to 19th Ave BR 1980' e/o 107th Ave to 99th Ave BR 1980' e/o 107th Ave to 99th Ave BR 33rd Ave to 1300' e/o 83rd Ave BR 37th Ave to 53rd Ave BR 37th Ave to 69th Ave BR 37th Ave to 50th Ave BR 37th Ave to 50th Ave BR 37th Ave to 57th Ave BR 69th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 67th Ave BR 340' w/o 65th Ave to 63rd Ave	0.49 0.75 0.25 0.38 0.38 0.25 1.00 1.00 0.33 0.67 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.49 0.49 0.19 0.37 0.63 1.00	0.49 0.75 0.25 0.38 0.38 0.25 1.00	B CM	4LD	4LU+ 4LD 4LU+ 4LU+ 4LU+ 4LU+ 4LU+ 4LU+ 4LU+ 4LU+	26,950 27,500 9,167 13,933 13,933 9,167 36,667 24,567 36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900	17,068 27,500 9,167 13,237 8,708 34,833 34,833 34,833 5,748 24,567 17,417 13,750 17,417 7,975 7,333 18,288 55,000 53,900 3,300 55,000	0 0 0 0 0 0 0 0 0 6,353 0 19,250 22,917 0 19,250 0 20,213
BLR 1330' w/o 35th Ave to 35th Ave BLR 35th Ave to 660' w/o 31st Ave BLR 660' w/o 31st Ave to 125' e/o 29th Dr BLR 125' e/o 29th Dr to 27th Ave BLR 27th Ave to 19th Ave BLR 19th Ave to 19th Ave BLR 19th Ave to 7th Ave BV 19th Ave to 300' w/o 103rd Glen BWR 300' w/o 103rd Glen to 99th Ave BWR 99th Ave to 91st Ave BWR 99th Ave to 83rd Ave BWR 83rd Ave to 75th Ave BWR 75th Ave to 650' w/o Loop 202 BWR 860' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 310' w/o 33th Ave to 33th Ave BWR 35th Ave to 43rd Ave BWR 35th Ave to 310' w/o 35th Ave BWR 37th Ave to 310' w/o 35th Ave BWR 35th Ave to 27th Ave BWR 35th Ave to 27th Ave BWR 35th Ave to 27th Ave BWR 35th Ave to 1980' e/o 107th Ave BWR 39th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 1300' e/o 83rd Ave BR 330' w/o 83rd Ave BR 37th Ave to 1300' e/o 83rd Ave BR 37th Ave to 15th Ave BR 39th Ave to 15th Ave BR 37th Ave to 15th Ave BR 69th Ave to 15th Ave BR 69th Ave to 15th Ave BR 69th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 63rd Ave	0.25 0.38 0.38 0.25 1.00 1.00 0.33 0.67 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.49 0.49 0.37 0.63 1.00	0.25 0.38 0.38 0.25 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	CM C	4LD	4LD 4LU+ 4LU+ 4LU+ 4LU+ 4LU+ 4LD 2LU+ 2LU- 2LU- 2LU- 2LU+ 2LU- 4LD 2LU+ 6LD 6LD 6LD	9,167 13,933 13,933 9,167 36,667 36,667 12,100 24,567 36,667 36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900 55,000 55,000	9,167 13,237 8,708 34,833 34,833 5,748 24,567 17,417 13,750 17,417 7,975 7,333 18,288 55,000 53,900 3,300 55,000	0 6,353 0 19,250 22,917 0 19,250 0 0 20,213 0 0
BLR 35th Ave to 660' w/o 31st Ave BLR 660' w/o 31st Ave to 125' e/o 29th Dr BLR 125' e/o 29th Dr to 27th Ave BLR 27th Ave to 19th Ave BLR 19th Ave to 19th Ave BLR 19th Ave to 19th Ave BVR 19th Ave to 300' w/o 103rd Glen BWR 300' w/o 103rd Glen to 99th Ave BWR 99th Ave to 91st Ave BWR 99th Ave to 91st Ave BWR 83rd Ave to 75th Ave BWR 75th Ave to 67th Ave BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 59th Ave to 51st Ave BWR 310' w/o 35th Ave BWR 310' w/o 35th Ave BWR 310' w/o 35th Ave to 37th Ave BWR 37th Ave to 27th Ave BWR 310' w/o 35th Ave to 43rd Ave BWR 37th Ave to 23rd Ave BWR 37th Ave to 1930' e/o 107th Ave BWR 1980' e/o 107th Ave to 99th Ave BR 1980' e/o 107th Ave to 99th Ave BR 1300' e/o 83rd Ave BR 37th Ave to 1300' e/o 83rd Ave BR 37th Ave to 1300' e/o 83rd Ave BR 37th Ave to 310' w/o 35th Ave BR 37th Ave to 51st Ave BR 330' e/o 67th Ave BR 530' e/o 67th Ave BR 530' e/o 67th Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 530' w/o 65th Ave BR 530' e/o 67th Ave to 530' w/o 65th Ave	0.38 0.38 0.25 1.00 1.00 0.33 0.67 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.49 0.49 0.63 1.00	0.38 0.38 0.25 1.00 1.00 0.33 0.67 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM C	4LD	4LU+ 4LU+ 4LU+ 4LU+ 4LU+ 4LU+ 4LD 2LU+ 2LU+ 2LU- 2LU+ 2LU- 4LD 2LU+ 6LD 6LD 6LD	13,933 13,933 9,167 36,667 36,667 12,100 24,567 36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900 3,300 55,000	13,237 13,237 8,708 34,833 34,833 5,748 24,567 17,417 13,750 17,417 7,975 7,333 18,288 55,000 53,900 55,000	0 6,353 0 19,250 22,917 0 19,250 0 0 20,213 0 0
BLR 660' w/o 31st Ave to 125' e/o 29th Dr BLR 125' e/o 29th Dr to 27th Ave BLR 27th Ave to 19th Ave BLR 19th Ave to 19th Ave BLR 19th Ave to 7th Ave Broadway Rd (BWR), 107th Ave to 23rd Ave BWR 107th Ave to 300' w/o 103rd Glen BWR 300' w/o 103rd Glen to 99th Ave BWR 99th Ave to 91st Ave BWR 91st Ave to 83rd Ave BWR 83rd Ave to 75th Ave BWR 67th Ave to 650' w/o Loop 202 BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 310' w/o 35th Ave to 33th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 37th Ave to 27th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 1980' e/o 107th Ave to 99th Ave BR 37dh Ave to 1300' e/o 83rd Ave BR 37dh Ave to 75th Ave BR 37dh Ave to 1300' e/o 83rd Ave BR 37dh Ave to 1300' e/o 83rd Ave BR 37dh Ave to 1300' e/o 83rd Ave BR 37dh Ave to 59th Ave BR 37dh Ave to 50th Ave BR 37dh Ave to 50th Ave BR 57th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 53rd Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 53rd Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 63rd Ave	0.38 0.25 1.00 1.00 0.33 0.67 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 0.49 0.49 0.49 0.49 0.37 0.63 1.00	0.38 0.25 1.00 1.00 1.00 0.33 0.67 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM C	4LD 4LD 4LD 4LD 4LD 4LD 4LD 4LD	4LU+ 4LU+ 4LU+ 4LU+ 4LD 2LU+ 2LU+ 2LU+ 2LU+ 2LU+ 6LD 6LD 6LD	13,933 9,167 36,667 36,667 12,100 24,567 36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900 3,300 55,000	13,237 8,708 34,833 34,833 5,748 24,567 17,417 13,750 17,417 7,975 7,333 18,288 55,000 53,900 55,000	0 6,353 0 19,250 22,917 0 19,250 0 0 20,213 0 0
BLR 27th Ave to 19th Ave BLR 19th Ave to 7th Ave Broadway Rd (BWR), 107th Ave to 23rd Ave BWR 107th Ave to 300' w/o 103rd Glen BWR 300' w/o 103rd Glen to 99th Ave BWR 99th Ave to 91st Ave BWR 99th Ave to 91st Ave BWR 83rd Ave to 75th Ave BWR 75th Ave to 67th Ave BWR 67th Ave to 650' w/o Loop 202 BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 31st Ave to 43rd Ave BWR 31st Ave to 43rd Ave BWR 310' w/o 35th Ave to 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 37th Ave to 27th Ave BWR 37th Ave to 27th Ave BWR 35th Ave to 27th Ave BWR 35th Ave to 23rd Ave BUR 27th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 75th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 33rd Ave to 1300' e/o 83rd Ave BR 37d Ave to 1300' e/o 83rd Ave BR 37d Ave to 75th Ave BR 37th Ave to 75th Ave BR 37th Ave to 75th Ave BR 37th Ave to 43rd Ave BR 37th Ave to 57th Ave BR 77th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 63rd Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 63rd Ave	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM B B B B B	4LD 4LD 4LD 4LD 4LD 4LD 4LD 4LD	4LU+ 4LU+ 4LD 2LU+ 2LU+ 2LU- 2LU+ 2LU- 4LD 2LU- 6LD 6LD 6LD	36,667 36,667 36,667 36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900 55,000	34,833 34,833 5,748 24,567 17,417 13,750 17,417 7,975 7,333 18,288 55,000 53,900 3,300 55,000	0 6,353 0 19,250 22,917 0 19,250 0 0 20,213 0 0
BLR 19th Ave to 7th Ave Broadway Rd (BWR), 107th Ave to 23rd Ave BWR 107th Ave to 300' w/o 103rd Glen BWR 300' w/o 103rd Glen to 99th Ave BWR 99th Ave to 91st Ave BWR 91st Ave to 83rd Ave BWR 83rd Ave to 75th Ave BWR 75th Ave to 67th Ave BWR 67th Ave to 650' w/o Loop 202 BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 31rd Ave to 43rd Ave BWR 31rd Ave to 310' w/o 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 35th Ave to 27th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 75th Ave, south half (eastbound lanes) or BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 99th Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave BR 37d Ave to 75th Ave BR 37d Ave to 75th Ave BR 37th Ave to 75th Ave BR 37th Ave to 40 99th Ave BR 37th Ave to 51st Ave BR 37th Ave to 51st Ave BR 37th Ave to 40 99th Ave BR 37th Ave to 40 99th Ave BR 37th Ave to 51st Ave BR 37th Ave to 51st Ave BR 37th Ave to 57th Ave BR 50th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 63rd Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 63rd Ave	1.00 0.33 0.67 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 nly 0.37 0.63 1.00	1.00 0.33 0.67 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM CM CM CM CM CM CM CM CM B B B B B	4LD 4LD 4LD 4LD 4LD 4LD 4LD 4LD 6LD 6LD 6LD	2LU+ 4LD 2LU+ 2LU- 2LU+ 2LU- 2LU+ 2LU- 6LD 6LD 6LD	36,667 12,100 24,567 36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900 55,000	34,833 5,748 24,567 17,417 13,750 17,417 17,417 7,975 7,333 18,288 55,000 53,900 3,300 55,000	0 6,353 0 19,250 22,917 0 19,250 0 0 20,213 0 0
Broadway Rd (BWR), 107th Ave to 23rd Ave BWR 107th Ave to 300' w/o 103rd Glen BWR 300' w/o 103rd Glen to 99th Ave BWR 99th Ave to 91st Ave BWR 99th Ave to 91st Ave BWR 83rd Ave to 75th Ave BWR 75th Ave to 67th Ave BWR 67th Ave to 650' w/o Loop 202 BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 51st Ave to 43rd Ave BWR 310' w/o 35th Ave to 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 23rd Ave BWR BR 107th Ave to 23rd Ave BWR 29th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 83rd Ave BR 99th Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave BR 75th Ave to 75th Ave BR 75th Ave to 75th Ave BR 33rd Ave to 1300' e/o 83rd Ave BR 37th Ave to 91st Ave BR 37th Ave to 75th Ave BR 37th Ave to 75th Ave BR 37th Ave to 1300' e/o 83rd Ave BR 37th Ave to 1300' e/o 83rd Ave BR 37th Ave to 75th Ave BR 75th Ave to 75th Ave BR 69th Ave to 75th Ave BR 69th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 63rd Ave BR 530' e/o 67th Ave to 63rd Ave	0.33 0.67 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.37 0.63 1.00	0.33 0.67 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM CM CM CM CM CM CM CM CM B B B B B	4LD 4LD 4LD 4LD 4LD 4LD 4LD 4LD	2LU+ 4LD 2LU+ 2LU- 2LU+ 2LU+ 2LU- 4LD 2LU+ 6LD 6LD 6LD	12,100 24,567 36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900 3,300 55,000	5,748 24,567 17,417 13,750 17,417 17,417 7,975 7,333 18,288 55,000 53,900 3,300 55,000	6,353 0 19,250 22,917 0 19,250 0 20,213 0 0
BWR 300' w/o 103rd Glen to 99th Ave BWR 99th Ave to 91st Ave BWR 91st Ave to 83rd Ave BWR 83rd Ave to 75th Ave BWR 75th Ave to 67th Ave BWR 75th Ave to 67th Ave BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 59th Ave to 51st Ave BWR 1310' w/o 35th Ave to 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 23rd Ave BWR 1980' e/o 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 83rd Ave BR 91st Ave to 83rd Ave BR 3100' e/o 83rd Ave to 79th Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave BR 75th Ave to 43rd Ave BR 375th Ave to 43rd Ave BR 375th Ave to 57th Ave BR 375th Ave to 57th Ave BR 69th Ave to 57th Ave BR 69th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 57th Ave BR 530' e/o 67th Ave to 63rd Ave	0.67 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.49 0.37 0.63 1.00	0.67 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM CM CM CM CM CM CM CM B CM	4LD 4LD 4LD 4LD 4LD 4LD 4LD 4LD	4LD 2LU+ 2LU- 2LU+ 2LU+ 2LU+ 4LD 2LU+ 6LD 6LD 6LD	24,567 36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900 3,300 55,000	24,567 17,417 13,750 17,417 17,417 7,975 7,333 18,288 55,000 53,900 3,300 55,000	0 19,250 22,917 0 19,250 0 20,213 0 0
BWR 99th Ave to 91st Ave BWR 91st Ave to 83rd Ave BWR 83rd Ave to 75th Ave BWR 75th Ave to 67th Ave BWR 75th Ave to 650' w/o Loop 202 BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 51st Ave to 43rd Ave BWR 310' w/o 35th Ave to 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 23rd Ave BWR 27th Ave to 23rd Ave Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 83rd Ave BR 91st Ave to 83rd Ave BR 31300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave BR 75th Ave to 43rd Ave BR 37th Ave to 75th Ave BR 37d Ave to 1300' e/o 83rd Ave BR 37d Ave to 75th Ave BR 37d Ave to 75th Ave BR 69th Ave to 69th Ave BR 69th Ave to 69th Ave BR 69th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 63rd Ave	1.00 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.49 0.63 1.00	1.00 1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM CM CM CM CM CM CM B B B B B B	4LD 4LD 4LD 4LD 4LD 4LD 4LD 6LD 6LD 6LD	2LU+ 2LU- 2LU+ 2LU- 4LD 2LU+ 6LD 6LD 6LD	36,667 36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900 3,300 55,000	17,417 13,750 17,417 17,417 7,975 7,333 18,288 55,000 53,900 3,300 55,000	22,917 0 19,250 0 20,213 0 0
BWR 91st Ave to 83rd Ave BWR 83rd Ave to 75th Ave BWR 75th Ave to 67th Ave BWR 67th Ave to 650' w/o Loop 202 BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 51st Ave to 43rd Ave BWR 310' w/o 35th Ave to 310' w/o 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 23rd Ave BWR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 83rd Ave BR 99th Ave to 83rd Ave BR 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave BR 79th Ave to 75th Ave BR 79th Ave to 75th Ave BR 37th Ave to 1300' e/o 83rd Ave BR 37th Ave to 43rd Ave BR 37th Ave to 75th Ave BR 77th Ave to 75th Ave BR 37th Ave to 43rd Ave BR 37th Ave to 83rd Ave BR 37th Ave to 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 75th Ave to 69th Ave BR 69th Ave to 50th Ave BR 69th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 63rd Ave	1.00 1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.49 0.63 1.00	1.00 1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM CM CM CM CM CM B B B B B	4LD 4LD 4LD 4LD 4LD 4LD 6LD 6LD 6LD 6LD	2LU- 2LU+ 2LU+ 2LU- 4LD 2LU+ 6LD 6LD 6LD	36,667 36,667 36,667 21,267 7,333 38,500 55,000 53,900 3,300 55,000	13,750 17,417 17,417 7,975 7,333 18,288 55,000 53,900 3,300 55,000	22,917 0 19,250 0 20,213 0 0
BWR 83rd Ave to 75th Ave BWR 75th Ave to 67th Ave BWR 67th Ave to 650' w/o Loop 202 BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 59th Ave to 43rd Ave BWR 310' w/o 35th Ave to 310' w/o 35th Ave BWR 35th Ave to 27th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 23rd Ave BUCkeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 83rd Ave BR 91st Ave to 83rd Ave BR 83rd Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave BR 79th Ave to 43rd Ave BR 69th Ave to 43rd Ave - Full Street BR 69th Ave to 69th Ave BR 69th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 63rd Ave	1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.49 0.37 0.63 1.00	1.00 1.00 0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM CM CM CM CM B B B	4LD 4LD 4LD 4LD 4LD 6LD 6LD 6LD 6LD	2LU+ 2LU- 4LD 2LU+ 6LD 6LD 6LD 6LD	36,667 36,667 21,267 7,333 38,500 55,000 53,900 3,300 55,000	17,417 17,417 7,975 7,333 18,288 55,000 53,900 3,300 55,000	0 19,250 0 0 20,213 0 0
BWR 67th Ave to 650' w/o Loop 202 BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 51st Ave to 43rd Ave BWR 310' w/o 35th Ave to 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 35th Ave to 27th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 23rd Ave Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 91st Ave to 83rd Ave BR 3130' e/o 83rd Ave BR 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 530' e/o 67th Ave to 63rd Ave	0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.49 0.37 0.63 1.00	0.58 0.20 1.05 1.00 0.98 0.06 1.00 0.49 0.37 0.63	CM CM CM B B B	4LD 4LD 4LD 6LD 6LD 6LD 6LD	2LU- 4LD 2LU+ 6LD 6LD 6LD 6LD	21,267 7,333 38,500 55,000 53,900 3,300 55,000	7,975 7,333 18,288 55,000 53,900 3,300 55,000	0 0 20,213 0 0 0
BWR 580' e/o Loop 202 to 59th Ave BWR 59th Ave to 51st Ave BWR 51st Ave to 43rd Ave BWR 31st Ave to 43rd Ave BWR 310' w/o 35th Ave to 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 27th Ave to 27th Ave BWR 27th Ave to 23rd Ave Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 99th Ave to 83rd Ave BR 83rd Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 300' w/o 67th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 530' e/o 67th Ave to 63rd Ave	0.20 1.05 1.00 0.98 0.06 1.00 0.49 nly 0.37 0.63 1.00	0.20 1.05 1.00 0.98 0.06 1.00 0.49	CM CM B B B B	4LD 4LD 6LD 6LD 6LD 6LD	4LD 2LU+ 6LD 6LD 6LD 6LD	7,333 38,500 55,000 53,900 3,300 55,000	7,333 18,288 55,000 53,900 3,300 55,000	0 0 0 0
BWR 59th Ave to 51st Ave BWR 51st Ave to 43rd Ave BWR 43rd Ave to 310' w/o 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 35th Ave to 27th Ave BWR 27th Ave to 23rd Ave Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 99th Ave to 1300' e/o 83rd Ave BR 83rd Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	1.05 1.00 0.98 0.06 1.00 0.49 nly 0.37 0.63 1.00	1.05 1.00 0.98 0.06 1.00 0.49 0.37	CM B B B B	4LD 6LD 6LD 6LD 6LD	2LU+ 6LD 6LD 6LD 6LD	38,500 55,000 53,900 3,300 55,000	18,288 55,000 53,900 3,300 55,000	0 0 0 0
BWR 51st Ave to 43rd Ave BWR 43rd Ave to 310' w/o 35th Ave BWR 310' w/o 35th Ave to 35th Ave BWR 35th Ave to 27th Ave BWR 27th Ave to 23rd Ave Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 91st Ave to 83rd Ave BR 83rd Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave BR 77th Ave to 75th Ave BR 77th Ave to 43rd Ave BR 77th Ave to 75th Ave BR 69th Ave to 75th Ave BR 67th Ave to 69th Ave BR 67th Ave to 500' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	1.00 0.98 0.06 1.00 0.49 nly 0.37 0.63 1.00	1.00 0.98 0.06 1.00 0.49	B B B B	6LD 6LD 6LD	6LD 6LD 6LD 6LD	55,000 53,900 3,300 55,000	55,000 53,900 3,300 55,000	0 0 0 0
BWR 310' w/o 35th Ave to 35th Ave BWR 35th Ave to 27th Ave BWR 27th Ave to 23rd Ave Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 99th Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave BR 77th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.06 1.00 0.49 nly 0.37 0.63 1.00	0.06 1.00 0.49 0.37 0.63	B B B	6LD 6LD	6LD 6LD	3,300 55,000	3,300 55,000	0 0 0
BWR 35th Ave to 27th Ave BWR 27th Ave to 23rd Ave Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 99th Ave to 83rd Ave BR 31sd Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave BR 79th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	1.00 0.49 nly 0.37 0.63 1.00	1.00 0.49 0.37 0.63	B B	6LD	6LD	55,000	55,000	0 0 0
BWR 27th Ave to 23rd Ave Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 91st Ave to 83rd Ave BR 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.49 nly 0.37 0.63 1.00	0.49 0.37 0.63	В					0
Buckeye Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) or BR 107th Ave to 1980' e/o 107th Ave BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 91st Ave to 83rd Ave BR 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.37 0.63 1.00	0.37 0.63				-,	.,	
BR 1980' e/o 107th Ave to 99th Ave BR 99th Ave to 91st Ave BR 91st Ave to 83rd Ave BR 83rd Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.63 1.00	0.63	A-1/2					
BR 99th Ave to 91st Ave BR 91st Ave to 83rd Ave BR 83rd Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 350' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	1.00			6LD-1/2	4LU+- ¹ / ₂	10,175	6,444	3,731
BR 91st Ave to 83rd Ave BR 83rd Ave to 1300' e/o 83rd Ave BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave		1 100	A-1/2 A-1/2	6LD-1/2 6LD-1/2	$4LU+^{-1}/_{2}$ $4LU+^{-1}/_{2}$	17,325 27,500	10,973 17,417	6,353 10,083
BR 1300' e/o 83rd Ave to 79th Ave BR 79th Ave to 75th Ave Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.98	1.00 0.98	A-1/2	6LD-1/2	$4LU+\frac{1}{2}$	26,950	17,068	9,882
BR 79th Ave to 75th Ave Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.25	0.25	A-1/2	6LD-1/2	$4LU+-\frac{1}{2}/2$	6,875	4,354	0
Buckeye Rd (BR), 75th Ave to 43rd Ave - Full Street BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.25	0.25	A-1/2	6LD-1/2	4LU+- ¹ / ₂	6,875	4,354	0
BR 75th Ave to 69th Ave BR 69th Ave to 300' w/o 67th Ave BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.50	0.50	A-1/2	6LD-1/2	4LU+- ¹ / ₂	13,750	8,708	0
BR 300' w/o 67th Ave to 67th Ave BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.75	0.75	D	4LU+	4LU+	26,125	26,125	0
BR 67th Ave to 530' e/o 67th Ave BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.19	0.19	D	4LU+	4LU+	6,618	6,618	0
BR 530' e/o 67th Ave to 340' w/o 65th Ave BR 340' w/o 65th Ave to 63rd Ave	0.06 0.10	0.06 0.10	D	4LU+ 4LU+	4LU+ 4LU+	2,090 3,483	2,090 3,483	0
	0.15	0.15	D D	4LU+	4LU-	5,225	4,125	1,100
BR 63rd Ave to 1325' w/o 59th Ave	0.24	0.24	D	4LU+	4LU-	8,360	6,600	1,760
	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 BR 600' e/o 59th Ave to 55th Ave	0.14 0.40	0.14 0.40	D D	4LU+ 4LU+	4LU- 4LU+	4,877 13,933	3,850 13,933	1,027 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	СМ	4LD	2LU+	6,233	2,961	0
LBR 880' e/o 107th Ave to 99th Ave	0.17	0.17	CM	4LD 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 LBR 83rd Ave to 250' w/o 81st Ave	1.00 0.25	1.00 0.25	CM CM	4LD 4LD	4LD 2LU+	36,667 9,167	36,667 4,354	0
LBR 250' w/o 81st Ave to 75th Ave	0.25	0.25	CM	4LD 4LD	4LD	27,500	4,334 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 LBR 59th Ave to 51st Ave	0.38 1.00	0.38 1.00	CM CM	4LD 4LD	2LU- 4LD	13,933 36,667	5,225 36,667	8,708 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 600' w/o Loop 303	1.00	1.00 0.50	CM	4LD	2LU-	36,667	13,750	0
SOA 67th Ave to 600' w/o Loop 202 SOA 600' e/o Loop 202 to 59th Ave		ı U.DU	CM CM	4LD 4LD	2LU- 2LU-	18,333 9,900	6,875 3,713	6,188
SOA 59th Ave to 55th Ave	0.50			4LD	2LU+	18,333	8,708	0
SOA 55th Ave to 900' w/o 51st Ave SOA 900' w/o 51st Ave to 51st Ave		0.27 0.50	CM	4LD		11,733	11,733	

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

Planne	ed Major Arterial Street Segment	Ultimate Length, "L _{UIt} " (miles)	Existing Length, "L ₂₀₁₉ " (miles)	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{Ut} "	Existing Lane Config, "LCON ₂₀₁₉ "	Ultimate Capacity, "VMC _{UIt} " (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	С	4LU+	2LU+	8,708	4,354	4,354
DBN	135' w/o 10th Dr to 470' e/o 17th Dr	0.40	0.40	С	4LU+	2LU-	13,933	5,500	8,433
DBN	470' e/o 17th Ave to 17th Ave	0.09	0.09	С	4LU+	2LU+	3,135	1,568	1,568
DBN	17th Ave to 19th Ave	0.25	0.25	С	4LU+	2LU-	8,708	3,438	5,271
DBN	19th Ave to 27th Ave	1.00	1.00	С	4LU+	2LU-	34,833	13,750	21,083
DBN	27th Ave to 33rd Ave	0.74	0.74	С	4LU+	2LU-	25,777	10,175	15,602
DBN	33rd Ave to 35th Ave	0.25	0.25	С	4LU+	2LU+	8,708	4,354	4,354
DBN	35th Ave to 35th Glen	0.10	0.10	С	4LU+	2LU+	3,483	1,742	1,742
DBN	35th Glen to 39th Ave	0.40	0.40	С	4LU+	2LU-	13,933	5,500	8,433
DBN	39th Ave Align to 43rd Ave	0.50	0.50	С	4LU+	2LU+	17,417	8,708	0
DBN	43rd Ave to 48th Dr	0.65	0.65	С	4LU+	2LU+	22,642	11,321	0
DBN	48th Dr to 51st Ave	0.35	0.35	С	4LU+	3LU+	12,192	9,144	0
DBN	51st Ave to 270' w/o 53rd Ave	0.31	0.31	С	4LU+	3LU+	10,798	8,099	2,700
DBN	270' w/o 53rd Ave to 360' w/o 56th Glen	0.48	0.48	С	4LU+	2LU+	16,720	8,360	8,360
DBN	360' w/o 56th Glen to 59th Ave	0.20	0.20	С	4LU+	2LU-	6,967	2,750	4,217
DBN	59th Ave to 580' e/o L202	0.22	0.22	С	4LU+	2LU-	7,663	3,025	4,638
DBN	67th Ave to 580' w/o of L202	0.54	0.54	С	4LU+	2LU-	18,810	7,425	11,385
DBN	67th Ave to Carver Rd (W Limit of Fee Area)	0.29	0.29	С	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)

	Table 9 - 2025-2034 Maj	OI AI tella	Jucetini	rastructui	e i mance i	rian (n r) - N	or them service	Area (Scenar	10 1)	
Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{UIt} "	Ultimate Length, "L _{UI} " (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	Α	6LD	1.15	100.0%	100.0%	\$0	\$9,950,027	No	\$0
43A	Dove Valley Rd to Carefree Hwy	Α	6LD	0.85	0.0%	0.0%	\$7,354,368	\$0	No	\$0
-		-	OLD	0.83	0.076	0.076	37,334,308	30	NO	30
51St A	Ave (51A), Inspiration Pkwy (Jomax Rd align.) to Carefree Highway		GLD	0.02	77.00/	66.70/	\$1,557,396	\$5,623,928	No	\$0
51A	Jomax Rd to CAP	Α	6LD 6LD	0.83	77.8%	66.7%			No	
	CAP to Dixileta Dr	A		1.61	0.0%	0.0%	\$13,930,038	\$0	Yes	\$13,930,038
51A	Dixileta Dr to SR 303	Α	6LD	0.61	0.0%	0.0%	\$5,277,840	\$0	Yes	\$5,277,840
51A	SR 303 to Dove Valley Rd	Α	6LD	1.00	100.0%	100.0%	\$0	\$8,652,197	No	\$0
51A	Dove Valley Rd to Carefree Hwy	Α	6LD	0.85	0.0%	0.0%	\$7,354,368	\$0	Yes	\$7,354,368
Anthe	em Way (ANT), New River Road to I-17									
ANT	New River Rd (North) to Avenue A	В	6LD	3.63	0.0%	0.0%	\$28,674,730	\$0	No	\$0
ANT	Avenue A to New River Rd (South)	В	6LD	0.88	0.0%	0.0%	\$6,951,450	\$0	No	\$0
ANT	New River Rd (South) to Pyramid Peak Pkwy	В	6LD	1.32	0.0%	0.0%	\$10,427,175	\$0	No	\$0
ANT	Pyramid Peak Pkwy to 43rd Ave	В	6LD	0.50	100.0%	83.3%	\$0	\$3,949,687	No	\$0
ANT	43rd Ave to I-17	В	6LD	0.31	100.0%	100.0%	\$0	\$2,448,806	No	\$0
	ue A (AVA), Daisy Mountain Road to Anthem Way			0.51	100.070	100.070	ŷō	\$2,110,000	110	, , ,
AVA	Daisy Mountian Road to Anthem Way	В	6LD	1.02	0.0%	0.0%	\$15,245,793	\$0	No	Ć0
	ree Hwy (CFH), west limit of fee area (@ +/- 73rd Ave align.) to Pal		OLD .	1.93	0.0%	0.0%	\$15,245,793	\$0	No	\$0
			GI D	0.00	33.0	00.51	4000 (60 400 5:-	V	4000 :
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
	Mountain Dr (DSY), west limit of fee area (@ Avenue A) to I-17			,						
DYS	City Limit to Avenue A	A	6LD	0.90	0.0%	0.0%	\$7,786,978	\$0	No	\$0
DYS	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
DYS	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	Α	6LD-1/2	0.95	0.0%	0.0%	\$8,219,588	\$0	No	\$0
DSY	City Limit to I-17	Α	6LD-1/2	0.43	0.0%	0.0%	\$3,720,445	\$0	No	\$0
			010 1/2	0.43	0.0%	0.0%	33,720,443	30	NO	30
	ta Dr (DXD), CAP (@ +/- 73rd Ave align.) to I-17		CLD	2.04	0.00/	0.00/	647 200 047	ćo	NI-	40
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
	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	Α	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
	River Rd (NRV), Cloud Rd to I-17 (north of Jenny Lin Rd)		410+	3.02	42.9%	30.0%	313,343,341	35,551,340	163	\$13,343,341
				1.00			47.000.404	40		1 40
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)	Α	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	А	6LD	0.10	88.9%	83.3%	\$86,522	\$778,698	No	\$0
NVP	CAP to Quail Track Dr	А	6LD	0.12	88.9%	83.3%	\$86,522	\$951,742	No	\$0
NVP	Quail Track Dr to Copperhead Tr	А	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	Α	6LD	0.74	100.0%	83.3%	\$1,211,500	\$6,402,626	No	\$0
NVP	Dixileta Dr to 200' s/o Rancho Tierra	A	6LD	0.74	33.3%	31.7%	\$4,066,533	\$2,076,527	Yes	\$4,066,533
NVP		 	6LD							
	200' s/o Rancho Tierra to Sonoran Desert Dr	A	l	0.40	33.3%	66.7%	\$2,336,093	\$1,124,786	Yes	\$2,336,093
NVP	Congran Docort Dr. to Doug Valloy Dd		6LD	1.12	77.8%	66.7%	\$2,163,049	\$7,527,412	Yes	\$2,163,049
	Sonoran Desert Dr to Dove Valley Rd	A								\$0
NVP	Dove Valley Rd to 27th Dr	A	6LD	0.26	100.0%	100.0%	\$0	\$2,249,571	No	
NVP	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road	A A	6LD	0.41	100.0%	100.0%	\$0	\$3,547,401	No	\$0
NVP NVP	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy	А								
NVP NVP	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road	A A	6LD	0.41	100.0%	100.0%	\$0	\$3,547,401	No	\$0
NVP NVP	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy	A A	6LD	0.41	100.0%	100.0%	\$0	\$3,547,401	No	\$0 \$5,104,796
NVP NVP Pione	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy er Rd (PIO), New River Rd to I-17	A A	6LD 6LD	0.41 0.59	100.0% 0.0%	100.0% 0.0%	\$0 \$5,104,796	\$3,547,401 \$0	No Yes No	\$0 \$5,104,796 \$0
NVP NVP Pione PIO	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy er Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy	A A A	6LD 6LD	0.41 0.59	100.0% 0.0% 0.0%	100.0% 0.0% 0.0%	\$0 \$5,104,796 \$8,768,306	\$3,547,401 \$0 \$0	No Yes No No	\$0 \$5,104,796 \$0 \$0
NVP NVP Pione PIO PIO	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy err Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy	A A A B B	6LD 6LD 6LD	0.41 0.59 1.11 1.75 1.93	0.0% 0.0% 0.0% 0.0% 0.0%	100.0% 0.0% 0.0% 0.0% 0.0% 0.0%	\$0 \$5,104,796 \$8,768,306 \$13,823,906 \$15,245,793	\$3,547,401 \$0 \$0 \$0 \$0 \$0	No Yes No No	\$0 \$5,104,796 \$0 \$0 \$0
NVP NVP Pione PIO PIO PIO	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy eer Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17	A A A B B B B B	6LD 6LD 6LD 6LD 6LD	0.41 0.59 1.11 1.75	0.0% 0.0% 0.0%	100.0% 0.0% 0.0% 0.0%	\$0 \$5,104,796 \$8,768,306 \$13,823,906	\$3,547,401 \$0 \$0 \$0	No Yes No No	\$0 \$5,104,796 \$0 \$0
NVP NVP Pione PIO PIO PIO PIO Pyran	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy eer Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17 nid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave	A A A B B B B J B S J J S S J S S S S S S S S	6LD 6LD 6LD 6LD 6LD 6LD Anthem Wy	0.41 0.59 1.11 1.75 1.93 0.33	0.0% 0.0% 0.0% 0.0% 0.0% 22.2%	100.0% 0.0% 0.0% 0.0% 0.0% 0.0% 25.0%	\$0, \$5,104,796 \$8,768,306 \$13,823,906 \$15,245,793 \$2,053,837	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$552,956	No Yes No No No	\$0 \$5,104,796 \$0 \$0 \$0 \$0
NVP NVP Pione PIO PIO PIO PIO PYran	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy er Rd (PIO), New River Rd to 1-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to 1-17 nid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave	A A A A B B B B B B B B B B B B B B B B	6LD 6LD 6LD 6LD 6LD 6LD Anthem Wy 6LD	0.41 0.59 1.11 1.75 1.93 0.33	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 22.2%	100.0% 0.0% 0.0% 0.0% 0.0% 0.0% 25.0%	\$0, \$5,104,796 \$8,768,306 \$13,823,906 \$15,245,793 \$2,053,837 \$315,975	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$552,956	No Yes No No No No No No	\$0 \$5,104,796 \$0 \$0 \$0 \$0 \$0
NVP NVP Pione PIO PIO PIO PIO PYran PYR	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy ere Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17 idl Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr	A A A A B B B B B B B B B B B B B B B B	6LD	0.41 0.59 1.11 1.75 1.93 0.33 0.18	100.0% 0.0% 0.0% 0.0% 0.0% 22.2% 77.8%	100.0% 0.0% 0.0% 0.0% 0.0% 0.0% 25.0% 66.7%	\$0,000,000,000,000,000,000,000,000,000,	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$552,956 \$1,105,912 \$789,937	No Yes No No No No No No No	\$0, \$5,104,796 \$5,104,796 \$0, \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$
NVP NVP Pione PIO PIO PIO PIO PYran PYR PYR	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy err Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17 ind Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400' n/o Maya Wy	A A A B B B B B B B B B B B B B B B B B	6LD	0.41 0.59 1.11 1.75 1.93 0.33 0.18 0.13	100.0% 0.0% 0.0% 0.0% 0.0% 22.2% 77.8% 77.8% 66.7%	100.0% 0.0% 0.0% 0.0% 0.0% 25.0% 66.7% 66.7%	\$0, \$5,104,796 \$8,768,306 \$13,823,906 \$15,245,793 \$2,053,837 \$315,975 \$236,981 \$552,956	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$552,956 \$1,105,912 \$789,937 \$1,026,919	NO Yes NO	\$0 \$5,104,796 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
NVP NVP Pione PIO PIO PIO PIO PYran PYR PYR PYR	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy er Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17 nid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400" n/o Maya Wy 410' North of Maya Wy to 190' s/o of Bent Tree Dr	A A A A B B B B B B B B B B B B B B B B	6LD	0.41 0.59 1.11 1.75 1.93 0.33 0.18 0.13 0.20 0.29	100.0% 0.0% 0.0% 0.0% 0.0% 22.2% 77.8% 77.8% 66.7%	100.0% 0.0% 0.0% 0.0% 0.0% 0.0% 25.0% 66.7%	\$0,000,000,000,000,000,000,000,000,000,	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$52,956 \$1,105,912 \$789,937 \$1,026,919 \$1,500,881	No Yes No No No No No No No	\$0 \$5,104,796 \$0 \$0 \$0 \$0 \$0
NVP NVP Pione PIO PIO PIO PIO PYran PYR PYR	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy err Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17 ind Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400' n/o Maya Wy	A A A B B B B B B B B B B B B B B B B B	6LD	0.41 0.59 1.11 1.75 1.93 0.33 0.18 0.13	100.0% 0.0% 0.0% 0.0% 0.0% 22.2% 77.8% 77.8% 66.7%	100.0% 0.0% 0.0% 0.0% 0.0% 25.0% 66.7% 66.7%	\$0, \$5,104,796 \$8,768,306 \$13,823,906 \$15,245,793 \$2,053,837 \$315,975 \$236,981 \$552,956	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$552,956 \$1,105,912 \$789,937 \$1,026,919	NO Yes NO	\$0 \$5,104,796 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
NVP NVP Pione PIO PIO PIO PIO PYran PYR PYR PYR	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy er Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17 nid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400" n/o Maya Wy 410' North of Maya Wy to 190' s/o of Bent Tree Dr	A A A A B B B B B B B B B B B B B B B B	6LD	0.41 0.59 1.11 1.75 1.93 0.33 0.18 0.13 0.20 0.29	100.0% 0.0% 0.0% 0.0% 0.0% 22.2% 77.8% 77.8% 66.7%	100.0% 0.0% 0.0% 0.0% 0.0% 0.0% 6.7% 66.7% 66.3%	\$0 \$5,104,796 \$8,768,306 \$13,823,906 \$15,245,793 \$2,053,837 \$315,975 \$236,981 \$552,956 \$789,937	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$52,956 \$1,105,912 \$789,937 \$1,026,919 \$1,500,881	No Yes No	\$0 \$5,104,796 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0
NVP NVP Pione PIO PIO PIO PIO PIO PYR PYR PYR PYR PYR PYR	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy Exer Rd (PIO), New River Rd to 1-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to 1-17 nid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400' n/o Maya Wy 410' North of Maya Wy to 190' s/o of Bent Tree Dr 190' s/o Bent Tree Dr to Dynamite Blvd	A A A A A A B B B B B B B B B B B B B B	6LD	0.41 0.59 1.11 1.75 1.93 0.33 0.18 0.13 0.20 0.29	100.0% 0.0% 0.0% 0.0% 0.0% 22.2% 77.8% 66.7% 66.7%	100.0% 0.0% 0.0% 0.0% 0.0% 0.0% 66.7% 66.7% 66.7% 66.7% 66.7%	\$0 \$5,104,796 \$8,768,306 \$13,823,906 \$15,245,793 \$2,053,837 \$315,975 \$236,981 \$552,956 \$789,937 \$868,931	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$552,956 \$1,105,912 \$789,937 \$1,026,919 \$1,500,881 \$3,080,756 \$1,421,887	No Yes No	\$0, \$5,104,796 \$5,104,796 \$5,104,796 \$5,00 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$
NVP NVP Pione PIO PIO PIO PIO PYR PYR PYR PYR PYR PYR	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy err Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17 ind Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400" n/o Maya Wy 410" North of Maya Wy to 190" s/o of Bent Tree Dr 190" s/o Bent Tree Dr to Dynamite Blwd Dynamite Blwd to Brookhart Wy Brookhart Wy to CAP	A A A A B B B B B B S Jomax Rd) to B B B B B B B B B B B B B B B B B B B	6LD	0.41 0.59 1.11 1.75 1.93 0.33 0.18 0.13 0.20 0.29 0.50 0.23 0.70	100.0% 0.0% 0.0% 0.0% 0.0% 22.2% 77.8% 77.8% 66.7% 66.7% 77.8% 100.0%	100.0% 0.0% 0.0% 0.0% 0.0% 25.0% 66.7% 66.7% 65.7% 100.0%	\$0,000,000,000,000,000,000,000,000,000,	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$552,956 \$1,105,912 \$789,937 \$1,026,919 \$1,500,881 \$3,080,756 \$1,421,887 \$5,529,562	No	\$0, \$5,104,796 \$0, \$0, \$0, \$0, \$0, \$0, \$0, \$0, \$0, \$0,
NVP NVP Pione PiO PiO PiO PiO Pyran Pyr	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy err Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17 ind Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400' n/o Maya Wy 410' North of Maya Wy to 190' s/o of Bent Tree Dr 190' s/o Bent Tree Dr to Dynamite Blvd Dynamite Blvd to Brookhart Wy Brookhart Wy to CAP CAP to Dixileta	A A A A A A A A B B B B B B B B B B B B	6LD	0.41 0.59 1.11 1.75 1.93 0.33 0.18 0.13 0.20 0.29 0.50 0.70 0.97	100.0% 0.0% 0.0% 0.0% 0.0% 22.2% 77.8% 77.8% 66.7% 66.7% 77.8% 100.0%	100.0% 0.0% 0.0% 0.0% 0.0% 0.0% 25.0% 66.7% 66.7% 66.7% 100.0%	\$0, \$5,104,796 \$8,768,306 \$13,823,906 \$15,245,793 \$2,053,837 \$315,975 \$236,981 \$552,956 \$789,937 \$868,931 \$394,969 \$7,662,393	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$0 \$552,956 \$1,105,912 \$789,937 \$1,026,919 \$1,500,881 \$3,080,756 \$1,421,887 \$5,529,562	No	\$0, \$5,104,796 \$0, \$0, \$0, \$0, \$0, \$0, \$0, \$0, \$0, \$0,
NVP NVP Pione PiO PiO PiO PiO Pyra Pyra Pyr Pyr Pyr Pyr Pyr Pyr Pyr Pyr	Dove Valley Rd to 27th Dr 27th Dr to exist. north end of road Exist. north end of road to Carefree Hwy err Rd (PIO), New River Rd to I-17 Pyramid Peak Pkwy to Carefree Hwy Avenue V to Pyramid Peak Pkwy Pyramid Peak Pkwy to 39th Avenue 39th Ave to I-17 ind Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400" n/o Maya Wy 410" North of Maya Wy to 190" s/o of Bent Tree Dr 190" s/o Bent Tree Dr to Dynamite Blwd Dynamite Blwd to Brookhart Wy Brookhart Wy to CAP	A A A A B B B B B B S Jomax Rd) to B B B B B B B B B B B B B B B B B B B	6LD	0.41 0.59 1.11 1.75 1.93 0.33 0.18 0.13 0.20 0.29 0.50 0.23 0.70	100.0% 0.0% 0.0% 0.0% 0.0% 22.2% 77.8% 77.8% 66.7% 66.7% 77.8% 100.0%	100.0% 0.0% 0.0% 0.0% 0.0% 25.0% 66.7% 66.7% 65.7% 100.0%	\$0,000,000,000,000,000,000,000,000,000,	\$3,547,401 \$0 \$0 \$0 \$0 \$0 \$552,956 \$1,105,912 \$789,937 \$1,026,919 \$1,500,881 \$3,080,756 \$1,421,887 \$5,529,562	No	\$0,000 \$55,104,796 \$55,104,796 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50 \$50

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

	Table 9 - 2025-2034 Maj	or Arteria	i Street In	rastructur	e Finance	Plan (IFP) - N	orthern Service	Area (Scenar	10 1)	
		Ultimate City Standard	Ultimate Lane	Ultimate	Percent Physically Complete (pavement &	Percent Functionally Complete (striped	Preliminary Estimate of Ultimate Needed	Value of	2025-34	Roadway Construction Cost
Street	Segment	Cross Section, "XSEC _{IIIT} "	Config., "LCON _{III} "	Length, "L _{Ult} " (miles)	concrete in place)	number of thru lanes)	Roadway Construction Cost	Existing Roadway	IFP Planned Improvement	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	В	6LD	1.19	0.0%	0.0%	\$9,400,256	\$0	No	\$0
PYR	Avenue V to Pioneer Rd	В	6LD	0.90	0.0%	0.0%	\$7,109,437	\$0	No	\$0
PYR	Pioneer Rd to Daisy Mountain Dr	В	6LD	1.59	0.0%	0.0%	\$12,560,006	\$0	No	\$0
PYR	Daisy Mountain Dr to Avenue U	В	6LD	1.08	0.0%	0.0%	\$8,531,325	\$0	No	\$0
PYR	Avenue U to Anthem Way	В	6LD	0.86	0.0%	0.0%	\$6,793,462	\$0	No	\$0
Sonor	an Desert Dr (SDD), I-17 to east limit of fee area (@ +/- 16th St ali	gn.)								
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 7th St	Paloma Pkwy to Dove Valley Rd.	А	6LD	3.05	0.0%	0.0%	\$26,389,202	\$0	Yes	\$26,389,202
75	(7S), CAP to Happy Valley Rd CAP to Happy Valley Rd	В	6LD	0.51	22.2%	25.0%	\$3,159,750	\$868,931	Yes	\$3,159,750
	Mountain Blvd (BMB), Loop 101 to Cave Creek Rd	ь .	OLD	0.31	22.270	23.070	\$3,133,730	3808,331	163	\$3,135,730
BMB	1,150' s/o Mayo Blvd to Mayo Blvd	А	4LD	0.22	100.0%	100.0%	\$0	\$1,903,483	No	\$0
BMB	Mayo Blvd to Deer Valley Rd	А	6LD	0.24	100.0%	100.0%	\$0	\$2,076,527	No	\$0
BMB	Deer Valley Rd to Rough Rider Rd	Α	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	Α	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	Α	6LD	0.73	0.0%	0.0%	\$6,316,104	\$0	Yes	\$6,316,104
BMB BMB	885' s/o Briles Rd to Jomax Rd Jomax Rd to Cave Creek Rd (full street)	A A	6LD 6LD	0.42 0.68	0.0%	0.0%	\$3,633,923 \$5,883,494	\$0 \$0	Yes Yes	\$3,633,923
	Creek Rd (CAV), CAP to North City limits	A	OLD	0.08	0.0%	0.0%	\$5,883,494	\$0	res	\$5,883,494
CAV	CAP to Deer Valley Rd	В	6LD	0.48	77.8%	66.7%	\$868,931	\$2,922,769	Yes	\$868,931
CAV	Deer Valley Rd to Cielo Grande Ave	В	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	В	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	В	6LD	0.14	88.9%	83.3%	\$157,987	\$947,925	Yes	\$157,987
CAV	405' s/o Pinnacle Peak to Pinnacle Peak Rd	В	6LD	0.08	77.8%	83.3%	\$157,987	\$473,962	Yes	\$157,987
CAV	Pinnacle Peak Rd to Happy Valley Rd	В	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	В	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	В	6LD	0.45	55.6% 55.6%	66.7% 66.7%	\$1,579,875	\$1,974,844	Yes	\$1,579,875
CAV	Jomax Rd to Black Mtn Pkwy Black Mtn Pkwy to Dynamite Blvd	B B	6LD 6LD	0.62 0.51	55.6%	66.7%	\$2,211,825 \$1,816,856	\$2,685,787 \$2,211,825	Yes No	\$2,211,825 \$0
CAV	Dynamite Blvd to 290' n/o Peak View Rd	В В	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	В	6LD	0.53	77.8%	66.7%	\$947,925	\$3,238,744	No	\$0
CAV	Tatum Blvd to Desert Willow Pky	В	6LD	0.85	66.7%	66.7%	\$2,211,825	\$4,502,644	No	\$0
CAV	Desert Willow Pky to Lone Mtn Rd	В	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	В	6LD	0.18	100.0%	66.7%	\$0	\$1,421,887	No	\$0
CAV	925' n/o Lone Mtn Rd to Ashler Hills Dr	В	6LD	0.39	55.6%	66.7%	\$1,342,894	\$1,737,862	No	\$0
CAV	Ashler Hills Dr to Ocupado Dr	В	6LD	0.26	55.6%	66.7%	\$947,925	\$1,105,912	No	\$0
CAV CAV	Ocupado Dr to Rancho Paloma	В	6LD	0.18	88.9%	66.7%	\$157,987	\$1,263,900	No	\$0
CAV	Rancho Paloma to 300' s/o Smokehouse Trl 300' s/o Smokehouse Trl to City Limits	B B	6LD 6LD	0.40 0.21	55.6% 55.6%	66.7% 66.7%	\$1,421,887 \$710,944	\$1,737,862 \$947,925	No No	\$0 \$0
	/alley RD (DEE), Cave Creek Rd to Scottsdale Rd		OLD	0.21	33.070	00.770	\$7.10,544	Ş547,525	140	30
DEE	CAP to Cave Creek Rd	В	6LD	0.37	100.0%	100.0%	\$0	\$2,922,769	No	\$0
DEE	Cave Creek Rd to 28th St	В	6LD	0.58	100.0%	100.0%	\$0	\$4,581,637	No	\$0
DEE	28th St to Black Mtn Pkwy	В	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	Α	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% 100.0%	66.7% 66.7%	\$0	\$4,239,577 \$4,672,187	No No	\$0
DEE DEE	Marriott Dr to 56th St 56th St to Wash e/o Superblock 1 South	Α	6LD 6LD	0.54 0.61	100.0%	100.0%	\$0 \$0	\$4,672,187	No No	\$0 \$0
DEE	Wash e/o Superblock 1 South to 64th St	A	6LD	0.56	0.0%	0.0%	\$4,845,231	\$3,277,840	No Yes	\$4,845,231
DEE	64th St to Scottsdale Rd	Α Α	6LD	1.09	0.0%	0.0%	\$9,430,895	\$0	Yes	\$9,430,895
	t Peak Pkwy (DPK), Happy Valley Rd to Cave Creek Rd									
DPK	Happy Valley Rd to Cave Creek Rd	А	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	А	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	СМ	4LD	1.17	0.0%	0.0%	\$7,685,130	\$0	No	\$0
HVR	56th St to 64th St	СМ	4LD	0.65	0.0%	0.0%	\$4,269,516	\$0	No	\$0
HVR	64th St to Scottsdale Rd	СМ	4LD	1.00	0.0%	0.0%	\$6,568,487	\$0	No	\$0
	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	А	6LD	0.13	77.8%	31.7%	\$259,566	\$865,220	No	\$0
	cle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd									1
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	Α	6LD	0.80	33.3%	25.0%	\$4,585,665	\$2,336,093	Yes	\$4,585,665
PIN	40th St to Tatum Blvd	Α	6LD	0.81	33.3%	25.0%	\$4,672,187	\$2,336,093	Yes	\$4,672,187
PIN	Tatum Blvd to 56th St	Α	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)

No. Control Proceed Process 1,000 1,00	Street	Segment	Ultimate City Standard Cross Section,	Ultimate Lane Config.,	Ultimate Length, "L _{Uk} " (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
Secure Color Col	_	-	"XSEC _{ULT} "	"LCON _{UIt} "							
Second S				025	1.00	22.270	25.0%	\$0,710,711	ψ <u>1</u> ,303,103	1.03	\$0,710,711
Section Sect			А	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	- †	6LD	0.90	†		\$5,191,318	\$2,595,659	Yes	\$5,191,318
A	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
March Marc	Tatum										
Total March Marc			-+	l		 		+			
Total March Marc						 					
Total 1975						 					
Mary			- †			t					
An						t					
MAX Process Process Max Ma	TAT		-+	l		t					\$1,990,005
MAT Seal Professor March	TAT	510' N/O Ranger Dr to Pinnacle Peak Rd	А	6LD	0.18	77.8%	66.7%	\$346,088	\$1,211,308	Yes	\$346,088
ACT Sept. Valley 8 to 288 St 500 Peesly Rear T11	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
A	TAT	40th St to Happy Valley Rd	А	6LD	0.35	44.4%	66.7%	\$1,643,918		Yes	\$1,643,918
A			A	l		44.4%	66.7%				\$0
Mary Department Birk to Divides Dr A			-†			t					\$0
APT Cover Cent No. A						t					
AT			-†			t					
Mask Min Plays to Early Register Min Plays Regi						†					7
Sebs Sebs Color Defaunch or Defaunch			-+	l		 					
Section Sect						0.070	0.070	**/***/***	**-		
565 SOU 'yo Loop 130, Loop 130, Loop 140,	56S	CAP to Mayo Blvd	CM	4LD	0.92	100.0%	100.0%	\$0	\$6,043,008	No	\$0
Sect	568	Mayo Blvd to 500' s/o Loop 101	А	6LD	0.20	77.8%	66.7%	\$346,088	\$1,384,352	No	\$0
SSF SSF To Parager Re De Princelle Peak Rd CM	56S	500' s/o Loop 101 to Deer Valley Rd	А	6LD	0.66	100.0%	100.0%	\$0	\$5,710,450	No	\$0
Section Peak Ref De Happy Valley Ref Debans Ref Deb		Deer Valley Rd to 860' n/o Ranger Rd	-+	4LD		100.0%	100.0%			No	\$0
SSS Jappy Valley Rd to Domas Rd CM 4LD 1.00 0.0% 0.0% 5.5558,487 SD No SS						t					\$0
555 Domak Rid to Pinnocke Vista Dr to Dynamite Billed CM 4LD 0.52 0.0% 0.0% 53,415,613 50 No 55			-+			t					\$0
Section Sect			-+			†					7
555 Dynamite Bird o Divides Dr (M. 4LD 1.00 28.6% 37.5% 54,663,626 51,904,861 No 55.6% No 55.6% No 55.6% Divides Dr to Lone Mountain Rd (M. 4LD 1.00 1.00 28.6% 37.5% 54,663,626 51,904,861 No 55.6% No No No No No No No N			-+	l		t					
555 Divilea Dr to Lone Mountain Rd CM 4LD 1.00 28.6% 37.5% 54,663,626 51,904,861 No 556 S65 Lone Mountain Rd to Rancho Paloma Dr CM 4LD 0.65 100.0% 100.0% 50 54,269,316 No 556 S65			-+			t					\$0
Set Lone Mountain Rd to Rancho Paloma Dr			-+			t				No	
645 CAP to 2,500° s/o Mayo Blvd to Storage to Start	56S	Lone Mountain Rd to Rancho Paloma Dr	СМ	4LD	0.65	100.0%	100.0%	\$0	\$4,269,516	No	\$0
G45 2,500° s/o Mayo Blvd to Mayo Blvd to Mayo Blvd D	64th S	t (64S), CAP to Happy Valley Rd									
645 Mayo Bivd to 385 n/o Loop 101 A 66D 0.43 100.0% 66.7% 50 \$3,720,445 No \$566,533 \$570, Loop 101 to Deer Valley Rd A 66D 0.47 0.0% 0.0% \$4,066,533 \$50 Yes \$4,066,533 \$670 Yes \$12,978,296 \$670 Yes \$12,	64S	CAP to 2,500' s/o Mayo Blvd	D	4LU+	0.53	0.0%	0.0%			Yes	\$3,063,777
Section Sect			-+			t					
See Valley Rd to N. boundary of SB IS A SLD 1.50 0.0% 0.0% 0.0% 51,2978,296 50 Yes 512,978,296 645 N. boundary of SB IS to Pinnacle Peak Rd A SLD 0.50 0.0% 0.0% 0.0% 54,326,099 50 No 55 50 50 50 50 50 50 5			-+			t					
Section Sect						 					
Finale Peak Rd to Happy Valley Rd						t					
John x 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 \$50 \$50.568.487 No			-†			t					\$0
JMX Black Mountain Blvd to Tatum Blvd CM 4LD 1.00 100.0% 100.0% \$0 \$6,568,487 No \$0 \$5,568,487 No \$0 \$1,500								1.,,,,,,,,			
JMX Tatum Blvd to 52nd St CM 4LD 0.50 28.6% 37.5% \$2,364,655 \$919,588 No \$50 MX \$2nd St to 56th St CM 4LD 0.58 0.0% 0.0% \$3,809,722 \$0 No \$50 MX \$50	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 S2nd St to S6th St CM 4LD 0.58 0.0% 0.0% \$3,809,722 \$0 No \$50 JMX S6th St to 62nd St CM 4LD 0.48 28.6% 37.5% \$2,233,286 \$919,588 No \$50 JMX S6th St to 62nd St CM 4LD 1.28 28.6% 37.5% \$5,977,323 \$2,430,340 No \$50 JMX S2nd St to Scottsdale Rd CM 4LD 1.28 28.6% 37.5% \$5,977,323 \$2,430,340 No \$50 40th St (40S), Mayo Blvd to Tatum Blvd	JMX	Black Mountain Blvd to Tatum Blvd	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
JMX S6th St to 62nd St to Scottsdale Rd CM 4LD 0.48 28.6% 37.5% \$2,233,286 \$919,588 No \$50 JMX 62nd St to Scottsdale Rd CM 4LD 1.28 28.6% 37.5% \$5,977,323 \$2,430,340 No \$50 40th St (405), Mayo Blvd to Tatum Blvd S6th St (405), Mayo Blvd to Deer Valley Rd CM 4LD 0.67 85.7% 100.0% \$656,849 \$3,744,037 No \$50 405 Deer Valley Rd to Pinnacle Peak Rd CM 4LD 1.03 100.0% 100.0% \$50 \$6,765,541 No \$50 405 Pinnacle Peak Rd to Tatum Blvd CM 4LD 0.96 0.0% 0.0% \$6,305,747 \$50 No \$50 Rancho Paloma Dr (RPD), Black Mountain Pkwy to 56th St CM 4LD 0.98 71.4% 47.5% \$1,839,176 \$4,597,941 No \$50 RPD Cave Creek Rd to 56th St CM 4LD 0.76 100.0% 100.0% \$50 \$4,992,050 No \$50 Area A9 Connector (ASC), Sweat Canyon Wash to Avenue A CM 4LD 0.18 0.0% 0.0% \$51,182,328 \$50 No \$50 Area C2 Connector (C2C), Sweat Canyon Tributary to New River Rd				4LD		28.6%	37.5%			No	\$0
JMX 62nd St to Scottsdale Rd	IMAV T			4LD							\$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 \$C CM 4LD 1.03 100.0% 100.0% \$0 \$6,765,541 No \$C CM 4LD 1.03 100.0% 100.0% \$0 \$6,305,747 \$0 No \$C CM 4LD 1.03 100.0% 100.0% \$0 \$6,305,747 \$0 No \$C CM 4LD 1.03 No		56th St to 62nd St									\$0
405 Mayo Blvd to Deer Valley Rd CM 4LD 0.67 85.7% 100.0% \$656,849 \$3,744,037 No \$C 405 Deer Valley Rd to Pinnacle Peak Rd CM 4LD 1.03 100.0% 100.0% \$0 \$6,765,541 No \$C 405 Pinnacle Peak Rd to Tatum Blvd CM 4LD 0.96 0.0% 0.0% \$6,305,747 \$0 No \$C 8ancho 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 \$C 408 Creek Rd Softh St CM 4LD 0.76 100.0% 100.0% \$0 \$4,992,050 No \$C 44,992,050 No \$C 44,	JMX		CM	4LD	1.28	28.6%	37.5%	\$5,977,323	\$2,430,340	No	\$0
405 Deer Valley Rd to Pinnacle Peak Rd	JMX					05	100 0::1	*c=c 0.01	62 744 02-1		1 40
40S Pinnacle Peak Rd to Tatum Blvd CM 4LD 0.96 0.0% 0.0% \$6,305,747 \$0 No SC 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 SC RPD Cave Creek Rd to 56th St CM 4LD 0.76 100.0% 100.0% \$0 \$4,992,050 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.76 100.0% 100.0% \$0 \$4,992,050 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.76 100.0% 100.0% \$0 \$4,992,050 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No SC RPD Cave Creek Rd to 56th St CM 54th	JMX JMX 40th S	t (40S), Mayo Blvd to Tatum Blvd	C14	4:5	0.63		100.0%				1 50
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 \$C RPD Cave Creek Rd to 56th St CM 4LD 0.76 100.0% 100.0% \$0 \$4,992,050 No \$C Area A9 Connector (A9C), Sweat Canyon Wash to Avenue A A9C Sweat Canyon Wash to Avenue A CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No \$C Area C2 Connector (C2C), Sweat Canyon Tributary to New River Rd	JMX JMX 40th S 40S	t (40S), Mayo Blvd to Tatum Blvd Mayo Blvd to Deer Valley Rd									
RPD Black Mountain Pkwy to Cave Creek Rd CM 4LD 0.98 71.4% 47.5% \$1,839,176 \$4,597,941 No \$C RPD Cave Creek Rd to 56th St CM 4LD 0.76 100.0% 100.0% \$0 \$4,992,050 No \$C Area A9 Connector (A9C), Sweat Canyon Wash to Avenue A CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No \$C Area C2 Connector (C2C), Sweat Canyon Tributary to New River Rd CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No \$C	JMX JMX 40th S 40S 40S	t (40S), Mayo Blvd to Tatum Blvd Mayo Blvd to Deer Valley Rd Deer Valley Rd to Pinnacle Peak Rd	CM	4LD	1.03	100.0%	100.0%	\$0	\$6,765,541	No	\$0
RPD Cave Creek Rd to 56th St CM 4LD 0.76 100.0% 100.0% \$0 \$4,992,050 No \$C Area A9 Connector (A9C), Sweat Canyon Wash to Avenue A A9C Sweat Canyon Wash to Avenue A CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No \$C Area C2 Connector (C2C), Sweat Canyon Tributary to New River Rd SO	JMX JMX 40th S 40S 40S 40S	t (405), Mayo Blvd to Tatum Blvd Mayo Blvd to Deer Valley Rd Deer Valley Rd to Pinnacle Peak Rd Pinnacle Peak Rd to Tatum Blvd	CM	4LD	1.03	100.0%	100.0%	\$0	\$6,765,541	No	
Area A9 Connector (A9C), Sweat Canyon Wash to Avenue A CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No \$C Area C2 Connector (C2C), Sweat Canyon Tributary to New River Rd SO No \$C No \$C	JMX JMX 40th S 40S 40S 40S Ranche	t (405), Mayo Blvd to Tatum Blvd Mayo Blvd to Deer Valley Rd Deer Valley Rd to Pinnacle Peak Rd Pinnacle Peak Rd to Tatum Blvd o Paloma Dr (RPD), Black Mountain Pkwy to 56th St	CM CM	4LD 4LD	1.03 0.96	100.0% 0.0%	100.0%	\$0 \$6,305,747	\$6,765,541 \$0	No No	\$0 \$0
Area C2 Connector (C2C), Sweat Canyon Tributary to New River Rd	JMX JMX 40th S 40s 40s 40s Ranche	t (405), Mayo Blvd to Tatum Blvd Mayo Blvd to Deer Valley Rd Deer Valley Rd to Pinnacie Peak Rd Pinnacie Peak Rd to Tatum Blvd o Paloma Dr (RPD), Black Mountain Pkwy to 56th St Black Mountain Pkwy to Cave Creek Rd	CM CM	4LD 4LD	1.03 0.96	100.0% 0.0% 71.4%	100.0% 0.0% 47.5%	\$0 \$6,305,747 \$1,839,176	\$6,765,541 \$0 \$4,597,941	No No	\$0 \$0
	JMX JMX 40th S 40S 40S 40S Ranche RPD RPD	t (40S), Mayo Blvd to Tatum Blvd Mayo Blvd to Deer Valley Rd Deer Valley Rd to Pinnacle Peak Rd Pinnacle Peak Rd to Tatum Blvd o Paloma Dr (RPD), Black Mountain Pkwy to 56th St Black Mountain Pkwy to Cave Creek Rd Cave Creek Rd to 56th St	CM CM	4LD 4LD	1.03 0.96	100.0% 0.0% 71.4%	100.0% 0.0% 47.5%	\$0 \$6,305,747 \$1,839,176	\$6,765,541 \$0 \$4,597,941	No No	\$0 \$0
C2C Sweat Canyon Tributary to New River Rd CM 4LD 0.18 0.0% 0.0% \$1,182,328 \$0 No \$0.00 \$1.00	JMX JMX 40th S 40S 40S 40S Ranch RPD RPD Area A	t (405), Mayo Blvd to Tatum Blvd Mayo Blvd to Deer Valley Rd Deer Valley Rd to Pinnacle Peak Rd Pinnacle Peak Rd to Tatum Blvd o Paloma Dr (RPD), Black Mountain Pkwy to 56th St Black Mountain Pkwy to Cave Creek Rd Cave Creek Rd to 56th St 19 Connector (A9C), Sweat Canyon Wash to Avenue A Sweat Canyon Wash to Avenue A	CM CM	4LD 4LD 4LD 4LD	1.03 0.96 0.98 0.76	71.4% 100.0%	100.0% 0.0% 47.5% 100.0%	\$0 \$6,305,747 \$1,839,176 \$0	\$6,765,541 \$0 \$4,597,941 \$4,992,050	No No No	\$0 \$0 \$0
	JMX JMX 40th S 40s 40s Ranch RPD RPD Area A A9C Area C	t (40S), Mayo Blvd to Tatum Blvd Mayo Blvd to Deer Valley Rd Deer Valley Rd to Pinnacle Peak Rd Pinnacle Peak Rd to Tatum Blvd o Paloma Dr (RPD), Black Mountain Pkwy to 56th St Black Mountain Pkwy to Cave Creek Rd Cave Creek Rd to 56th St 49 Connector (A9C), Sweat Canyon Wash to Avenue A Sweat Canyon Wash to Avenue A	CM CM CM CM	4LD 4LD 4LD 4LD 4LD	1.03 0.96 0.98 0.76	100.0% 0.0% 71.4% 100.0%	100.0% 0.0% 47.5% 100.0%	\$0 \$6,305,747 \$1,839,176 \$0 \$1,182,328	\$6,765,541 \$0 \$4,597,941 \$4,992,050	No No No No	\$0 \$0 \$0 \$0

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

	Table 10 - 2025-2034 Major A	rteriai Sti	eet intra	structure	Finance P	ian (IFP) - Sou	tnwest Service	Area (Scenari	0 1)	
Street	Segment	Ultimate City Standard Cross Section, "XSEC _{IIIT} "	Ultimate Lane Config., "LCON _{III} "	Ultimate Length, "L _{UIt} " (miles)	Percent Physically Complete (pavement & concrete in		Preliminary Estimate of Ultimate Needed Roadway Construction Cost	Value of Existing Roadway	2025-34 IFP Planned	Roadway Construction Cost Accounted for in 2025-2034 Impact Fee
	e (19A), Baseline Rd to Southern Ave	ASECULT	LCONUIT	(miles)	place)	lanes)	Cost	Koadway	Improvement	2025-2054 Impact Fee
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 19A	Alta Vista Rd to 170' s/o Lynne 170' s/o Lynne Ln to Lynne Ln	D D	4LU+ 4LU+	0.14 0.03	100.0% 100.0%	39.5% 39.5%	\$0 \$0	\$809,300 \$173,421	No No	\$0
19A	Lynne Ln to Southern Ave	D	4LU+	0.08	100.0%	100.0%	\$0	\$462,457	No No	\$0 \$0
51st Av	·									
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 51A	Elliot Rd to Dobbins Rd Dobbins Rd to South Mountain Ave	CM CM	4LD 4LD	1.00 0.50	28.6% 100.0%	37.5% 100.0%	\$4,663,626 \$0	\$1,904,861 \$3,284,243	Yes No	\$4,663,626 \$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 0.66	100.0%	83.3% 100.0%	\$0	\$1,116,643 \$4,335,201	No No	\$0
51A 51A	905' n/o Baseline Rd to Burgess Ln Burgess Ln to Southern Ave	CM CM	4LD 6LD	0.17	100.0% 100.0%	100.0%	\$0 \$0	\$1,116,643	No No	\$0 \$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 \$0
51A	Salt River Bridge to Broadway Rd	CM	4LD	0.45	100.0%	95.0%	\$0	\$2,955,819	No	\$0 \$0
51A	Broadway Rd to Lower Buckeye Rd	CM	4LD	0.74	100.0%	95.0%	\$0	\$4,860,680	No	\$0
51A 51A	Lower Buckeye Rd to N. Limit of Fee Area S. Limit of Fee Area to Buckeye Rd	D D	4LU+ 4LU+	0.50 0.44	100.0% 100.0%	100.0% 100.0%	\$0 \$0	\$2,890,356 \$2,543,513	No No	\$0 \$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 \$0
	e (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 59A	Sunrise Dr to Olney Ave Olney Ave to Dobbins Rd	CM CM	4LD 4LD	0.25 0.50	57.1% 28.6%	47.5% 37.5%	\$722,534 \$2,364,655	\$919,588 \$919,588	Yes Yes	\$722,534 \$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 Av 75A	e (75A), Baseline Rd to Buckeye Rd Baseline Rd to 1300' n/o Baseline Rd		4LU+	0.25	42.9%	39.5%	\$809,300	\$635,878	No	I enl
75A	1300' n/o Baseline Rd to 350' n/o Vineyard	D D	4LU+	0.23	100.0%	50.0%	\$0	\$1,907,635	No No	\$0 \$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 75A	1325' n/o Broadway Rd to 1300' s/o Lower Buckeye Rd	CM CM	4LD	0.50 0.05	100.0% 100.0%	95.0% 95.0%	\$0	\$3,284,243 \$328,424	No No	\$0
75A	1300' s/o Lower Buckeye Rd to 1060' s/o Lower Buckeye Rd 1060' s/o Lower Buckeye Rd to Lower Buckeye Rd	CM	4LD 4LD	0.03	100.0%	95.0%	\$0 \$0	\$1,313,697	No No	\$0 \$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 \$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 \$0
75A	Durango St to Buckeye Rd e (75A), Buckeye Rd to Van Buren St, east half (northbound lanes) only	D	4LU+	0.48	100.0%	100.0%	\$0	\$2,774,742	No	\$0
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
	e (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 \$0
75A	Roosevelt St to I-10	А	6LD	0.21	100.0%	63.3%	\$0	\$1,816,961	No	\$0
Baseline	e Rd (BLR), 75th Ave to 7th Ave 75th Ave to 71st Ave	В	6LD	0.50	77.8%	66.7%	\$868,931	\$3,080,756	Yes	\$868,931
BLR	73th Ave to 71st Ave 71st Ave to 67th Ave	В	6LD	0.50	55.6%	47.5%	\$1,737,862	\$2,211,825	Yes	\$1,737,862
BLR	67th Ave to 63rd Ave	В	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	В	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	В	6LD	0.38	100.0%	100.0%	\$0	\$3,001,762	No	\$0
BLR BLR	59th Ave to 55th Ave 55th Ave to 890' w/o 51st Ave	B B	6LD 6LD	0.49	77.8% 77.8%	66.7% 66.7%	\$868,931 \$552,956	\$3,001,762 \$2,053,837	Yes No	\$868,931
BLR	890' w/o 51st Ave to 51st Ave	В	6LD	0.33	77.8%	83.3%	\$315,975	\$1,026,919	No	\$0 \$0
BLR	51st Ave to 47th Ave	В	6LD	0.49	77.8%	63.3%	\$868,931	\$3,001,762	No	\$0
BLR	47th Ave to 43rd Ave	В	6LD	0.49	77.8%	63.3%	\$868,931	\$3,001,762	No	\$0 \$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 BLR	1330' w/o 35th Ave to 35th Ave 35th Ave to 660' w/o 31st Ave	CM CM	4LD 4LD	0.25 0.38	100.0% 100.0%	100.0% 95.0%	\$0 \$0	\$1,642,122 \$2,496,025	No No	\$0 \$0
BLR	660' w/o 31st Ave to 125' e/o 29th Dr	CM	4LD 4LD	0.38	100.0%	95.0%	\$0 \$0	\$2,496,025	No	\$0 \$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 \$0
BLR	19th Ave to 7th Ave	CM	4LD	1.00	100.0%	95.0%	\$0	\$6,568,487	No	\$0
	ay Rd (BWR), 107th Ave to 23rd Ave	Chi	41.0	0.22	74.4		Assets	A 530 45-	V	A=0.4.1-1
BWR BWR	107th Ave to 300' w/o 103rd Glen 300' w/o 103rd Glen to 99th Ave	CM CM	4LD 4LD	0.33 0.67	71.4% 100.0%	47.5% 100.0%	\$591,164 \$0	\$1,576,437 \$4,400,886	Yes No	\$591,164 \$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 BWR	67th Ave to 650' w/o Loop 202 580' e/o Loop 202 to 59th Ave	CM CM	4LD 4LD	0.58 0.20	28.6% 100.0%	37.5% 100.0%	\$2,693,080 \$0	\$1,116,643 \$1,313,697	No No	\$0 \$0
L	300 C/O LOOP 202 to 30th AVC	L	L	L	100.0%	100.0%	ŞU	71,01097	140	\$0

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

	Table 10 - 2025-2034 Major A	rteriai Sti	eet intra	structure	Finance P	ian (IFP) - Sou	tnwest Service	Area (Scenari	0 1)	
Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{UIt} "	Ultimate Length, "L _{UI} " (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	В	6LD	1.00	100.0%	100.0%	\$0	\$7,899,375	No	\$0
BWR	43rd Ave to 310' w/o 35th Ave	В	6LD	0.98	100.0%	100.0%	\$0	\$7,741,387	No	
BWR	310' w/o 35th Ave to 35th Ave	В	6LD	0.06	100.0%	100.0%	\$0	\$473,962	No	\$0 \$0
BWR	35th Ave to 27th Ave	В	6LD	1.00	100.0%	100.0%	\$0	\$7,899,375	No	
BWR	27th Ave to 23rd Ave	В	6LD	0.49			\$0	\$3,870,694	No	\$0 \$0
	Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) only	L B	OLD	0.49	100.0%	100.0%	ŞU	\$5,670,094	INU	\$0
		1 / .	CID 4 /0	0.07			4450 457	A4 676 406		4450 457
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	
BR		t	4LU+	0.50	100.0%	100.0%	\$0	\$2,890,356	No	\$0
	55th Ave to 51st Ave	D D	h	1.00	100.0%		\$0	\$5,780,712		\$0 \$0
BR Lawer B	51st Ave to 43rd Ave uckeye Rd (LBR), 107th Ave to 43rd Ave)		4LU+	1.00	100.0%	100.0%	ŞU	\$5,760,712	No	ŞU
	107th Ave to 880' e/o 107th Ave	C14	1 415	0.47	F7.40/	47.50/	Ć450 704	¢c=c 0.40	NI-	1 60
LBR		CM	4LD	0.17	57.1%	47.5%	\$459,794	\$656,849	No No	\$0 \$0 \$0 \$0
LBR	880' e/o 107th Ave to 99th Ave	CM	4LD	0.83	100.0%	100.0%	\$0	\$5,451,844	No	ŞU
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	СМ	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 \$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
Souther	n 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	СМ	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	
SOA	900' w/o 51st Ave to 51st Ave	СМ	4LD	0.18	71.4%	47.5%	\$328,424	\$853,903	No	\$0 \$0 \$0 \$0 \$0 \$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	
SOA	39th Ave to 1,250' w/o 35th Ave	CM	4LD	0.27	57.1%	37.5%	\$788,218	\$985,273	No	\$0 \$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 \$0
SOA	35th Ave to 27th Ave	D	4LU+	1.00	100.0%	100.0%	\$0	\$5,780,712	No No	÷n
SOA	27th Ave to 23rd Ave	D D	4LU+	0.50	100.0%	100.0%	\$0	\$2,890,356	No	\$0
	s Rd (DBN), 7th Ave to Carver Rd (W Limit of Fee Area)		1	0.30	100.0%	100.076	30	\$2,030,330	.10	, ,,,
DBN	7th Ave to 135' w/o 10th Dr	С	4LU+	0.25	71.4%	50.0%	\$451,231	\$1,160,308	You	\$451,231
		t		0.25	42.9%		\$451,231	\$1,160,308	Yes	
DBN	135' w/o 10th Dr to 470' e/o 17th Dr	C	4LU+	0.40		39.5%			Yes	\$1,482,616
DBN	470' e/o 17th Ave to 17th Ave	<u>c</u>	4LU+		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	С	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	С	4LU+	0.25	57.1%	50.0%	\$709,077	\$902,462	Yes	\$709,077
DBN	35th Ave to 35th Glen	С	4LU+	0.10	57.1%	50.0%	\$257,846	\$386,769	Yes	\$257,846
DBN	35th Glen to 39th Ave	С	4LU+	0.40	28.6%	39.5%	\$1,869,385	\$709,077	Yes	\$1,869,385
DBN	39th Ave Align to 43rd Ave	С	4LU+	0.50	57.1%	50.0%	\$1,353,693	\$1,869,385	No	\$0
DBN	43rd Ave to 48th Dr	С	4LU+	0.65	57.1%	50.0%	\$1,804,923	\$2,385,077	No	\$0
DBN	48th Dr to 51st Ave	С	4LU+	0.35	71.4%	75.0%	\$644,616	\$1,611,539	No	\$0
DBN	51st Ave to 270' w/o 53rd Ave	С	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	С	4LU+	0.48	71.4%	50.0%	\$902,462	\$2,191,693	Yes	\$902,462
DBN	360' w/o 56th Glen to 59th Ave	С	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%		\$773,539	\$1,095,846	Yes	\$773,539
L		<u>.</u>	L	L			7,333	,,5 . 0		
Total Sou	thwest Service Area 2020-2029 IFP Costs						\$110 500 605	\$ 327,067,235	-	\$71,284,979
10.01.300							7110,000,000	7 327,307,233	-	7,1,207,3/3

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

Table 11 - Existing at	10 2023	20341	i iviaj	l Art	l larger	cct ca	I VEI C	3363 1	2023 Culvert	vice Area (Culvert	Existing	2025-2034 IIP
		Length	Width	Height	Diameter				Construction	2025-2034 IFP	Status	Culvert	Culvert
Street Name	Culvert ID	(feet)	(feet)	(feet)*	(inches)	Barrels	Total (cf)	Total (If)	Cost/Value	Cost/Value	(E, P, F)	Value	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 3													
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 nor	th 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		loma 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 o	f Jenny Lin Ro	·											
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 De	esert 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	Е	\$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
	·			<u> </u>			,		,,	,,,	· · · · · ·	, ,,,,	, ·

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

lable 11 - Existing a	na 2025-	2034 1	FP IVIA	or Arte	eriai Str	eet Cu	ivert C	OSTS - IN		vice Area (
		Laureth	Width	Halaba	Diameter				2023 Culvert Construction	2025-2034 IFP	Culvert Status	Existing : Culvert	2025-2034 IIP Culvert
Street Name	Culvert ID	Length (feet)		Height		Parrole	Total (cf)	Total (If)	Construction Cost/Value	Cost/Value	(E, P, F)	Value	Cost
Street Name 39th Ave/Vision Way (39A), Pioneer Rd to Anthem Way	Culvert ID	(reet)	(feet)	(feet)*	(inches)	Barreis	Total (CI)	Total (II)	Cost/ value	Cost/ value	(E, P, F)	value	Cost
	1 26.	456					L 53.446	1 000	64 206 224	64 504 050		ا مه	4.0
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 (20,100	433	\$724,550	J027,013	<u> </u>	ا ٢٠٠١	90
							10.000	200	6304.050	6225.275	-	60	ćo
Pyramid Peak Pkwy ¹	143	150	6	6		2	10,800	300	\$284,850	\$325,375	F	\$0	\$0
Pyramid Peak Pkwy ³	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
	20	132	8	6		1	6,336	132	\$168,775	\$192,786	F	\$0	\$0
Pyramid Peak Pkwy ⁵	+												
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 (@													
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	Х	\$308,215	\$308,215
Sonoran Desert Dr ⁵	10*+	162	10	6		2	19,440		\$539,654	\$616,429	Р	\$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	2,000	\$5,706,000	\$6,517,774	P	\$1,138,811	\$6,517,774
Sonoran Desert Dr ⁵ Sonoran Desert Dr ⁵	107+	180	12		-	3	38,880		\$1,283,850	\$1,466,499			
_	+			6							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	Р	\$0	\$175,702
Black Mountain Blvd ²	116	162	8	6		1	7,776		\$207,133	\$236,601	Р	\$0	\$236,601
Black Mountain Blvd ²	117	162	8	6		4	31,104		\$828,533	\$946,405	P	\$0	\$946,405
	152	162	6	6		2	11,664		\$307,638	\$351,405	P	\$0	\$351,405
Black Mountain Blvd ²				_									
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	Р	\$0	\$175,702
Black Mountain Blvd ²	203	162	8	6		1	7,776		\$207,133	\$236,601	Р	\$0	\$236,601
Black Mountain Blvd ²	204	162	6	6		1	5,832		\$153,819	\$175,702	Р	\$0	\$175,702
Black Mountain Blvd ²	240*	235	8	4		2	15,040	470	\$507,882	\$580,137	Е	\$580,137	\$0
Cave Creek Rd (CAV), CAP to North City limits	•								, ,	,,,,,		, , , , , ,	
Cave Creek Rd ⁴	54*	50	10	1		3	1,500	T	\$209,430	\$239,225	х	¢220.225	¢220.225
	 	50		4		3						\$239,225	\$239,225
Cave Creek Rd ⁴	55*		10	_			6,000		\$224,280	\$256,188	Х	\$256,188	\$256,188
Cave Creek Rd ⁴	56*	50	6	2		10	6,000		\$375,950	\$429,435	Х	\$429,435	\$429,435
Cave Creek Rd ⁴	109*	50	10	1		2	1,000		\$139,620	\$159,483	Х	\$159,483	\$159,483
Cave Creek Rd ⁴	110*	50	10	2		3	3,000		\$209,430	\$239,225	Х	\$239,225	\$239,225
Cave Creek Rd ⁴	111*	50	10	2		3	3,000		\$209,430	\$239,225	Х	\$239,225	\$239,225
Cave Creek Rd ⁴	112*	50	10	2		3	3,000		\$209,430	\$239,225	Х	\$239,225	\$239,225
Cave Creek Rd ⁴	113*	50	10	1		1	500		\$69,810	\$79,742	Х	\$79,742	\$79,742
Cave Creek Rd ⁴	144*	50	12	6		6	21,600		\$713,250	\$814,722	X	\$814,722	\$814,722
	145*	50		 	48	1	22,000	50	\$21,250	\$24,273	X		
Cave Creek Rd ⁴			-	1	40		C00	30				\$24,273	\$24,273
Cave Creek Rd ⁴	146*	50	6	1	L	2	600	L	\$75,190	\$85,887	Х	\$85,887	\$85,887
Carefree Hwy (CFH), 16th St to Black Mountain Blvd, sout	.rı naır (eastbo	una lanes	only										
Deer Valley RD (DEE), Cave Creek Rd to Scottsdale Rd		_										1	
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	Р	\$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
	270	162	6	6	—	2	11,664		\$307,638	\$351,405	P	\$0	\$351,405
Deer Valley Dr ²	 			_	-			_					
Deer Valley Dr ²	273	162	6	6		1	5,832		\$153,819	\$175,702	Р	\$0	\$175,702
Desert Peak Pkwy (DPK), Happy Valley Rd to Cave Creek R													
Happy Valley Rd (HVR), CAP (@ +/- 7th Ave align.) to Desc													
Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Cre	ek 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	Р	\$0	\$236,601
Pinnacle Peak Rd ²	197	162	8	6		2	15,552		\$414,266	\$473,203	Р	\$0	\$473,203
Pinnacle Peak Rd ²	198	162	6	6		2	11,664		\$307,638	\$351,405	P	\$0	\$351,405
-	199	162	10	6		9	87,480		\$2,428,445	\$2,773,932	P	\$0	\$2,773,932
Pinnacle Peak Rd ²	+				-								
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	Р	\$0	\$709,804
Pinnacle Peak Rd ²	206	162	8	6		3	23,328		\$621,400	\$709,804	Р	\$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
rrilliacie Peak Ku	1 400	102		l o	1	1 4	J,032	i l	2135,819	21/5,/02	, r	, υ	21/5,/02

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

Table 11 - Existing a	1025	Length	Width	Height	Diameter				2023 Culvert Construction	2025-2034 IFP	Culvert Status	Existing Culvert	2025-2034 IIP Culvert
Street Name	Culvert ID	(feet)	(feet)	(feet)*	(inches)	Barrels	Total (cf)	Total (If)	Cost/Value	Cost/Value	(E, P, F)	Value	Cost
39th Ave/Vision Way (39A), Pioneer Rd to Anthem Way												· · · · · · · · · · · · · · · · · · ·	1
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	Р	\$0	\$175,702
Pinnacle Peak Rd ²	210	162	6	6		1	5,832		\$153,819	\$175,702	Р	\$0	\$175,702
Pinnacle Peak Rd ²	211	162	10	6		2	19,440		\$539,654	\$616,429	Р	\$0	\$616,429
Scottsdale Rd (SCO), Bell Rd to Jomax Rd, west half (south													
Sonoran Desert Drive (SDD), West limit of fee area (16th S													
Sonoran Desert Dr ^{1,3}	14*	99	6	6		2		198	\$188,001	\$214,747	Х	\$214,747	\$214,747
Sonoran Desert Dr ^{1,3}	15*	277	6	6		4		1,108	\$1,052,046	\$1,201,717	Х	\$1,201,717	\$1,201,717
Sonoran Desert Dr ^{1,3}	16*	81	10	6		3	14,580		\$404,741	\$462,322	Х	\$462,322	\$462,322
Sonoran Desert Dr ^{2,3}	17*	81			36	8		648	\$210,600	\$240,561	Х	\$240,561	\$240,561
Sonoran Desert Dr ^{2,3}	18*	81			36	8		648	\$210,600	\$240,561	Х	\$240,561	\$240,561
Sonoran Desert Dr ^{2,3}	19*	81			30	1		81	\$22,275	\$25,444	Х	\$25,444	\$25,444
Sonoran Desert Dr ^{2,3}	19A*	81	10	6		3	14,580		\$404,741	\$462,322	Х	\$462,322	\$462,322
Sonoran Desert Dr ^{2,3}	20*	81	8	6		3	11,664		\$310,700	\$354,902	Х	\$354,902	\$354,902
Sonoran Desert Dr ^{2,3}	21*	81			36	2		162	\$52,650	\$60,140	Х	\$60,140	\$60,140
Sonoran Desert Dr ^{2,3}	104*	81	6	6		1	2,916		\$76,910	\$87,851	Х	\$87,851	\$87,851
Sonoran Desert Dr ^{2,3}	105*	81	8	6		3	11,664		\$310,700	\$354,902	Х	\$354,902	\$354,902
Sonoran Desert Dr ^{2,3}	106*	81			30	3		243	\$66,825	\$76,332	Х	\$76,332	\$76,332
Sonoran Desert Dr ^{2,3}	107*	81			30	2		162	\$44,550	\$50,888	Х	\$50,888	\$50,888
Sonoran Desert Dr ^{2,3}	108*	81	10	6		6	29,160		\$809,482	\$924,644	Х	\$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	Е	\$170,792	\$0
Tatum n/o Pinnacle	213	162	10	6		1	9,720		\$269,827	\$308,215	Е	\$308,215	\$0
Pinnacle Peak Rd & Tatum Intersection	212	168	8	6		2	16,128		\$429,610	\$490,729	Е	\$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
Design (15%)									\$14,385,868	\$16,432,498	-	\$3,875,446	\$6,785,156
COP Administrative Cost (22%)									\$21,099,273	\$24,100,996	-	\$5,683,987	\$9,951,562
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 JE Fuller, North Gateway Drainage Structure Cost Analysis (May 2005) , City of Phoenix

Table	12 - Existing and	2025-2034	IFP Major	Arterial St	reet Bridg	e Costs - Noi	thern 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			
Subtotal						\$104,184,179	\$119,006,117			
Design (15%)						\$15,627,627	\$17,850,918			
COP Administrative Cost (22%)						\$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

Unit Cost

Happy Valley Rd (CAP)

Anthem Way (New River)

Avenue A (Sweat Canyon Wash)

Daisy Mountain Dr (unnamed wash)

Daisy Mountain Dr (New River)

COP Administrative Cost (22%)

Total Northern IIP Bridge Cost

Pioneer Rd (Deadman Wash)

New River Rd (New River)

Subtotal

Design (15%)

Daisy Mountain Dr (Sweat Canyon Wash)

Daisy Mountain Dr (New River Breakout)

Avenue A (Sweat Canyon Tributary)

Area A9 Connector (Sweat Canyon Wash)

Area C2 Connector (Sweat Canyon Tributary)

Anthem Way (Sweat Canyon Tributary)

111

120

120

400

120

120

100

250

100

400

150

400

22

120

60

120

120

120

60

120

120

120

120

120

60

2,442

12,000

7,200

14,400

48,000

14,400

7,200

12,000

30,000

12,000

48,000

18,000

24,000

\$388

\$388

\$388

\$388

\$388

\$388

\$388

\$388

\$388

\$388

\$388

\$388

\$388

\$947,376

\$4,655,409

\$2,793,246

\$5,586,491

\$18,621,637

\$5,586,491

\$2,793,246

\$4,655,409

\$11,638,523

\$4,655,409

\$18,621,637

\$6,983,114

\$9,310,818

\$239,770,459

\$35,965,569

\$52,749,501

\$328,485,529

\$1,082,156

\$5,317,719

\$3,190,631

\$6,381,263

\$21,270,876

\$6,381,263

\$3,190,631

\$5,317,719

\$13,294,297

\$5,317,719

\$21,270,876

\$7,976,578

\$10,635,438

\$273,881,808

\$41,082,271

\$60,253,998

\$375,218,077

Yes

No

\$1,082,156

\$0 N-18

\$0

\$0 N-20

\$0

\$0 N-22

\$0

\$0 N-24

\$0

\$0

\$0 N-27

\$0 N-28

\$0 N-29

\$134,296,091

\$20,144,414

\$29,545,140

\$183,985,645

N-17

N-19

N-21

N-23

N-25

N-26

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

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

Table 17 Southwest Service Area Buildout Gross ree calculation (
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
SOUTHWEST SERVICE AREA GROSS FEE CALCULATION Existing & 2025-2060 Planned Major Arterial Network Value	AMOUNT \$508,915,136
	ui
Existing & 2025-2060 Planned Major Arterial Network Value	\$508,915,136
Existing & 2025-2060 Planned Major Arterial Network Value Adjustment for Pass-Through Traffic	\$508,915,136 0.79
Existing & 2025-2060 Planned Major Arterial Network Value Adjustment for Pass-Through Traffic Major Arterial Network Value, Adjusted for Pass-Through Traffic	\$508,915,136 0.79 \$402,551,873
Existing & 2025-2060 Planned Major Arterial Network Value Adjustment for Pass-Through Traffic Major Arterial Network Value, Adjusted for Pass-Through Traffic 2060 Southwest Area EDU	\$508,915,136 0.79 \$402,551,873 113,376
Existing & 2025-2060 Planned Major Arterial Network Value Adjustment for Pass-Through Traffic Major Arterial Network Value, Adjusted for Pass-Through Traffic 2060 Southwest Area EDU 2060 Southwest Area Gross Fee per EDU	\$508,915,136 0.79 \$402,551,873 113,376 \$3,551

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

	Table 9 - 2025-2034 Maj	or Arteria	Street Inf	rastructu	e Finance	Plan (IFP) - N	orthern Service	Area (Scenar	io 2)	
Street	Segment	Ultimate City Standard Cross Section, "XSEC _{ULT} "	Ultimate Lane Config., "LCON _{Ult} "	Ultimate Length, "L _{Uk} " (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
	Ave (43A), Dixileta Dr to Carefree Hwy	1							•	1
43A	Dixileta Dr to SR 303	A	6LD	0.73	0.0%	0.0%	\$6,316,104	\$0		\$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
-	Ive (51A), Inspiration Pkwy (Jomax Rd align.) to Carefree Highway Jomax Rd to CAP		l cip		== 00/	66.70	44.557.005	45.500.000		
51A 51A	CAP to Dixileta Dr	A	6LD 6LD	0.83	77.8% 0.0%	66.7% 0.0%	\$1,557,396	\$5,623,928 \$0	No No	\$0 \$0
51A	Dixileta Dr to SR 303	A	6LD	1.61 0.61	0.0%	0.0%	\$13,930,038 \$5,277,840	\$0 \$0	No	\$5,277,840
51A	SR 303 to Dove Valley Rd	A	6LD	1.00	100.0%	100.0%	\$3,277,840	\$8,652,197	Yes No	\$3,277,840
51A	Dove Valley Rd to Carefree Hwy	Α	6LD	0.85	0.0%	0.0%	\$7,354,368	\$0,032,137	No	\$0
	m Way (ANT), New River Road to I-17				0.070	0.070	Ţ:/J== //J==	7-1		1
ANT	New River Rd (North) to Avenue A	В	6LD	3.63	0.0%	0.0%	\$28,674,730	\$0	No	\$0
ANT	Avenue A to New River Rd (South)	В	6LD	0.88	0.0%	0.0%	\$6,951,450	\$0	No	\$0
ANT	New River Rd (South) to Pyramid Peak Pkwy	В	6LD	1.32	0.0%	0.0%	\$10,427,175	\$0	No	\$0
ANT	Pyramid Peak Pkwy to 43rd Ave	В	6LD	0.50	100.0%	83.3%	\$0	\$3,949,687	No	\$0
ANT	43rd Ave to I-17	В	6LD	0.31	100.0%	100.0%	\$0	\$2,448,806	No	\$0
	ie A (AVA), Daisy Mountain Road to Anthem Way									1
AVA	Daisy Mountian Road to Anthem Way	B B	6LD	1.93	0.0%	0.0%	\$15,245,793	\$0	No	\$0
CFH	ree Hwy (CFH), west limit of fee area (@ +/- 73rd Ave align.) to Pal I-17 to North Valley Pkwy	A 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
	Mountain Dr (DSY), west limit of fee area (@ Avenue A) to I-17				77.070	05.576	Ÿ2,103,0 4 3	\$7,140,030		, ,,,
DYS	City Limit to Avenue A	А	6LD	0.90	0.0%	0.0%	\$7,786,978	\$0	No	\$0
DYS	Avenue A to New River Road	А	6LD	1.26	0.0%	0.0%	\$10,901,769	\$0	No	\$0
DSY	New River Road to Avenue V	А	6LD	0.26	0.0%	0.0%	\$2,249,571	\$0		\$0
DSY	Avenue V to Pyramid Peak Pkwy	A	6LD	0.76	0.0%	0.0%	\$6,575,670	\$0	No	\$0
DYS	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	Α	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
DXD	ta Dr (DXD), CAP (@ +/- 73rd Ave align.) to I-17 Pyramid Peak Pkwy to 51st Ave	A	6LD	2.01	0.0%	0.0%	\$17,200,017	\$0	No	l én
DXD	51st Ave to 43rd Ave	A	6LD	0.93	0.0%	0.0%	\$17,390,917 \$8,046,544	\$0	No No	\$0 \$0
DXD	43rd Ave to I-17	A	6LD	1.49	0.0%	0.0%	\$12,891,774	\$0		\$0
Dove \	Valley Rd (DVR), west limit of fee area to Sonoran Desert Dr		l							
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	Α	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 DVR	43rd Ave to I-17 I-17 to North Valley Pkwy	A	6LD 6LD	1.13 0.86	100.0%	100.0%	\$0 \$4,931,753	\$9,776,983 \$2,509,137	No No	\$0
DVR	North Valley Pkwy to 20th Ave	C A	4LU+	0.84	33.3% 100.0%	31.7% 100.0%	\$4,931,733	\$5,414,770	No No	\$0 \$0
DVR	20th Ave to Sonoran Desert Dr	С	4LU+	3.62	42.9%	50.0%	\$13,343,541	\$9,991,540	Yes	\$13,343,541
New R	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 \$1,990,005	\$5,018,275 \$519,132	No No	\$0
NRV North	Anthem Way (North) to I-17 Valley Pkwy (NVP), CAP to Carefree Hwy	A	6LD	0.29	22.2%	25.0%	51,000,005	251,515	No	\$0
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	А	6LD	0.10	88.9%	83.3%	\$86,522	\$778,698	No	\$0
NVP	CAP to Quail Track Dr	А	6LD	0.12	88.9%	83.3%	\$86,522	\$951,742	No	\$0
NVP	Quail Track Dr to Copperhead Tr	А	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	Α	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 Sonoran Desert Dr to Dove Valley Rd	A	6LD	0.40	33.3%	66.7%	\$2,336,093 \$2,163,049	\$1,124,786	No No	\$0
NVP NVP	Dove Valley Rd to 27th Dr	A A	6LD 6LD	1.12 0.26	77.8% 100.0%	66.7% 100.0%	\$2,163,049 \$0	\$7,527,412 \$2,249,571	No 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 \$0
NVP	Exist. north end of road to Carefree Hwy	A	6LD	0.59	0.0%	0.0%	\$5,104,796	\$0	No	\$0
Pione	er Rd (PIO), New River Rd to I-17									•
PIO	Pyramid Peak Pkwy to Carefree Hwy	В	6LD	1.11	0.0%	0.0%	\$8,768,306	\$0	No	\$0
PIO	Avenue V to Pyramid Peak Pkwy	В	6LD	1.75	0.0%	0.0%	\$13,823,906	\$0	No	\$0
PIO	Pyramid Peak Pkwy to 39th Avenue	В	6LD	1.93	0.0%	0.0%	\$15,245,793	\$0	No	\$0
PIO	39th Ave to I-17	8 Iomay Pd\ to	6LD	0.33	22.2%	25.0%	\$2,053,837	\$552,956	No	\$0
	id Dook Dhuny (DVR) couthwest corner of fee area (@ +/ 67th Ave	& JUHIAX RU / TO	Antheni Wy	0.40	77.8%	66.7%	\$315,975	\$1,105,912	No	\$0
	nid Peak Pkwy (PYR), southwest corner of fee area (@ +/-67th Ave		610			00.7%	5515,975	1,105,912 ب	No	J 50
PYR	SW Limit of fee area to 64th Ave	В	6LD 6LD	0.18 0.13		66 7%	\$236 981	\$789 927	No	¢n
			6LD 6LD	0.13 0.20	77.8% 77.8% 66.7%	66.7% 66.7%	\$236,981 \$552,956	\$789,937 \$1,026,919	No No	\$0 \$0
PYR PYR	SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr	B B	6LD	0.13	77.8%			\$789,937 \$1,026,919 \$1,500,881		\$0
PYR PYR PYR	SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400' n/o Maya Wy	В В В	6LD 6LD	0.13 0.20	77.8% 66.7%	66.7%	\$552,956	\$1,026,919	No	\$0 \$0 \$0 \$0
PYR PYR PYR PYR	SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400' n/o Maya Wy 410' North of Maya Wy to 190' s/o of Bent Tree Dr	B B B	6LD 6LD 6LD	0.13 0.20 0.29	77.8% 66.7% 66.7%	66.7% 63.3%	\$552,956 \$789,937	\$1,026,919 \$1,500,881 \$3,080,756 \$1,421,887	No No	\$0 \$0 \$0 \$0
PYR PYR PYR PYR PYR PYR PYR PYR	SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400' n/o Maya Wy 410' North of Maya Wy to 190' s/o of Bent Tree Dr 190' s/o Bent Tree Dr to Dynamite Blvd Dynamite Blvd to Brookhart Wy Brookhart Wy to CAP	B B B B B B B	6LD 6LD 6LD 6LD 6LD	0.13 0.20 0.29 0.50 0.23 0.70	77.8% 66.7% 66.7% 77.8% 77.8%	66.7% 63.3% 66.7% 66.7% 100.0%	\$552,956 \$789,937 \$868,931 \$394,969	\$1,026,919 \$1,500,881 \$3,080,756 \$1,421,887 \$5,529,562	No No No No	\$0 \$0 \$0 \$0 \$0
PYR	SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400' n/o Maya Wy 410' North of Maya Wy to 190' s/o of Bent Tree Dr 190' s/o Bent Tree Dr to Dynamite Blvd Dynamite Blvd to Brookhart Wy Brookhart Wy to CAP CAP to Dixileta	B B B B B B B B	6LD 6LD 6LD 6LD 6LD 6LD	0.13 0.20 0.29 0.50 0.23 0.70	77.8% 66.7% 66.7% 77.8% 77.8% 100.0%	66.7% 63.3% 66.7% 66.7% 100.0%	\$552,956 \$789,937 \$868,931 \$394,969 \$0 \$7,662,393	\$1,026,919 \$1,500,881 \$3,080,756 \$1,421,887 \$5,529,562	No No No No No	\$0 \$0 \$0 \$0 \$0 \$0 \$0
PYR PYR PYR PYR PYR PYR PYR PYR	SW Limit of fee area to 64th Ave 64th Ave to Cavedale Dr Cavedale Dr to 400' n/o Maya Wy 410' North of Maya Wy to 190' s/o of Bent Tree Dr 190' s/o Bent Tree Dr to Dynamite Blvd Dynamite Blvd to Brookhart Wy Brookhart Wy to CAP	B B B B B B B	6LD 6LD 6LD 6LD 6LD	0.13 0.20 0.29 0.50 0.23 0.70	77.8% 66.7% 66.7% 77.8% 77.8%	66.7% 63.3% 66.7% 66.7% 100.0%	\$552,956 \$789,937 \$868,931 \$394,969	\$1,026,919 \$1,500,881 \$3,080,756 \$1,421,887 \$5,529,562	No No No No	\$0 \$0 \$0 \$0

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

The control of the following for following for following followi		Table 9 - 2025-2034 Maj	or Arteria	i Street ini	rastructui	re Finance	Plan (IFP) - N	lortnern Service	Area (Scenar	10 2)	
Company Comp			Standard			Physically Complete (pavement &	Functionally Complete (striped	Estimate of Ultimate Needed			Construction Cost
10 Dec ordered for Control State Control	Street	Segment									
March Conference March									•		\$0
Fig. Company					·}						\$0
Manual Processor Service (1977) 1.00	PYR		 	6LD							\$0
Fig. Section Fig. Author Co. C	PYR	Pioneer Rd to Daisy Mountain Dr	В	6LD	·}	 		h			\$0
Second Second Format Profession (1) 19 19 19 19 19 19 19	PYR	Daisy Mountain Dr to Avenue U	В	6LD	·}	 					\$0
Second Control 1.27 own from fall are off 9. Shift and	PYR	Avenue U to Anthem Way	В	6LD	·	0.0%					\$0
Section Control of Printers 1200 Control o	Sonor	an Desert Dr (SDD), I-17 to east limit of fee area (@ +/- 16th St ali	gn.)								•
March March Application A	SDD	I-17 to North Valley Pkwy	А	6LD	1.02	100.0%	100.0%	\$0	\$8,825,241	No	\$0
Second Color Process Name A 620 9.23 March 127 52,111,200 590,1700 1	SDD	North Valley Pkwy to 1250' e/o NVP		6LD		44.4%	31.7%		\$951,742		\$1,211,308
The Content of Conte	SDD	1250' e/o NVP to Paloma Pkwy		6LD	0.25	44.4%	31.7%	\$1,211,308	\$951,742		\$1,211,308
Section Company Control &	SDD	Paloma Pkwy to Dove Valley Rd.	А	6LD	3.05	0.0%	0.0%	\$26,389,202	\$0	Yes	\$26,389,202
Sect Note 1.50 1.	7th St	(7S), CAP to Happy Valley Rd									
See Control			В	6LD	0.51	22.2%	25.0%	\$3,159,750	\$868,931	No	\$0
March Marc	-										
March Marc											\$0
March Marc			A		·						\$0
Mode Product Price And the Progress Visible (March March	1		r								\$0
Book Body Welley field Seed A. S.D. 0.77 0.00 0.00 5.8.8.15.15 50 No. 3 3 5 5 5 5 5 5 5 5			1								
Section Sect	}		,								\$0
Mail											\$0
Conv. Conv											\$0 \$0
CAV Dec	_		_ ^	טבט	0.08	0.0%	0.0%	94,005,494	\$0	NU	1 \$0
CAV Control Contro			B	6I D	0.48	77.8%	66.7%	\$868 931	\$2 922 769	Yes	\$868 031
CVV Service Color Granten Are to 357 year) S11,109,122 Yea S11,109 S11,109 S11,109,122 Yea S11,109,122 Y			t								\$473,962
CAV ASS // In Care Comment on London Part & Promocure Person Pro			t								\$157,987
Add Add Side Premised Prices & Prices Prices Add Side			t								\$157,987
CAV John Per Dec 2007 of January 1989 September Septembe	CAV		t						\$473,962		\$157,987
CAV Martin Program American B 640 0.57 77.76 66.77 51.006,193 51.475,727 10.0 5 5 5 5 5 5 5 5 5	CAV	Pinnacle Peak Rd to Happy Valley Rd	В	6LD	1.00	77.8%	83.3%	\$1,737,862	\$6,161,512	No	\$0
CAV 220 or 1 formers fit to journey fit 8 600 0.45 55.66 66.77 52.179,676 51.379,676 51.279,676 70.0 5.2	CAV	Happy Valley Rd to 2400' s/o Jomax Rd	В	6LD	0.57	77.8%	66.7%	\$1,026,919	\$3,475,725	No	\$0
CAV Disease Man Plany to Dynamics Band 8 640 0.51 55.56 66.77 52.13.253 52.56.567 No. 0.5	CAV	2400' s/o of Jomax Rd to Jomax Rd	В	6LD	0.45	55.6%	66.7%	\$1,579,875	\$1,974,844	No	\$0
CAV Department Brief to 2007 for Peak View Ref 8 54.00 0.61 55.666 66.7% 52.131,831 52.885,787 No. 5.60 No. 200	CAV	Jomax Rd to Black Mtn Pkwy	В	6LD	0.62	55.6%	66.7%	\$2,211,825		No	\$0
ZWA 207 of peak New New Not Traitum Bird 8 56.00 0.53 77.28% 66.7% 5991/375 55.288,744 No. 5.288,744 No. 5.288,7			В								\$0
CAN Description Pytes to Inches (William) Pytes B CLD			t								\$0
CAV Desert Willoop Play to Line Min Rd	h		t								\$0
CAV District (Lower Mins Rd to 1927) Policies (Lower Mins Rd t	1					t					\$0
CAM 235 not love Man fot bashier Hills Dr B 50.0 0.39 55.60 56.7% 51.14,399 51.12,7882 No 5.50			t			 					\$0
CAV Anther Hills for to Outgode Dr 8											\$0
CAM Coupado Dr to Rancho Paloma B 61D 0.18 88.9% 66.7% 5.157,887 \$1.263,900 No \$			t								\$0
CAN 300 / 50 molechouser IT of 100 / 100 molechouser IT of 100 / 100											30
CAM 0.07 s			t		· 						\$0
Debt CAP CAP CAP CAP CAP	1					 					\$0
DEE CAP to CAPC CERE RIF B	-							¥. ==,=	40,0 = 0		1 72
DEE Cave Creek Rd to 28th 54 8	-		В	6LD	0.37	100.0%	100.0%	\$0	\$2,922,769	No	\$0
DEE 28th St to Black Min Playuy									\$4,581,637		\$0
DEE Black Mtn Pkwyr 040h St A 6LD 1.00 100.0% 100.0% 50 \$8,652,197 No 5 5 5 5 5 5 5 5 5	DEE	28th St to Black Mtn Pkwy				100.0%	100.0%		\$7,899,375		\$0
DEE 40th 5to Tatum Blid A 6LD 0.74 77.8% 50.0% \$1,34,352 \$5,018,275 No \$5.00 \$4,235,77 No \$5.00 \$5.00 \$4,235,77 No \$5.00	DEE	Black Mtn Pkwy to 40th St	T1		1.00	100.0%	100.0%	\$0	\$8,652,197		\$0
DEE	DEE	40th St to Tatum Blvd	А	6LD	0.74	77.8%	50.0%	\$1,384,352	\$5,018,275	No	\$0
DEE Soth St to Wash e/o Superblock I South A 6LD 0.61 100.00% 100.00% 59 \$5,277,840 No 5	DEE	Tatum Blvd to Marriott Dr	A	6LD	0.49	100.0%	66.7%	\$0	\$4,239,577	No	\$0
DEE	DEE	Marriott Dr to 56th St	A	6LD	0.54	100.0%	66.7%	\$0	\$4,672,187	No	\$0
DEE 64th \$1 to Scottsdale Rd			A			t		\$0	1 - 7 - 7		\$0
Description											\$0
DPK Happy Valley Rd to Cave Creek Rd			A	6LD	1.09	0.0%	0.0%	\$9,430,895	\$0	No	\$0
Happy Valley Rd (HVR), CAP (@+/- 7th Ave align.) to Desert Peak Pkwy HYR CAP to 7th St A 6LD 1.00 50.0% 0.0% 54,326,099 No S A 6LD 1.00 0.0% 0.0% 58,652,197 S0 No S HYR 15th 5 ta lign. to e/o Cave Creek Wash A 4LD 0.24 0.0% 0.0% 52,075,527 50 No S HYR 15th 5 ta lign. to e/o Cave Creek Wash A 4LD 0.24 0.0% 0.0% 52,075,527 50 No S HYR e/o Cave Creek Wash to Hillstone Way A 6LD 0.92 77.8% 31.7% 51,730.439 56,229,582 No S HYR HIllstone Way to Cave Creek Rd A 6LD 0.77 100.0% 100.0% 50 56,662,192 No S HYR HIllstone Way to Cave Creek Rd A A 6LD 0.77 100.0% 100.0% 50 56,662,192 No S HYR Black Mountain Blvd to Tatum Blvd CM 4LD 1.27 0.0% 0.0% 58,341,978 50 No S HYR Black Mountain Blvd to Tatum Blvd CM 4LD 1.29 0.0% 0.0% 58,473,348 50 No S HYR Tatum Blvd to 56th 5t CM 4LD 1.17 0.0% 0.0% 57,685,130 50 No S HYR 64th 5t to 54th 5t to 54th 5t to 54th 5t to 64th 5t to 54th 5t to 54th 5t to 54th 5t to 64th 5t to 54th 5t to 64th 5t to 54th 5t to 54			, ,	CLD.	0.00	100.00/	100.00/	مما	ér 003 40 4	N -	1 40
HVR CAP to 7th St CAP to 1th St align. A 66LD 1.00 0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 0.0%	-		A	6LD	84.0	100.0%	100.0%	\$0	\$5,883,494	No	\$0
HYR 7th St to 15th St align.				CLD	1.00	F0.011	25.0	£4.225.000	£4.220.000	Na	1
HVR 16th St align: to e/o Cave Creek Wash			t		·	 					\$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 \$5 6.62,192 No \$5 HVR Hillstone Way to Cave Creek Rd A 6LD 0.77 100.0% 100.0% \$0 \$6,662,192 No \$5 6.662,192 No \$5 6.6					·	t					\$0
HVR Hillstone Way to Cave Creek Rd to Black Mountain Blvd CM 4LD 1.27 10.0% 0.0% 0.0% \$8,341,978 \$0 No \$\$ HVR Cave Creek Rd to Black Mountain Blvd CM 4LD 1.27 0.0% 0.0% 0.0% \$8,473,348 \$0 No \$\$ HVR Black Mountain Blvd to Tatum Blvd to Sth St CM 4LD 1.17 0.0% 0.0% 0.0% \$7,685,130 \$0 No \$\$ HVR Tatum Blvd to 56th St CM 4LD 1.17 0.0% 0.0% 57,685,130 \$0 No \$\$ HVR 56th St to 64th St CM 4LD 0.65 0.0% 0.0% \$4,269,516 \$0 No \$\$ HVR 64th St to Scottsdale Rd CM 4LD 1.00 0.0% 0.0% \$6,568,487 \$0 No \$\$ Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd LNM Sonoran Desert Dr to 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 \$\$ LNM 705' W/o Cave Creek Rd to Cave Creek Rd A 6LD 0.13 77.8% 31.7% \$259,566 \$865,220 No \$\$ Pinnacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd PIN Cave Creek Rd to Black Mtn Blvd D 705' W/o Cashman Dr to 140' M/o	}					 					\$0
HVR Hillstone Way to Cave Creek Rd to Black Mountain Blvd CM 4LD 1.27 10.0% 0.0% 0.0% \$8,341,978 \$0 No \$\$ HVR Cave Creek Rd to Black Mountain Blvd CM 4LD 1.27 0.0% 0.0% 0.0% \$8,473,348 \$0 No \$\$ HVR Black Mountain Blvd to Tatum Blvd to Sth St CM 4LD 1.17 0.0% 0.0% 0.0% \$7,685,130 \$0 No \$\$ HVR Tatum Blvd to 56th St CM 4LD 1.17 0.0% 0.0% 57,685,130 \$0 No \$\$ HVR 56th St to 64th St CM 4LD 0.65 0.0% 0.0% \$4,269,516 \$0 No \$\$ HVR 64th St to Scottsdale Rd CM 4LD 1.00 0.0% 0.0% \$6,568,487 \$0 No \$\$ Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd LNM Sonoran Desert Dr to 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 \$\$ LNM 705' W/o Cave Creek Rd to Cave Creek Rd A 6LD 0.13 77.8% 31.7% \$259,566 \$865,220 No \$\$ Pinnacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd PIN Cave Creek Rd to Cave Creek Rd to Scottsdale Rd PIN Black Mtn Blvd to 2500' W/o Cashman Dr A 6LD 0.25 22.2% 25.0% \$7,960,022 \$2,249,571 Yes \$3,980,01 PIN 140' W/o Cashman Dr to 1140' N/o Cashman						t					\$0
HVR Black Mountain Blvd to Tatum Blvd		Hillstone Way to Cave Creek Rd	A		0.77	100.0%	100.0%			No	\$0
HVR Black Mountain Blvd to Tatum Blvd to CM 4LD 1.29 0.0% 0.0% 58,473,348 50 No \$ HVR Tatum Blvd to 56th St to CM 4LD 1.17 0.0% 0.0% 57,685,130 \$0 No \$ HVR Tatum Blvd to 56th St to CM 4LD 0.65 0.0% 0.0% \$4,269,516 \$0 No \$ HVR 64th St to Scottsdale Rd CM 4LD 1.00 0.65 0.0% 0.0% \$5,68,487 \$0 No \$ HVR 64th St to Scottsdale Rd CM 4LD 1.00 0.0% 0.0% \$5,68,487 \$0 No \$ 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 \$ 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 \$5 LNM 705 W/o Cave Creek Rd to Cave Creek Rd A 6LD 0.13 77.8% 31.7% \$259,566 \$865,220 No \$5 Plinacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd PIN Cave Creek Rd to Black Mtn Blvd A 6LD 0.25 22,2% 25,0% \$1,960,022 \$2,249,571 Yes \$3,980,01 PIN Black Mtn Blvd to 2500 W/o Cashman Dr A 6LD 0.27 22,2% 25,0% \$1,643,918 \$519,132 No \$5 PIN 1140 W/o Cashman Dr to 140 W/o Cashman A 6LD 0.80 33.3% 25,0% \$4,672,187 \$2,336,093 No \$5 PIN 1140 W/o Cashman Dr to 40th St A 6LD 0.81 33.3% 25,0% \$4,672,187 \$2,336,093 No \$5 PIN 140th St to Tatum Blvd to 56th St A 6LD 0.81 33.3% 25,0% \$5,796,972 \$2,285,225 No \$5	HVR	Cave Creek Rd to Black Mountain Blvd	CM	4LD	1.27	0.0%	0.0%	\$8,341,978	\$0	No	\$0
HVR Tatum Blvd to 56th St CM 4LD 1.17 0.0% 0.0% 57,685,130 \$0 No \$5 HVR 56th St to 64th St CM 4LD 0.65 0.0% 0.0% \$0.0% \$42,69,516 \$0 No \$5 HVR 64th St to Scottsdale Rd CM 4LD 1.00 0.06 0.0% 0.0% \$65,568,487 \$0 No \$5 HVR 64th St to Scottsdale Rd CM 4LD 1.00 0.0% 0.0% 0.0% \$65,568,487 \$0 No \$5 HVR 64th St to Scottsdale Rd CM 4LD 1.00 0.0% 0.0% \$65,568,487 \$0 No \$5 HVR 64th St to Scottsdale Rd CMNM), Sonoran Desert Dr to Clave Creek Rd CMNM 8 HVR 64th St to Scottsdale Rd CMNM 8 HVR 64th St to Scottsdale Rd A 6LD 1.47 0.0% 0.0% 512,718,730 \$0 No \$5 LNM 8 HVR 64th St to 705' W/o Cave Creek Rd A 6LD 0.66 33.3% 25.0% 53,806,967 \$1,903,483 No \$5 LNM 705' W/o Cave Creek Rd to Cave Creek Rd A 6LD 0.13 77.8% 31.7% \$259,566 \$865,220 No \$5 Plinacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd 8 GLD 1.18 22.2% 25.0% \$7,960,022 \$52,49,571 Yes \$3,980,01 PlN 8 HVR 64th Blvd to 250' W/o Cashman Dr CM A 6LD 0.25 22.2% 25.0% \$1,643,918 \$519,132 No \$5 PlN 2500' W/o Cashman Dr to 1140' W/o Cashma	HVR	Black Mountain Blvd to Tatum Blvd	CM	4LD	1.29	t	0.0%	\$8,473,348	\$0	No	\$0
HVR	HVR	Tatum Blvd to 56th St	СМ	4LD	1.17	0.0%	0.0%	\$7,685,130	\$0	No	\$0
Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd	HVR	56th St to 64th St	СМ	4LD	0.65	0.0%	0.0%	\$4,269,516	\$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 \$5 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 \$5 LNM 705 W/o Cave Creek Rd to Cave Creek Rd A 6LD 0.13 77.8% 31.7% \$259,566 \$865,220 No \$5 Plinacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd PIN Cave Creek Rd to Black Mtn Blvd to 2500 W/o Cashman Dr A 6LD 0.25 22.2% 25.0% \$1,843,918 \$519,132 No \$5 PIN 2500 W/o Cashman Dr to 1140 W/o Cashman A 6LD 0.27 22.2% 25.0% \$1,843,918 \$519,132 No \$5 PIN 1140 W/o Cashman Dr to 1140 W/o Cashman Dr A 6LD 0.80 33.3% 25.0% \$4,855,665 \$2,336,093 No \$5 PIN 40th St to Tatum Blvd to 560 St 13 336,093 No \$5 PIN 1 Tatum Blvd to 56th St A 6LD 0.81 33.3% 25.0% \$4,672,187 \$2,336,093 No \$5 PIN 1 Tatum Blvd to 56th St A 6LD 1.00 33.3% 25.0% \$5,796,972 \$2,285,225 No \$5	HVR	64th St to Scottsdale Rd	СМ	4LD	1.00	0.0%	0.0%	\$6,568,487	\$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 \$\$ LNM 705' w/o Cave Creek Rd to Cave Creek Rd A 6LD 0.13 77.8% 31.7% \$259,566 \$865,220 No \$\$ 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 \$3,980,01 PIN Black Mtn Blvd to 2500' w/o Cashman Dr A 6LD 0.25 22.2% 25.0% \$1,643,918 \$519,132 No \$\$ PIN 2500' w/o Cashman Dr to 1140' w/o Cashman Dr A 6LD 0.27 22.2% 25.0% \$1,816,961 \$519,132 No \$\$ PIN 1140' w/o Cashman Dr to 40th St A 6LD 0.80 33.3% 25.0% \$4,585,665 \$2,336,093 No \$\$ PIN 40th St to Tatum Blvd to 56th St A 6LD 0.81 33.3% 25.0% \$4,672,187 \$2,336,093 No \$\$ PIN Tatum Blvd to 56th St A 6LD 1.00 33.3% 25.0% \$5,796,972 \$2,855,225 No \$\$	Lone I	Mountain Rd (LNM), Sonoran Desert Dr to Cave Creek Rd									
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 \$\$ LNM 705' w/o Cave Creek Rd to Cave Creek Rd A 6LD 0.13 77.8% 31.7% \$259,566 \$865,220 No \$\$ 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 \$3,980,01 PIN Black Mtn Blvd to 2500' w/o Cashman Dr A 6LD 0.25 22.2% 25.0% \$1,643,918 \$519,132 No \$\$ PIN 2500' w/o Cashman Dr to 1140' w/o Cashman Dr A 6LD 0.27 22.2% 25.0% \$1,816,961 \$519,132 No \$\$ PIN 1140' w/o Cashman Dr to 40th St A 6LD 0.80 33.3% 25.0% \$4,585,665 \$2,336,093 No \$\$ PIN 40th St to Tatum Blvd to 56th St A 6LD 0.81 33.3% 25.0% \$4,672,187 \$2,336,093 No \$\$ PIN Tatum Blvd to 56th St A 6LD 1.00 33.3% 25.0% \$5,796,972 \$2,855,225 No \$\$			А	6LD	1.47	0.0%	0.0%	\$12,718,730	\$0	No	\$0
LNM 705' w/o Cave Creek Rd to Cave Creek Rd to Scottsdale Rd Pinn Cave Creek Rd to Scottsdale Rd Pin Black Mtn Blvd to 2500' w/o Cashman Dr to 1140' w/o Cashman Dr to 140th St to Tatum Blvd to 4 6LD 0.80 33.3% 25.0% 54,672,187 52,336,093 No 5 Pin 40th St to Tatum Blvd to 56th St A 6LD 0.81 33.3% 25.0% 55,796,972 \$2,255,225 No 5 5	LNM		t			t					\$0
Pinnacle Peak Rd (PiN), Cave Creek Rd to Scottsdale Rd	}		t		·	 					\$0
PIN Cave Creek Rd to Black Mtn Blvd A 6LD 1.18 22.2% 25.0% \$7,960,022 \$2,249,571 Yes \$3,980,01 PIN Black Mtn Blvd to 2500° w/o Cashman Dr A 6LD 0.25 22.2% 25.0% \$1,643,918 \$519,132 No \$ 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 \$ PIN 1140° w/o Cashman Dr to 40th St A 6LD 0.80 33.3% 25.0% \$4,585,665 \$2,336,093 No \$ PIN 40th St to Tatum Blvd A 6LD 0.81 33.3% 25.0% \$4,672,187 \$2,336,093 No \$ PIN Tatum Blvd to 56th St A 6LD 1.00 33.3% 25.0% \$5,796,972 \$2,855,225 No \$			· · · · ·			,,,3/6	31.7/6	Ų.23,500	Ç003,220		1 ,0
PIN Black Mtn Blvd to 2500' w/o Cashman Dr A 6LD 0.25 22.2% 25.0% \$1,643,918 \$519,132 No \$ 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 \$ PIN 1140' w/o Cashman Dr to 40th St A 6LD 0.80 33.3% 25.0% \$4,585,665 \$2,336,093 No \$ PIN 40th St to Tatum Blvd A 6LD 0.81 33.3% 25.0% \$4,672,187 \$2,336,093 No \$ PIN Tatum Blvd to 56th St A 6LD 1.00 33.3% 25.0% \$5,796,972 \$2,855,225 No \$	-		Δ	6I D	1 18	22.20/	25 00/	\$7,960,022	\$2 249 571	Yes	\$3.080.011
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 \$ PIN 1140° w/o Cashman Dr to 40th St A 6LD 0.80 33.3% 25.0% \$4,585,665 \$2,336,093 No \$ PIN 40th St to Tatum Blvd A 6LD 0.81 33.3% 25.0% \$4,672,187 \$2,336,093 No \$ PIN Tatum Blvd to 56th St A 6LD 1.00 33.3% 25.0% \$5,796,972 \$2,855,225 No \$					·	 					
PIN 1140' w/o Cashman Dr to 40th St A 6LD 0.80 33.3% 25.0% \$4,585,665 \$2,336,093 No \$ PIN 40th St to Tatum Blvd A 6LD 0.81 33.3% 25.0% \$4,672,187 \$2,336,093 No \$ PIN Tatum Blvd to 56th St A 6LD 1.00 33.3% 25.0% \$5,796,972 \$2,855,225 No \$					·	t					\$0
PIN 4 0th St to Tatum Blvd A 6LD 0.81 33.3% 25.0% \$4,672,187 \$2,336,093 No \$ PIN Tatum Blvd to 56th St A 6LD 1.00 33.3% 25.0% \$5,796,972 \$2,855,225 No \$	}		1		·	t					\$0
PIN Tatum Blvd to 56th St A 6LD 1.00 33.3% 25,0% \$5,796,972 \$2,855,225 No \$					·	t					\$0
					r						\$0
PIN 56th St to 64th St A 6LD 0.50 33.3% 25.0% \$2,855,225 \$1,470,874 No \$	}		A		·	33.3%	25.0%				\$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 _{UIt} "	Ultimate Length, "L _{UIt} " (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
	an Desert Drive (SDD), Dove Valley Rd to Cave Creek Rd	•		!						
SDD	Dove Valley Rd to Lone Mtn Rd	А	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	А	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	Α	6LD	0.21	55.6%	66.7%	\$778,698	\$1,038,264	Yes	\$778,698
TAT	Mayo Blvd to 420' s/o Loop 101	<u>A</u>	6LD	0.22	55.6%	63.3%	\$865,220	\$1,038,264	No No	\$0
TAT TAT	420' s/o Loop 101 to 360' n/o Loop 101 360' n/o Loop 101 to Deer Valley Rd	A	6LD 6LD	0.15 0.45	100.0% 100.0%	100.0% 100.0%	\$0 \$0	\$1,297,830 \$3,893,489	No No	\$0 \$0
TAT	Deer Valley Rd to Abraham Dr	A 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	Α Α	6LD	1.02	77.8%	66.7%	\$1,990,005	\$6,835,236	Yes	\$1,990,005
	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	А	6LD	0.55	44.4%	66.7%	\$2,682,181	\$2,076,527	No	\$0
TAT	40th St to Happy Valley Rd	А	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	\$(
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	Α	6LD	0.76	77.8%	66.7%	\$1,470,874	\$5,104,796	No	\$0
TAT	Cave Creek Rd to Black Mtn Pkwy	В	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
	t (56S), CAP to Rancho Paloma Dr						40	45.040.000		1
56S	CAP to Mayo Blvd	CM	4LD	0.92	100.0%	100.0%	\$0	\$6,043,008	No 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 No	\$(
56S 56S	500' s/o Loop 101 to Deer Valley Rd Deer Valley Rd to 860' n/o Ranger Rd	CM	6LD 4LD	0.66 1.03	100.0% 100.0%	100.0%	\$0 \$0	\$5,710,450 \$6,765,541	No No	\$(
56S	860' n/o Ranger Rd to Pinnacle Peak Rd	CM	4LD	0.69	28.6%	100.0% 37.5%	\$3,218,559	\$1,313,697	No	\$(
56S	Pinnacle Peak Rd to Happy Valley Rd	CM	4LD	0.98	0.0%	0.0%	\$6,437,117	\$0	No	\$(
56S	Happy Valley Rd to Jomax Rd	CM	4LD	1.00	0.0%	0.0%	\$6,568,487	\$0	No	\$(
56S	Jomax Rd to Pinnacle Vista Dr	СМ	4LD	0.52	0.0%	0.0%	\$3,415,613	\$0	No	\$0
56S	Pinnacle Vista Dr to Dynamite Blvd	СМ	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	\$(
56S	Lone Mountain Rd to Rancho Paloma Dr	СМ	4LD	0.65	100.0%	100.0%	\$0	\$4,269,516	No	\$0
64th S	t (64S), CAP to Happy Valley Rd									
	CAP to 2,500' s/o Mayo Blvd	D	4LU+	0.53	0.0%	0.0%	\$3,063,777	\$0	Yes	\$3,063,777
	2,500' s/o Mayo Blvd to Mayo Blvd	D	4LU+	0.47	0.0%	0.0%	\$2,716,935	\$0	No	\$0
	Mayo Blvd to 385' n/o Loop 101	<u>A</u>	6LD	0.43	100.0%	66.7%	\$0	\$3,720,445	No 	\$0
+	385' n/o Loop 101 to Deer Valley Rd	A	6LD	0.47	0.0%	0.0%	\$4,066,533	\$0	No No	\$(
	Deer Valley Rd to N. boundary of SB 1S N. boundary of SB 1S to Pinnacle Peak Rd	A	6LD	1.50 0.50	0.0%	0.0%	\$12,978,296 \$4,326,099	\$0 \$0	No	\$(
	Pinnacle Peak Rd to Happy Valley Rd	CM	6LD 4LD	0.99	0.0%	0.0%	\$6,502,802	\$0	No No	\$(
	Rd (JMX), Cave Creek Rd to Scottsdale Rd	CIVI	410	0.55	0.0%	0.0%	\$0,502,002	30	NO	1 ,
	Cave Creek Rd to Black Mountain Blvd	CM	4LD	0.68	28.6%	37.5%	\$3,218,559	\$1,248,012	No	\$0
	Black Mountain Blvd to Tatum Blvd	CM	4LD	1.00	100.0%	100.0%	\$0	\$6,568,487	No	\$0
	Tatum Blvd to 52nd St	CM	4LD	0.50	28.6%	37.5%	\$2,364,655	\$919,588	No	\$0
	52nd St to 56th St	СМ	4LD	0.58	0.0%	0.0%	\$3,809,722	\$0	No	\$0
JMX	56th St to 62nd St	СМ	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 S	t (40S), Mayo Blvd to Tatum Blvd									
40S	Mayo Blvd to Deer Valley Rd	СМ	4LD	0.67	85.7%	100.0%	\$656,849	\$3,744,037	No	\$0
_	Deer Valley Rd to Pinnacle Peak Rd	CM	4LD	1.03	100.0%	100.0%	\$0	\$6,765,541	No	\$0
	Pinnacle Peak Rd to Tatum Blvd	CM	4LD	0.96	0.0%	0.0%	\$6,305,747	\$0	No	\$0
	o Paloma Dr (RPD), Black Mountain Pkwy to 56th St					-	1			
	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	\$1
	9 Connector (A9C), Sweat Canyon Wash to Avenue A						A I	. 1		
			4LD	0.18	0.0%	0.0%	\$1,182,328	\$0	No	\$
A9C	Sweat Canyon Wash to Avenue A	CM	7.0			·				· · · · · · · · · · · · · · · · · · ·
A9C	Sweat Canyon Wash to Avenue A 2 Connector (C2C), Sweat Canyon Tributary to New River Rd Sweat Canyon Tributary to New River Rd	СМ	4LD	0.18	0.0%	0.0%	\$1,182,328	\$0	No	\$1

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

	1 abie 10 - 2025-2034 Major Ai	teriai sti	cct iiiiia	otructure.	Tillulice Ti	un (iii) 300	tirwest service	Area (Sechari	U = /	
		Ultimate City Standard Cross Section,	Ultimate Lane Config.,	Ultimate Length, "L _{UIt} "	Percent Physically Complete (pavement & concrete in	Percent Functionally Complete (striped number of thru	Preliminary Estimate of Ultimate Needed Roadway Construction	Value of Existing	2025-34 IFP Planned	Roadway Construction Cost Accounted for in
Street	Segment	"XSEC _{ULT} "	"LCON _{UIt} "	(miles)	place)	lanes)	Cost	Roadway	Improvement	2025-2034 Impact Fee
	e (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 Alta Vista Rd to 170' s/o Lynne	D	4LU+	0.25	100.0%	39.5%	\$0 \$0	\$1,445,178 \$809,300	No	\$0 \$0
19A		D	4LU+ 4LU+	0.14	100.0% 100.0%	39.5% 39.5%	\$0 \$0	\$809,300	No No	\$0 en
19A 19A	170' s/o Lynne Ln to Lynne Ln Lynne Ln to Southern Ave	D D	4LU+	0.08	100.0%	100.0%	\$0	\$462,457	No No	\$0 \$0
	(51A), City Limits to I-10		120	0.00	100.070	100.070	70	ŷ 102,137	110	
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 \$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 \$0	\$5,123,420	No No	\$0
51A	Broadway Rd to Salt River Bridge	CM CM	4LD 4LD	0.12 0.45	100.0% 100.0%	95.0% 95.0%	\$0 \$0	\$788,218 \$2,955,819	No	\$0
51A 51A	Salt River Bridge to Broadway Rd Broadway Rd to Lower Buckeye Rd	CM	4LD 4LD	0.45	100.0%	95.0% 95.0%	\$0 \$0	\$2,955,819	No No	\$0 en
51A 51A	Lower Buckeye Rd to N. Limit of Fee Area	D	4LU+	0.74	100.0%	95.0% 100.0%	\$0 \$0	\$2,890,356	No	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$
51A	S. Limit of Fee Area to Buckeye Rd	D	4LU+	0.44	100.0%	100.0%	\$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 \$0
51A	Van Buren St to I-10	D	5LU+	0.79	100.0%	100.0%	\$0	\$4,566,762	No	\$0 \$0
	e (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 \$0
59A	730' s/o Baseline Rd	CM	4LD	0.14	100.0%	100.0%	\$0	\$919,588	No	\$0 \$0
59A	Baseline Rd to Southern Ave	CM	4LD	1.00	0.0%	0.0%	\$6,568,487	\$0	No	\$0
	e (75A), Baseline Rd to Buckeye Rd	-		0.05	40.00	20.50	4000 000	4505.070		40
75A 75A	Baseline Rd to 1300' n/o Baseline Rd 1300' n/o Baseline Rd to 350' n/o Vineyard	D D	4LU+ 4LU+	0.25 0.33	42.9% 100.0%	39.5% 50.0%	\$809,300 \$0	\$635,878 \$1,907,635	No No	\$0 \$0
75A 75A	350' n/o Vineyard to Salt River	D	4LU+	0.42	28.6%	39.5%	\$1,734,214	\$693,685	No	\$0 \$0
75A	Salt River to Broadway Rd	D	4LU+	0.93	0.0%	0.0%	\$5,376,062	\$0	No	\$0 \$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 \$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 \$0
75A	Durango St to Buckeye Rd	D	4LU+	0.48	100.0%	100.0%	\$0	\$2,774,742	No	\$0
	e (75A), Buckeye Rd to Van Buren St, east half (northbound lanes) only	011110	410.4/0	4.04	100.00	05.00	امه	45.000.540		1 40
75A	Buckeye Rd to Van Buren St e (75A), Van Buren St to I-10	CM-1/2	4LD-1/2	1.01	100.0%	95.0%	\$0	\$5,838,519	No	\$0
75H AV	Van Buren St to Roosevelt St	D	4LU+	0.48	100.0%	100.0%	\$0	\$2,774,742	No	l en
75A	Roosevelt St to I-10	Α	6LD	0.48	100.0%	63.3%	\$0	\$1,816,961	No No	\$0 \$0
	Rd (BLR), 75th Ave to 7th Ave					55.570	20	+=,510,501		, ,,,,
BLR	75th Ave to 71st Ave	В	6LD	0.50	77.8%	66.7%	\$868,931	\$3,080,756	No	\$0
BLR	71st Ave to 67th Ave	В	6LD	0.50	55.6%	47.5%	\$1,737,862	\$2,211,825	No	\$0
BLR	67th Ave to 63rd Ave	В	6LD	0.44	66.7%	47.5%	\$1,184,906	\$2,290,819	No	\$0
BLR	63rd Ave to 600' w/o Loop 202	В	6LD	0.18	22.2%	31.7%	\$1,105,912	\$315,975	No	\$0
BLR	600' e/o Loop 202 to 59th Ave	В	6LD	0.38	100.0%	100.0%	\$0	\$3,001,762	No	\$0 \$0
BLR	59th Ave to 55th Ave	В	6LD	0.49	77.8%	66.7%	\$868,931	\$3,001,762	No	\$0
BLR	55th Ave to 890' w/o 51st Ave	В	6LD	0.33	77.8%	66.7%	\$552,956	\$2,053,837	No	\$0 \$0 \$0
BLR	890' w/o 51st Ave to 51st Ave	В	6LD	0.17 0.49	77.8%	83.3%	\$315,975	\$1,026,919	No	\$0
BLR BLR	51st Ave to 47th Ave 47th Ave to 43rd Ave	B B	6LD 6LD	0.49	77.8% 77.8%	63.3% 63.3%	\$868,931 \$868,931	\$3,001,762 \$3,001,762	No No	\$0 en
BLR	43rd Ave to 1330' w/o 35th Ave	CM	4LD	0.49	100.0%	100.0%	\$008,931	\$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 \$0
BLR	19th Ave to 7th Ave	CM	4LD	1.00	100.0%	95.0%	\$0	\$6,568,487	No	\$0
	ay 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 1.00	28.6%	37.5%	\$4,663,626	\$1,904,861	No	\$0
BWR BWR	83rd Ave to 75th Ave 75th Ave to 67th Ave	CM CM	4LD 4LD	1.00	71.4% 71.4%	47.5% 47.5%	\$1,904,861 \$1,904,861	\$4,663,626 \$4,663,626	No No	\$0 \$0
BWR	67th Ave to 650' w/o Loop 202		4LD 4LD	0.58	28.6%	47.5% 37.5%	\$1,904,861	\$1,116,643	No No	\$0 en
BWR	580' e/o Loop 202 to 59th Ave	CM CM	4LD	0.20	100.0%	100.0%	\$2,693,080	\$1,313,697	No No	\$0 \$0
2444	/ 0 100p 202 to 5301 MVC	CIVI	L	L	100.0%	L100.0%	30	71,010,037	140	T

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

	Table 10 - 2025-2034 Wajor Al	teriai sti	cct iiiiia	Structure	Tillulice Ti	un (m) 500	Terrivest Service	Arca (Section	10 Z,	
		Ultimate City Standard Cross Section,	Ultimate Lane Config.,	Ultimate Length, "L _{UIt} "	Percent Physically Complete (pavement & concrete in	Percent Functionally Complete (striped number of thru	Preliminary Estimate of Ultimate Needed Roadway Construction	Value of Existing	2025-34 IFP Planned	Roadway Construction Cost Accounted for in
Street	Segment	"XSEC _{ULT} "	"LCON _{UIt} "	(miles)	place)	lanes)	Cost	Roadway	Improvement	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	В	6LD	1.00 0.98	100.0%	100.0%	\$0	\$7,899,375 \$7,741,387	No No	\$0
BWR BWR	43rd Ave to 310' w/o 35th Ave 310' w/o 35th Ave to 35th Ave	B B	6LD 6LD	0.96	100.0% 100.0%	100.0% 100.0%	\$0 \$0	\$7,741,387	No No	\$0 \$0
BWR	35th Ave to 27th Ave	В	6LD	1.00	100.0%	100.0%		\$7,899,375	No	
BWR	27th Ave to 27th Ave	В	6LD	0.49	100.0%	100.0%	\$0 \$0	\$3,870,694	No	\$0 \$0
$\overline{}$	Rd (BR), 107th Ave to 75th Ave, south half (eastbound lanes) only		OLD	0.43	100.076	100.0%	,,,,	\$3,070,034	140	, , ,
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 B	uckeye 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
	n Ave (SOA), 75th Ave to 23rd Ave)	CM	4LD	1.00	20.69/	27.59/	¢4.662.626	¢1 004 961	No	L ćo
SOA SOA	75th Ave to 67th Ave 67th Ave to 600' w/o Loop 202	CM	4LD 4LD	1.00 0.50	28.6% 28.6%	37.5% 37.5%	\$4,663,626 \$2,364,655	\$1,904,861 \$919,588	No No	\$0
SOA		CM	4LD	0.30	28.6%	37.5%	\$1,248,012	\$525,479	No	\$0
SOA	600' e/o Loop 202 to 59th Ave 59th Ave to 55th Ave	CM	4LD	0.50	71.4%	47.5%	\$919,588	\$2,364,655	No No	\$0 \$0
SOA	55th Ave to 900' w/o 51st Ave	CM	4LD	0.32	100.0%	100.0%	\$919,388	\$2,304,033	No 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	СМ	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	С	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	С	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	С	4LU+	0.09	71.4%	50.0%	\$193,385	\$386,769	Yes	\$193,385
DBN	17th Ave to 19th Ave	С	4LU+	0.25	28.6%	39.5%	\$1,160,308	\$451,231	Yes	\$1,160,308
DBN	19th Ave to 27th Ave	С	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	С	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	С	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 No	\$0 en
DBN	67th Ave to Carver Rd (W Limit of Fee Area)	С	4LU+	0.29	57.1%	39.5%	\$773,539	\$1,095,846	No	\$0
Total C.	thurst Comics Area 2020 2020 IFD Co-t-						\$110 F00 C0F	¢ 227.007.225		620.024.004
10tal 30U	thwest Service Area 2020-2029 IFP Costs						3110,530,035	\$ 327,067,235	-	\$20,821,081

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

Company Comp	Table 11 - Existing at	10 2023	20341	i iviaj	l Art	l larger	l cct cu	I VEI C		2023 Culvert	vice Area (Culvert	Existing	2025-2034 IFP
Section Company Comp			Length	Width	Height	Diameter					2025-2034 IFP			
Section Proceedings	Street Name	Culvert ID		(feet)		(inches)	Barrels	Total (cf)	Total (If)	Cost/Value	Cost/Value	(E, P, F)		Cost
Section Company Comp														
Seed April 73 26 30 50 4 4 5,000 60 5,000		36+	156	8	6		7	52,416	1,092	\$1,396,231	\$1,594,868		\$0	\$0
See April		1											, ,	
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State			102			ı	1	0.704	102	6222.004	¢267.272		l ćol	ćo
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Section Sect		70	140		- c	1	٠ ،	12 440	200	¢350 000	¢400 041		ارخ	ćo
Section Content Way														
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Ammun A				46 644	(fac area)	36			270	\$87,750	\$100,234	L E	\$100,234	\$0
Area GC Commentar (CCC), Swear Carryonn Thotatary to New Rover Rd Cardiner New Ciffy, west limit of fee sare (gRevenue A) to 1-37 Cardiner New Ciffy, west limit of fee sare (gRevenue A) to 1-37 Daily Mountain 0r 97 140 10 16 6 2 1 11,760 280 5358,008 \$340,841 50 50 50 Daily Mountain 0r 98 140 18 6 4 2,888 50 571,510.55 531,777 50 50 50 Daily Mountain 0r 98 140 18 6 6 4 2,888 50 571,510.55 531,777 50 50 50 Daily Mountain 0r 112 140 10 6 6 6 5,040 80 51,399,104 51,399,130 50 50 Daily Mountain 0r 112 140 8 6 5 5 3,840 70 70 80 51,399,104 51,399,130 50 50 Daily Mountain 0r 113 140 7 6 6 1 1 6,720 140 517,000 420,470 50 50 Daily Mountain 0r 113 140 10 6 6 6 2 1 10,670 140 517,000 420,470 50 50 Daily Mountain 0r 113 140 10 6 6 1 1 6,720 140 517,000 420,470 50 50 Daily Mountain 0r 113 140 10 6 6 6 2 1 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 6 6 8 2 1 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 6 6 8 2 1 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 6 6 8 2 1 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 6 6 8 2 1 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 10 6 6 8 2 1 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 10 6 6 8 2 1 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 10 6 6 8 2 1 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 10 6 6 8 2 1 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 10 6 6 8 1 2 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 10 10 6 6 8 1 2 10,000 280 5365,860 5303,863 50 50 Daily Mountain 0r 113 140 10 10 10 10 10 10 10 10 10 10 10 10 10						1	1 2	17.640	420	ĆE 27 04 2	¢¢12.411		l ćol	ćo
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Daily Mourtain Dr 137 140 7 6 6 1 1 5,880 140 5179,004 5204,470 50 50 50 50 50 50 50 50 50 50 50 50 50	-				_		_							
Daisy Mountain Dr. 143	•								_					
New River Rd	-													
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New River Rd				_			_							
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Dove Valley Rd (DVR), west limit of fee area to Sonoran Desert Dr Dove Valley Rd S					_		_							
Dove Valley Rd ⁵			140	_ ·	_ ·	<u> </u>		10,080	280	\$205,800	\$303,083		\$0	\$0
Dove Valley Rds			112		- c	ı	I 6	22.256	672	¢950.210	¢001 4E7	-	C001 457	ćo
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Dove Valley Rds 305 112 4 6 1 2,688 112 \$106,344 \$121,473 E \$121,473 \$0	· -													
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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 \$5278,428 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					_			0 :::		400	442			
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North Valley Pkwys 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 (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				4	4			8,000						
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		4	150	L	L	36	5		750	\$243,750	\$278,428	E	\$278,428	\$0
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Pioneer Rd 99 140 9 6 2 15,120 280 \$466,368 \$532,717 \$0 \$0					_	ļ								
	Pioneer Rd	99	140	9	6	l	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)

lable 11 - Existing a	1110 2025	2034 1	FP IVIA	JOI AIL	eriai Str	eet Cu	ivert	USIS - IV		vice Area (2025 2024 150
		Laurab	Width	II a laba	Diameter				2023 Culvert Construction	2025-2034 IFP	Culvert Status	Existing Culvert	2025-2034 IFP Culvert
Street Name	Culvert ID	Length (feet)		Height		Parrole	Total (cf)	Total (If)	Construction Cost/Value	Cost/Value		Value	Cost
39th Ave/Vision Way (39A), Pioneer Rd to Anthem Way	Culvert ID	(leet)	(feet)	(feet)*	(inches)	Darreis	Total (CI)	TOLAI (II)	Cost/ Value	Cost/ value	(E, P, F)	Value	Cost
39th Ave / Vision Way 139A), Ploneer Rd to Anthem Way	36+	156	8	6	1	7	52,416	1,092	\$1,396,231	\$1,594,868	ı	\$0	\$0
Pioneer Rd	100	140	7	6		11	64,680	1,540	\$1,969,044	\$2,249,173		\$0	\$0
Pioneer Rd	100	140	4	6		1	3,360	1,340	\$1,969,044	\$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	T 65		1 40	T 6	ı	Τ .	1 25 200	422	6704.540	¢004.702		امد	40
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 Ant	hem 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
,	19	130	10	6		4	31,200	520	\$866,112	\$989,331		\$0	\$0
Pyramid Peak Pkwy ⁵			+										
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 (@	-												
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	Х	\$308,215	\$308,215
Sonoran Desert Dr ⁵	10*+	162	10	6		2	19,440		\$539,654	\$616,429	Р	\$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
	107+	180	12	6		3	38,880		\$1,283,850	\$1,466,499	P		
Sonoran Desert Dr ⁵	107+			_		2						\$0	\$1,466,499
Sonoran Desert Dr ⁵	108+	160	12	6		<u> </u>	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
	204	162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Black Mountain Blvd ²	240*	235	+			2	-	470			-		\$0
Black Mountain Blvd ²	240	235	8	4		<u> </u>	15,040	470	\$507,882	\$580,137	E	\$580,137	\$0
Cave Creek Rd (CAV), CAP to North City limits	1												
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		ٺ	48	1	22,000	50	\$21,250	\$24,273		\$0	\$0 \$0
	146*	50	6	1	70		600	30	\$75,190	\$85,887			
Cave Creek Rd ⁴	-			1		2	000		\$/5,190	\$65,687	l	\$0	\$0
Carefree Hwy (CFH), 16th St to Black Mountain Blvd, sou	ur riait (eastbo	ourid lanes	only										
Deer Valley RD (DEE), Cave Creek Rd to Scottsdale Rd	2500	0.0	25				10 222		A400 ===	43/2 25-	_	4	
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 I								•		, .=			,-
Happy Valley Rd (HVR), CAP (@ +/- 7th Ave align.) to Des													
Lone Mountain Rd (LNM), Sonoran Desert Dr to Cave Cre													
	er nu												
Pinnacle Peak Rd (PIN), Cave Creek Rd to Scottsdale Rd	100	100					7 770		A207 15	4200.00			. 1
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
	198	162	6	6		2	11,664		\$307,638	\$351,405		\$0	\$0
Pinnacle Peak Rd ²	_		1 40	6		9	87,480		\$2,428,445	\$2,773,932		\$0	\$0
Pinnacle Peak Rd ² Pinnacle Peak Rd ²	199	162	10										ćo
	_	162 162	6	6		1	5,832		\$153,819	\$175,702		\$0	\$0
Pinnacle Peak Rd ²	199					1	5,832 7,776		\$153,819 \$207,133	\$175,702 \$236,601		\$0 \$0	
Pinnacle Peak Rd ² Pinnacle Peak Rd ² Pinnacle Peak Rd ²	199 200 201	162 162	6 8	6 6		1	7,776		\$207,133	\$236,601		\$0	\$0
Pinnacle Peak Rd ²	199 200 201 202	162 162 162	6 8 8	6 6 6		1 5	7,776 38,880		\$207,133 \$1,035,666	\$236,601 \$1,183,007		\$0 \$0	\$0 \$0
Pinnacle Peak Rd ²	199 200 201 202 205	162 162 162 162	6 8 8 8	6 6 6		1 5 3	7,776 38,880 23,328		\$207,133 \$1,035,666 \$621,400	\$236,601 \$1,183,007 \$709,804		\$0 \$0 \$0	\$0 \$0 \$0
Pinnacle Peak Rd ²	199 200 201 202 205 206	162 162 162 162 162	6 8 8 8 8	6 6 6 6		1 5 3 3	7,776 38,880 23,328 23,328		\$207,133 \$1,035,666 \$621,400 \$621,400	\$236,601 \$1,183,007 \$709,804 \$709,804		\$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0
Pinnacle Peak Rd ²	199 200 201 202 205	162 162 162 162	6 8 8 8	6 6 6		1 5 3	7,776 38,880 23,328		\$207,133 \$1,035,666 \$621,400	\$236,601 \$1,183,007 \$709,804		\$0 \$0 \$0	\$0 \$0 \$0

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

Table 11 - Existing a	1025	Length	Width	Height	Diameter			0363	2023 Culvert Construction	2025-2034 IFP	Culvert Status	Existing Culvert	2025-2034 IFP Culvert
Street Name	Culvert ID	(feet)	(feet)	(feet)*	(inches)	Barrels	Total (cf)	Total (If)	Cost/Value	Cost/Value	(E, P, F)	Value	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 (south	bound lanes)	only											
Sonoran Desert Drive (SDD), West limit of fee area (16th S	t align) to Ca	ve Creek R	d										
Sonoran Desert Dr ^{1,3}	14*	99	6	6		2		198	\$188,001	\$214,747	Х	\$214,747	\$214,747
Sonoran Desert Dr ^{1,3}	15*	277	6	6		4		1,108	\$1,052,046	\$1,201,717	Х	\$1,201,717	\$1,201,717
Sonoran Desert Dr ^{1,3}	16*	81	10	6		3	14,580		\$404,741	\$462,322	Х	\$462,322	\$462,322
Sonoran Desert Dr ^{2,3}	17*	81			36	8		648	\$210,600	\$240,561	Х	\$240,561	\$240,561
Sonoran Desert Dr ^{2,3}	18*	81			36	8		648	\$210,600	\$240,561	Х	\$240,561	\$240,561
Sonoran Desert Dr ^{2,3}	19*	81			30	1		81	\$22,275	\$25,444	Х	\$25,444	\$25,444
Sonoran Desert Dr ^{2,3}	19A*	81	10	6		3	14,580		\$404,741	\$462,322	Х	\$462,322	\$462,322
Sonoran Desert Dr ^{2,3}	20*	81	8	6		3	11,664		\$310,700	\$354,902	Х	\$354,902	\$354,902
Sonoran Desert Dr ^{2,3}	21*	81			36	2		162	\$52,650	\$60,140	Х	\$60,140	\$60,140
Sonoran Desert Dr ^{2,3}	104*	81	6	6		1	2,916		\$76,910	\$87,851	Х	\$87,851	\$87,851
Sonoran Desert Dr ^{2,3}	105*	81	8	6		3	11,664		\$310,700	\$354,902	Х	\$354,902	\$354,902
Sonoran Desert Dr ^{2,3}	106*	81			30	3		243	\$66,825	\$76,332	Х	\$76,332	\$76,332
Sonoran Desert Dr ^{2,3}	107*	81			30	2		162	\$44,550	\$50,888	Х	\$50,888	\$50,888
Sonoran Desert Dr ^{2,3}	108*	81	10	6		6	29,160		\$809,482	\$924,644	Х	\$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	_				The state of the s					•	The state of the s	•	
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
Design (15%)									\$14,385,868	\$16,432,498	-	\$3,454,451	\$2,350,952
COP Administrative Cost (22%)						\$21,099,273	\$24,100,996	-	\$5,066,528	\$3,448,063			
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 JE 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
Subtotal	\$104,184,179	\$119,006,117					
Design (15%)							\$17,850,918
COP Administrative Cost (22%)							\$26,181,346
Total Northern Existing Bridge Value							\$163,038,380

2020-2029 IFP Bridges Length Width Deck Unit 2025-2034 IFP 1/4 Mile Roadway 2025-34 IFP Planned Bridge Construction Cost Accounted for Future Construction Cost for IFP Bridge Street Name Cost Based On: 2023 Cost 2025-2034 IFP Cost Planned Capacity Improvement Cost in 2025-2034 Impact Fee Bridges beyond 2034 (feet) (sq ft) Cost Tatum Blvd (CAP) **Detailed Estimate** 22 2,770 \$435 \$1,205,396 \$1,376,884 \$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 \$14,550,168 \$0 N-2 Yes Deer Valley Dr (west of Rawhide Wash) 6.578 \$617 \$4,055,831 \$4,632,841 813 \$2,163,049 \$6,795,890 \$0 N-3 Detailed Estimate 84 Yes 7th St (CAP) 111 22 3,099 \$422 \$1,307,711 \$1,493,755 866 \$3,097,794 \$4,591,549 \$0 N-4 Detailed Estimate Yes 64th St (CAP) 91 24,115 \$356 \$8,577,733 \$9,798,059 1,748 \$1,445,178 \$11,243,237 \$0 N-5 Detailed Estimate 265 Yes \$7,235,560 \$8,264,939 \$0 Sonoran Desert Drive (Apache Wash) Detailed Estimate 318 68 23.635 \$306 Yes \$8,264,939 N-6 **Detailed Estimate** 430 68 31,242 \$322 \$10,064,693 \$11,496,564 \$O \$11,496,564 \$0 N-7 Sonoran Desert Drive (Cave Creek Wash - Primary) Yes \$358 \$5,731,881 \$6,547,337 0 \$0 \$6,547,337 \$0 N-8 Sonoran Desert Drive (Cave Creek Wash - Secondary) **Detailed Estimate** 206 68 16,030 Yes 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 \$2,848,854 \$0 N-10 Yes Detailed Estimate 505 94 50.284 \$255 \$12,803,041 \$14,624,487 \$14,624,487 \$0 N-11 Sonoran Desert Drive (wash east of Paloma Pkwy) Yes Detailed Estimate 403 123 49,759 \$418 \$20,787,138 \$23,744,455 4,198 \$4,361,380 \$28,105,835 \$0 N-12 North Valley Parkway (Skunk Creek) Yes Detailed Estimate 337 123 41,543 \$540 \$22,451,121 \$25,645,168 Yes \$25,645,168 \$0 N-13 North Valley Parkway (Sonoran Wash) \$233 \$9,330,240 \$10,657,622 \$14,983,721 N-14 Detailed Estimate 302 120 39.963 0 \$4.326.099 Happy Valley Road (Cave Buttes) No \$13,267,582 51st Ave (CAP) 200 120 24.000 \$388 \$9,310,818 \$10,635,438 2.083 \$2,632,144 N-15 Unit Cost Yes 405 43,740 \$388 \$16,968,967 \$19,383,085 \$4,326,099 \$23,709,184 N-16 Dove Valley Rd (Deadman Wash) Unit Cost 108 No Happy Valley Rd (CAP) 111 2,442 \$388 \$947,376 \$1,082,156 1,156 \$2,163,049 \$3,245,205 N-17 Unit Cost 22 Yes 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-18 120 60 7.200 \$388 \$2,793,246 \$3,190,631 \$3,284,243 Nο \$0 \$6,474,875 N-19 Area A9 Connector (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-20 Anthem Way (Sweat Canyon Tributary) Unit Cost 400 120 48,000 \$388 \$18,621,637 \$21,270,876 0 \$3,949,687 No \$0 \$25,220,563 N-21 Unit Cost Anthem Way (New River) 120 \$388 \$5,586,491 \$6,381,263 0 \$0 \$10,330,950 N-22 120 14.400 \$3,949,687 No Avenue A (Sweat Canyon Wash) Unit Cost \$2,793,246 \$3,190,631 \$0 Area C2 Connector (Sweat Canyon Tributary) Unit Cost 120 60 7.200 \$388 0 \$3,284,243 No \$6,474,875 N-23 100 120 12.000 \$388 \$4,655,409 \$5,317,719 \$4.326.099 \$0 \$9.643.818 N-24 Daisy Mountain Dr (unnamed wash) Unit Cost No \$11,638,523 \$13,294,297 0 \$0 \$17,620,396 N-25 Daisy Mountain Dr (Sweat Canyon Wash) Unit Cost 250 120 30,000 \$388 \$4,326,099 No Daisy Mountain Dr (New River Breakout) 100 120 12,000 \$388 \$4,655,409 \$5,317,719 0 \$4,326,099 No \$0 \$9,643,818 N-26 Unit Cost Daisy Mountain Dr (New River) Unit Cost 400 120 48,000 \$388 \$18,621,637 \$21,270,876 0 \$4.326.099 Nο \$0 \$25,596,974 N-27 150 120 18.000 \$388 \$6,983,114 \$7,976,578 \$3,949,687 Nο \$0 \$11,926,266 N-28 Pioneer Rd (Deadman Wash) Unit Cost New River Rd (New River) Unit Cost 400 60 24,000 \$388 \$9,310,818 \$10,635,438 0 \$3,284,243 No \$13,919,681 N-29 Subtotal \$239,770,459 \$273,881,808 \$75,746,452 \$154,484,785 \$195,143,476 Design (15%) \$35,965,569 \$41,082,271 \$23,172,718 \$29,271,521 \$11.361.968 COP Administrative Cost (22%) \$42,931,565 \$52,749,501 \$60,253,998 \$16,664,220 \$33,986,653 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 Street Name	Bridge ID	Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	Cost
51st Avenue	-	1,635	82	134,070	\$388	\$52,012,560
Subtotal						\$52,012,560
Design (15%)						\$7,801,884
COP Administrative Cost (22%)						\$11,442,763
Total Southwest Existing Bridge Value						\$71,257,207
2025-2034 IFP Bridges Street Name	Bridge ID	Length (feet)	Width (feet)	Deck (sq ft)	Unit Cost	Cost
Subtotal						\$0
Design (15%)						\$0
COP Administrative Cost (22%)						\$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)

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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)

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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