

FREWAY LIFE CYCLE PROGRAM (FLCP)

January 31, 2019

Freeway Life Cycle Program

FISCAL YEAR 2019 - JANUARY 31, 2019

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Freeway Program Overview

The Freeway Life Cycle Program (FLCP) is the management tool for the implementation of freeway and highway projects identified in the MAG Regional Transportation Plan (RTP). The program is maintained by the Arizona Department of Transportation (ADOT) and implements the priorities established by the RTP. The program utilizes funding from the Proposition 400 half-cent sales tax as well as from state and federal revenue sources.

The FLCP document was created to provide information for each project remaining in the program to be delivered, including location, scope of project, status of project, delivery method, and programmed funding. The funded fiscal year (FY) is from July 1st to June 30th (i.e., FY 2019: July 2018 – June 2019).

FREWAY LIFE CYCLE PROGRAM – STATUTORY REQUIREMENTS

Arizona Revised Statute 28-6352(B) states that a budget process shall be adopted that ensures the estimated cost of the transportation mode does not exceed the total amount of revenues estimated to be available for that mode. If a local authority requests an enhancement to a transportation project funded pursuant to the RTP, the local authority shall pay all costs associated with the enhancement.

Arizona Revised Statute 28-6353 states that the regional planning agency shall approve any change in the RTP and the projects funded in the RTP that affect MAG's transportation improvement program, including project priorities. In addition, requests for changes to transportation projects funded in the RTP that would materially increase costs shall be submitted by MAG to the Regional Council for approval.

FREWAY LIFE CYCLE PROGRAM - HISTORY

On November 25, 2003, the MAG Regional Council approved the RTP, which was the basis for Proposition 400. The original plan included \$9.0 billion (2002\$) of funding allocated to freeway and highway projects, including construction, maintenance, right-of-way, and neighborhood mitigation. Since the adoption of the original plan, there have been three major program updates.

In 2008, the FLCP experienced a deficit of program funds due to the economic downturn. In October 2009, the MAG Regional Council approved a tentative scenario to balance the FLCP. As part of this effort, project scopes were reevaluated and cost estimates reviewed. This resulted in project cost reductions totaling \$2.4 billion. Also, projects totaling approximately \$4.4 billion were deferred outside the funded Proposition 400 program. This scenario was approved by the MAG Regional Council on July 28, 2010.

Continued economic declines in 2011 led to a further deficit of program funds. On May 23, 2012, the MAG Regional Council approved a rebalancing scenario for the FLCP to address a deficit of approximately \$390 million. The scenario shifted the schedule of the SR-202L (South Mountain Freeway) and I-10 (Maricopa Freeway) projects to improve the program's cash flow, transferred funding from the SR-303L segment between US-60 and I-17 to the SR-303L segment between I-10 and MC-85, and removed \$300 million from the program's budget for the I-17 (Black Canyon Freeway) corridor.

In 2016, it was determined that there was a program surplus in excess of \$1 billion due to project savings and increased revenues. In response, MAG, in collaboration with its partners at ADOT and the Federal Highway Administration, developed a list of rebalanced projects back into the program. On September 27, 2017, the MAG Regional Council approved the rebalance of the FLCP. The rebalance set

Freeway Program Overview (Continued)

project budgets, schedules, and open-to-service years for 37 projects to be completed with Proposition 400 funding.

Following the September 27, 2017 rebalance, three material cost change actions were taken through the MAG committee process. Following the last material cost change action, MAG and ADOT initiated a thorough program review. The initial review has indicated that project costs have increased and refinement to the project cost estimates is needed before all the required changes to the program can be determined. It is anticipated that modifications will need to be made to the program including schedule changes, reductions in scope, and project deferments outside the Proposition 400 funded program. This analysis is expected to conclude in January 2019.

Abbreviations/Definitions

Programmed funding is listed by work phase and is expressed in millions and is rounded to the nearest thousand.

Projects programmed in the Freeway Life Cycle Program (FLCP) are listed according to the Regional Transportation Plan (RTP) Corridor.

Acronyms and abbreviations included in the FLCP are listed below and organized by category.

COLUMN HEADINGS

MAG ID	The unique identifier tied to the project.
PROGRAMMED FY 16 - FY 26	Programmed project amount within the funded sales-tax horizon of Proposition 400.
PROGRAMMED FY 27	Programmed project amount beyond the funded sales-tax horizon but still a part of Proposition 400.
UNFUNDED	Programmed project amount that has been deferred beyond the funded Proposition 400 program.
FUND TYPE	The source of FLCP funding.
WORK PHASE	A description of the work to be performed.
FY OF FUNDING	The Fiscal Year work occurred or will occur on a project/work phase.
RTP PROJECT	Regional Transportation Plan named project.
DESCRIPTION	The type of project.
SCHEDULED CONSTRUCTION START	The month-year construction activities are scheduled to start.
OPEN TO TRAFFIC	The year the project is scheduled to be available for public use.

FUNDING TYPE ACRONYMS/ABBREVIATIONS

IM	Interstate Maintenance
HURF	Highway User Revenue Funds
LOCAL	Local Member Agency Funds
NHPP	National Highway Performance Program
RARF	Regional Area Road Funds
STBGP-MAG	Surface Transportation Block Grant Program (MAG - Region)

PROJECT DESCRIPTION ACRONYMS/ABBREVIATIONS

AUX	Auxiliary Lane
GPL	General Purpose Lane
HOV	High Occupancy Vehicle
JPA	Joint Project Agreement
NEW	New Freeway Facility
MAINT	Maintenance
TI IMP	Traffic Interchange Improvements
TI NEW	New Traffic Interchange

OTHER ACRONYMS/ABBREVIATIONS

ADA	Americans With Disabilities Act
FMS	Freeway Management System
DHOV	Direct High Occupancy Vehicle
HOV	High Occupancy Vehicle
ROW	Right of way
SR	State Route
TI	Traffic Interchange
YOE	Year of Expenditure
ARAC-FC	Asphalt-Rubber Asphaltic Concrete Friction Course

ID	RTP Project	Description	Pre-design & Environmental	Design	Right of Way & Utility	Construction	Total	Scheduled Construction Start	Open to Traffic
1	I-10, SR-85 to Verrado Way	GPL	1,800,000	6,500,000	8,300,000	91,700,000	108,300,000	Apr-20	2022
2	I-10/Fairway Drive	TI NEW	0	2,100,000	1,750,000	25,600,000	29,450,000	Sep-18	2019
3	I-10/Sky Harbor West Airport Access	TI IMP	2,500,000	3,000,000	9,500,000	85,000,000	100,000,000	Aug-24	2026
4	I-10, I-17 Split to SR-202L	GPL/HOV/TI IMP	17,000,000	16,000,000 +	12,500,000	480,000,000	525,500,000	Aug-21	2024
7	I-10, SR-202L to Riggs Road	GPL	1,950,000	4,000,000	0	59,600,000	65,550,000	Mar-25	2027
8	I-10/Chandler Heights Road	TI NEW	0	0	0	15,000,000	15,000,000	Apr-22	2023
9	I-17/Central Ave Bridge	TI/AUX	500,000	2,000,000	1,000,000	20,000,000	23,500,000	Oct-19	2020
10	I-17, I-10 Split to 19th Avenue	AUX	5,850,000	13,000,000	8,000,000	190,500,000	217,350,000	Jan-24	2027
11	I-17/Indian School Road	TI IMP	2,850,000	5,000,000	1,200,000	50,400,000	59,450,000	Apr-21	2023
12	I-17/Camelback Road	TI IMP	2,750,000	5,850,000	7,100,000	52,900,000	68,600,000	Nov-22	2026
13	I-17/Glendale Avenue	TI IMP	2,750,000	6,000,000	6,350,000	59,900,000	75,000,000	Jan-25	2027
14	I-17/Northern Avenue	TI IMP	2,750,000	6,000,000	2,900,000	55,200,000	66,850,000	Jan-25	2027
15	I-17, Peoria Avenue to Greenway Road	MINOR	200,000	300,000	4,500,000	25,000,000	30,000,000	Sep-19	N/A
16	I-17/Thunderbird Avenue	TI IMP	3,750,000	15,400,000	600,000	93,900,000	113,650,000	Oct-26	2030
17	I-17/Bell Road	TI IMP	4,750,000	7,800,000	1,800,000	82,000,000	96,350,000	Oct-26	2030
18	I-17/Happy Valley Road and I-17/Pinnacle Peak Road	TI IMP	0	5,500,000	500,000	62,500,000	68,500,000	Apr-18	2020
19	I-17, Anthem Way to Yavapai County Line	GPL	1,800,000	3,200,000	5,000,000	40,000,000	50,000,000	Apr-20	2021
20	SR-101L, I-10 to US-60	GPL	4,300,000	17,000,000	1,000,000	246,500,000	268,800,000	Jan-25	2027
21	SR-101L, US-60 to 75th Avenue	GPL	1,800,000	6,600,000	0	85,000,000	93,400,000	Jan-27	2029
22	SR-101L, 75th Avenue to I-17	GPL	1,200,000	4,400,000	0	56,400,000	62,000,000	Jan-24	2026
23	SR-101L, I-17 to Pima Road	GPL	0	5,800,000 +	3,960,000	163,253,000	173,013,000	Mar-19	2020
25	SR-101L, Pima Road to Shea Boulevard	GPL	100,000	6,600,000	0	57,000,000	63,700,000	Jun-20	2022
26	SR-101L Pima Road Extension (JPA)	JPA	0	297,000	0	3,634,000	3,931,000	Jan-20	N/A
27	SR-101L, Baseline Road to SR-202L	GPL	500,000	3,150,000 +	0	51,400,000	55,050,000	Jun-19	2021
28	SR-202L, Broadway Road to Gilbert Road	HOV	1,000,000	4,000,000	0	48,000,000	53,000,000	Jan-24	2025
29	SR-202L (South Mountain): I-10 (Maricopa) - I-10 (Papago) Maintenance	MAINT	0	0	0	6,071,762	6,071,762	Jan-22	N/A
31	SR-202L/Lindsay Road	TI NEW	0	1,500,000	342,500	16,000,000	17,842,500	Mar-21	2022
32	SR-202, Gilbert Road to I-10	GPL	2,000,000	6,000,000	0	83,700,000	91,700,000	Jan-24	2025
33	SR-24, Ellsworth Road to Ironwood Road	NEW	0	8,400,000	65,800,000	71,080,000	145,280,000	Apr-20	2022
34	SR-30, SR-303L to SR-202L	NEW	3,000,000	22,000,000	95,500,000	222,000,000	342,500,000	Jun-22	2023
35	SR-303L, MC-85 to Van Buren Street	NEW	500,000	15,000,000	10,700,000	93,800,000	120,000,000	Aug-20	2022
36	SR-303L, Northern Avenue to Olive Avenue	TI IMP	150,000	1,300,000	600,000	11,100,000	13,150,000	Jul-24	2025
37	SR-303L, Happy Valley Parkway to Lake Pleasant Parkway	GPL	500,000	4,400,000	0	36,200,000	41,100,000	Aug-19	2020
38	SR-85/Warner Street Bridge	TI	0	200,000	0	5,300,000	5,500,000	Aug-19	N/A
39	US-60, Greenway Road - Thompson Ranch Road	TI IMP	0	0	300,000	5,700,000	6,000,000	3/13/2018 (actual)	2019
40	US-60/35th Avenue/Indian School Road	TI IMP	3,000,000	7,600,000	0	75,300,000	85,900,000	Jan-26	2028
—	US-60/Bell Road	TI NEW	0	0	10,752,108	0	10,752,108	not programmed	N/A
41	US-60, Crismon Road to Meridian Road	GPL/HOV	0	1,900,000	0	26,500,000	28,400,000	Apr-20	2021
TOTALS			\$ 69,250,000	\$ 217,797,000	\$ 259,954,608	\$ 2,853,138,762	\$ 3,400,140,370		

FY 2019 - FY 2023 Freeway Highway Projects
FY 2019 - FY 2023 Interchange Projects

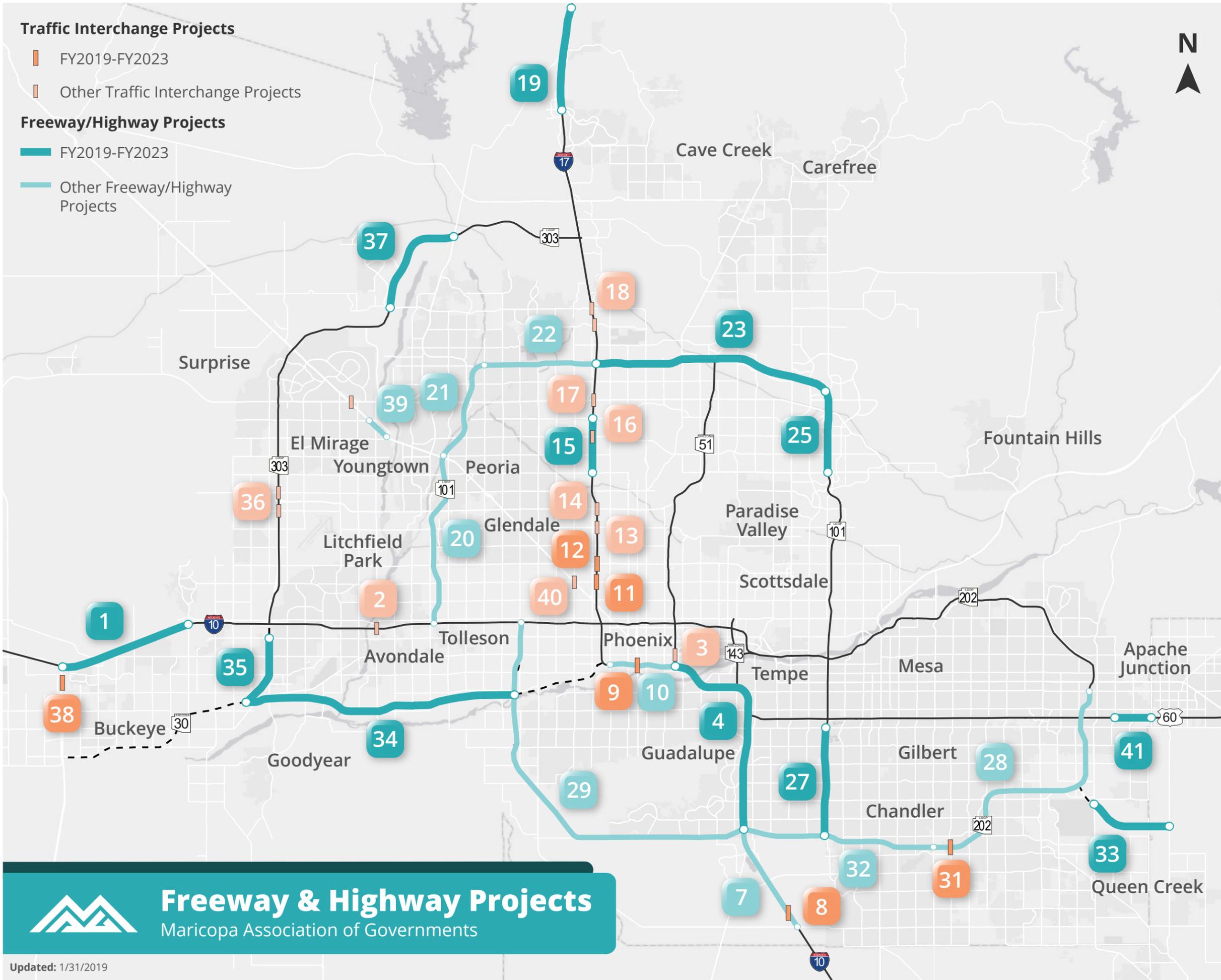
+ Design-Build Procurement Phase

Traffic Interchange Projects

- FY2019-FY2023
- Other Traffic Interchange Projects

Freeway/Highway Projects

- FY2019-FY2023
- Other Freeway/Highway Projects

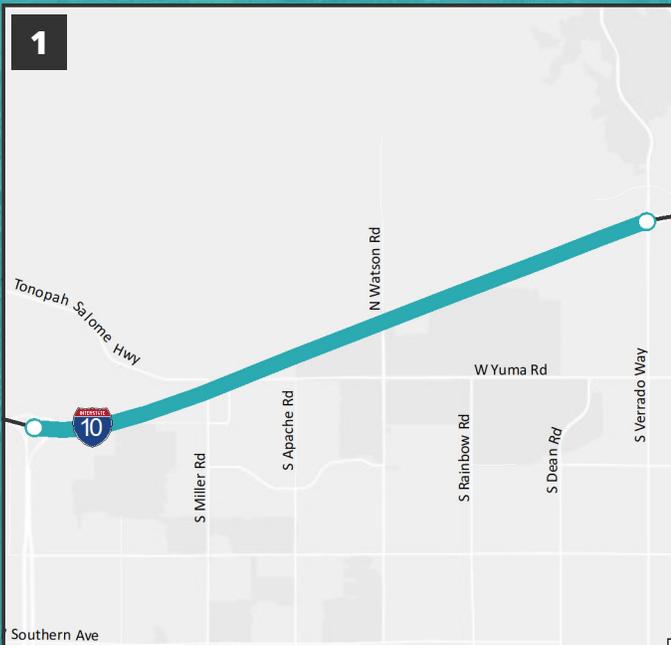


ID Project Location

- 1 I-10, SR-85 to Verrado Way
- 2 I-10/Fairway Dr
- 3 I-10/Sky Harbor West Airport Access
- 4 I-10, I-17 Split to SR-202L
- 7 I-10, SR-202L to Riggs Rd
- 8 I-10/Chandler Heights Rd
- 9 I-17/Central Ave Bridge
- 10 I-17, I-10 Split to 19th Ave
- 11 I-17/Indian School Road
- 12 I-17/Camelback Road
- 13 I-17/Glendale Avenue
- 14 I-17/Northern Avenue
- 15 I-17, Peoria Avenue to Greenway Road
- 16 I-17/Thunderbird Avenue
- 17 I-17/Bell Road
- 18 I-17-/Happy Valley Rd and I-17/Pinnacle Peak
- 19 I-17, Anthem Way to Yavapai County Line
- 20 SR-101L, I-10 to US-60
- 21 SR-101L, US-60 to 75th Avenue
- 22 SR-101L, 75th Avenue to I-17
- 23 SR-101L, I-17 to Pima Road
- 25 SR-101L, Pima Road to Shea Boulevard
- 26 SR-101L Pima Road Extension (JPA) **(NOT ON MAP)**
- 27 SR-101L, Baseline Road to SR-202L
- 28 SR-202L, Broadway Road to Gilbert Road
- 29 SR-202L (South Mountain): I-10 (Maricopa) - I-10 (Papago) Maintenance
- 31 SR-202L/Lindsay Road
- 32 SR-202, Gilbert Road to I-10
- 33 SR-24, Ellsworth Road to Ironwood Road
- 34 SR-30, SR-303L to SR-202L
- 35 SR-303L, MC-85 to Van Buren Street
- 36 SR-303L, Northern Avenue to Olive Avenue
- 37 SR-303L, Happy Valley Parkway to Lake Pleasant Parkway
- 38 SR-85/Warner Street Bridge
- 39 US-60, Greenway Road - Thompson Ranch Road
- 40 US-60/35th Avenue/Indian School Road
- US-60/Bell Road
- 41 US-60, Crismon Road to Meridian Road

Freeway & Highway Projects
Maricopa Association of Governments

Updated: 1/31/2019



PROJECT I-10, SR-85 to Verrado Way



PROJECT STATUS

PREDESIGN & ENVIRONMENTAL

Design Estimate Level: 0%



PROJECT LENGTH

8 MILES



DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$108,300,000



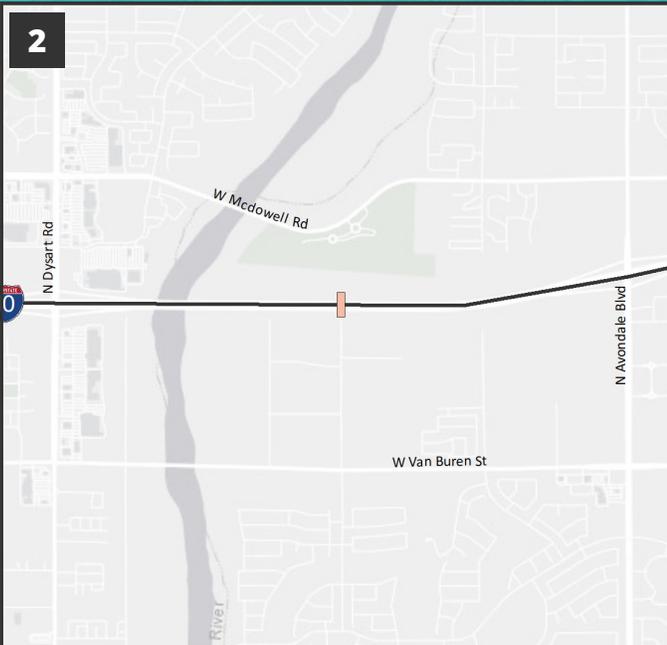
PROJECT SCOPE₂

The scope of this project is to add one general purpose lane in each direction in the median of Interstate 10/Papago Freeway (I-10) between State Route 85 (SR-85) and Verrado Way, and to reconstruct the traffic interchanges at Miller Road and Watson Road. The interchange reconstruction at Miller Road and at Watson Road include bridge replacement to accommodate two through lanes in each direction along each roadway. The project work will include new concrete pavement at the cross streets, new asphaltic lanes on I-10, sound walls, drainage improvements, signing and striping, FMS, ramp gore lighting, ADA improvements and seeding.

PROJECT BUDGET_{1,3}

	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$1,800,000	\$6,500,000	\$8,300,000	\$91,700,000

2



PROJECT I-10/Fairway Drive



PROJECT STATUS
CONSTRUCTION
Design Estimate Level: 100%



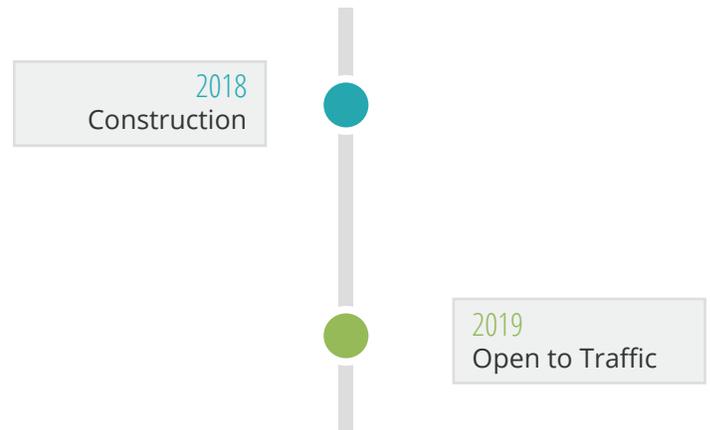
PROJECT LENGTH
TI



DELIVERY METHOD
DESIGN BID BUILD



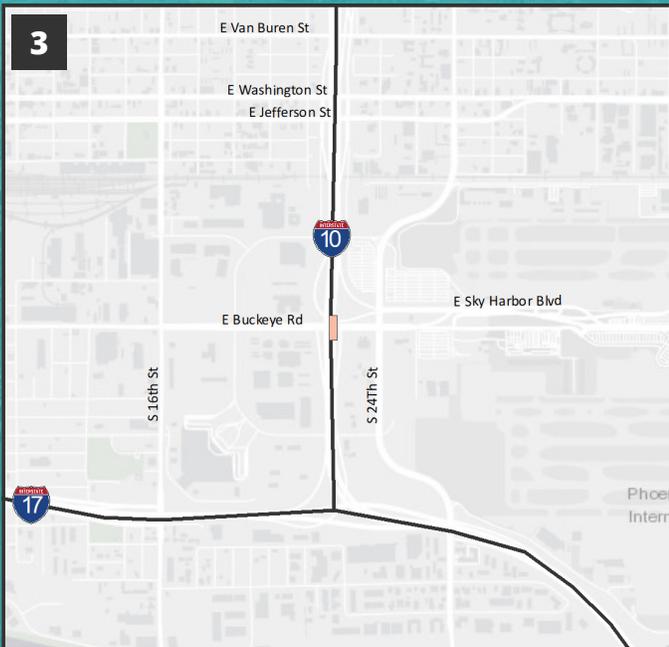
APPROVED PROGRAM BUDGET
\$29,450,000



PROJECT SCOPE₂

The proposed work is located in Maricopa County, on Interstate 10 within the City of Avondale, beginning at Milepost 129.83 and extending east to Milepost 131.48. The work consists of a new traffic interchange, new bridges for the traffic interchange and 0.2 miles of new arterial street. The work also includes grading and drainage, construction of portland cement concrete pavement, ARAC-FC overlay, retaining walls, concrete curb & gutter, sidewalk, storm drain system, signing, pavement marking, lighting, fencing, traffic signals, FMS, landscape and irrigation, and other related work.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$0	\$2,100,000	\$1,750,000	\$25,600,000



PROJECT

I-10/Sky Harbor West Airport Access



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

TI



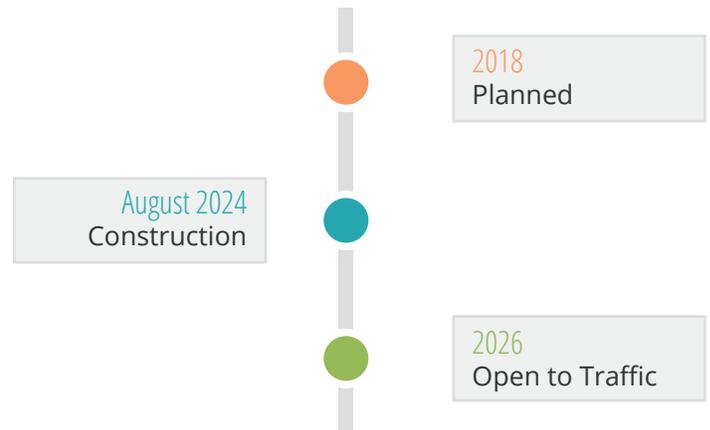
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$100,000,000



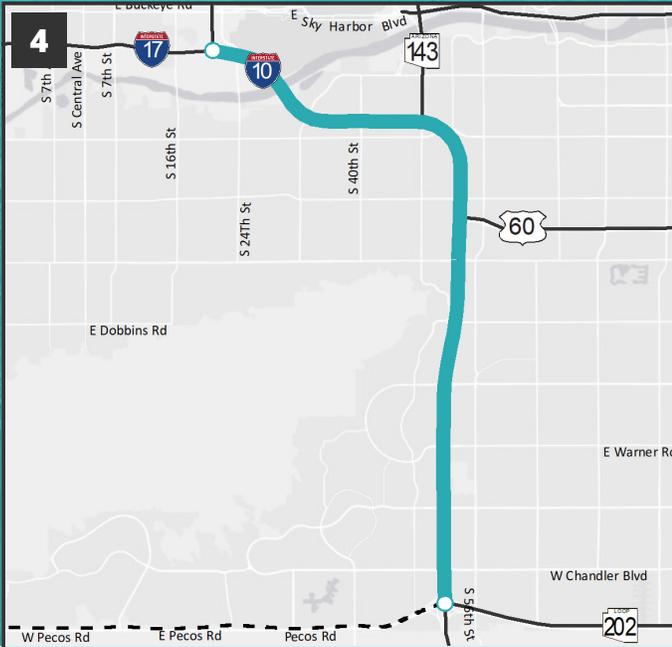
PROJECT SCOPE₂

The scope of this project is to reconfigure existing access from Interstate 10/Papago (I-10) to the City of Phoenix Sky Harbor International Airport on the west. The project will reconstruct the existing I-10/Sky Harbor system interchange directional ramps to and from the north with modification to the Buckeye Traffic Interchange to provide improved access to and from the south. The new ramps will connect with City of Phoenix Sky Train improvements to Sky Harbor Boulevard which are anticipated to be completed prior to this project. The interchange improvements will provide full access to the Rental Car Center.

The program amount provided is a Freeway Life Cycle Program financial commitment to the budget of this project.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$2,500,000	\$3,000,000	\$9,500,000	\$85,000,000

PROJECT I-10, I-17 Split to SR-202L



PROJECT STATUS
PREDESIGN & ENVIRONMENTAL
Design Estimate Level: 0%



PROJECT LENGTH
11.4 MILES



DELIVERY METHOD
DESIGN BUILD



APPROVED PROGRAM BUDGET
\$525,500,000

August 2021
Construction

2018
Predesign &
Environmental

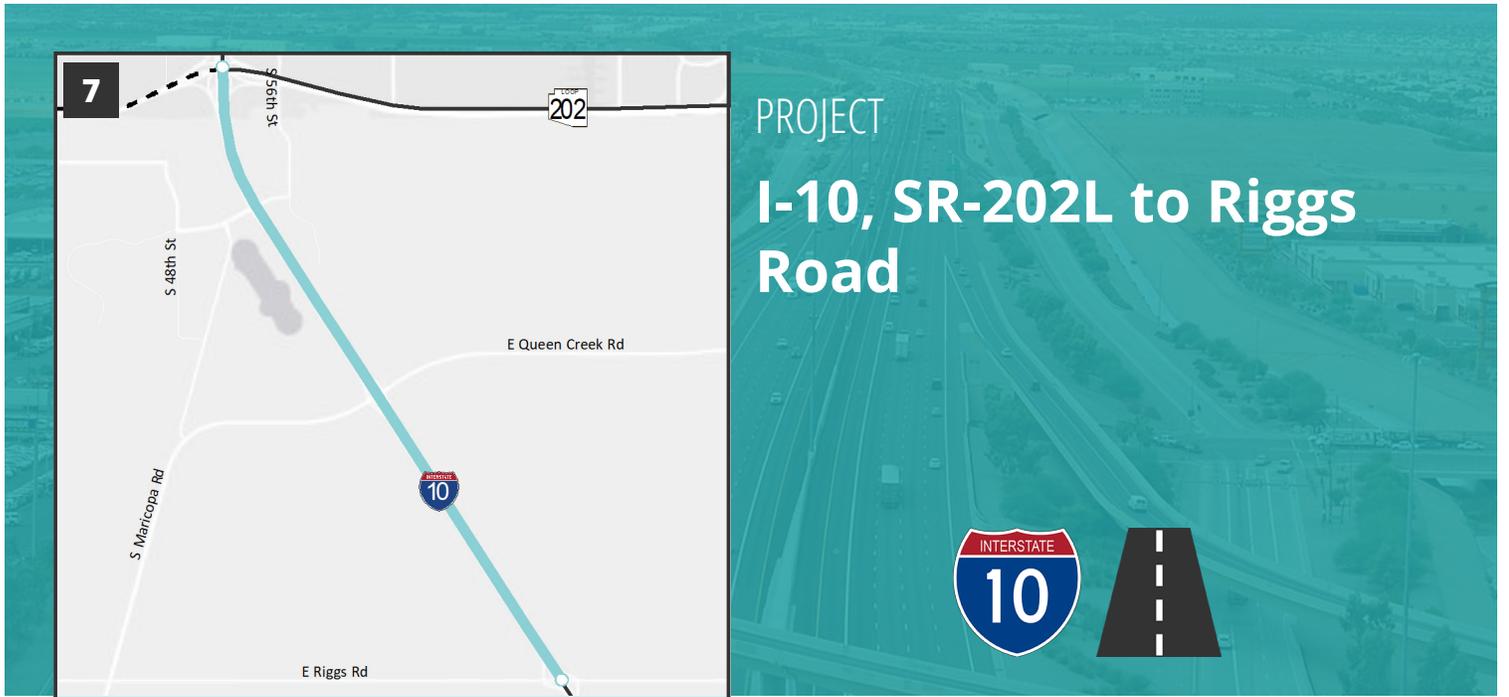
2024
Open to Traffic

PROJECT SCOPE₂

The scope of this project is to add one general purpose lane in each direction to Interstate 10/ Maricopa Freeway (I-10) from Ray Road to 24th Street, and add one High Occupancy Vehicle (HOV) lane from west of US Route 60 (US-60) to Interstate 17/Maricopa Freeway (I-17). The project includes collector-distributor roads between Baseline Road and 40th Street, reconstruction of the Salt River Bridge, reconstruction of the State Route 143/Hohokam Expressway (SR-143) Bridge, reconstruction of the Broadway Road bridge, the addition of new direct HOV lanes at SR-143 to and from the east, and pedestrian bridges at Alameda, the Western Canal, the Highline North, and Guadalupe Road.

PROJECT BUDGET_{1,3}

	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$17,000,000	\$16,000,000	\$12,500,000	\$480,000,000



PROJECT I-10, SR-202L to Riggs Road

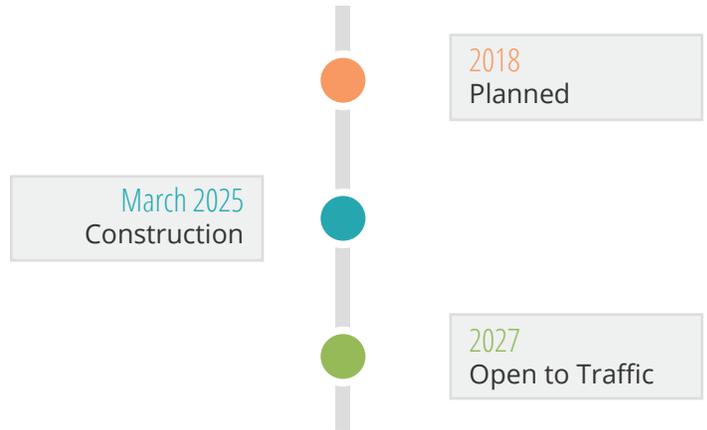


PROJECT STATUS
 **PLANNED**
 Design Estimate Level: 0%

PROJECT LENGTH
 **6 MILES**

DELIVERY METHOD
 **DESIGN BID BUILD**

APPROVED PROGRAM BUDGET
 **\$65,550,000**



PROJECT SCOPE₂

The scope of this project is to add one general purpose lane and one high occupancy (HOV) lane in each direction on Interstate 10/Pearl Harbor Memorial Highway (I-10) from Loop 202/ Santan-South Mountain Freeways (SR-202L) to Riggs Road. This project is located in part on Gila River Indian Community land.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$1,950,000	\$4,000,000	\$0	\$59,600,000

¹ 2017 FLCP approved program
² View abbreviations/descriptions page
³ Previously obligated phases in YOY\$, current and future phases in 2018\$

8



PROJECT I-10/Chandler Heights Road



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

TI



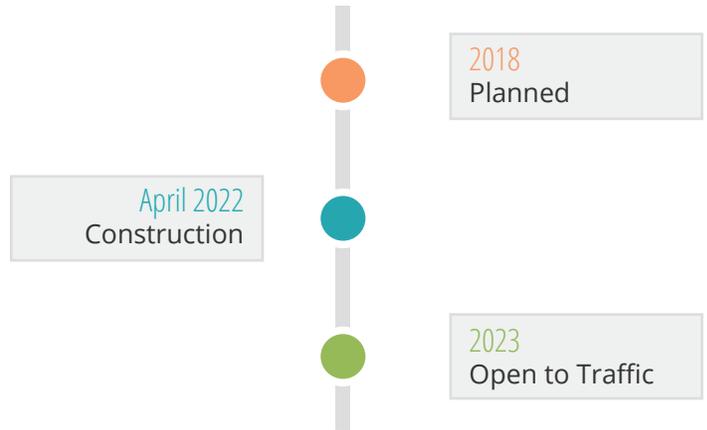
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$15,000,000



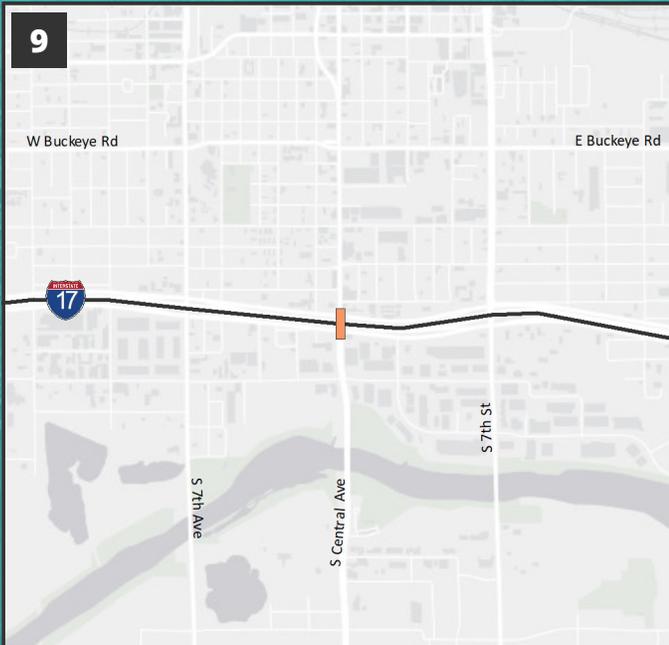
PROJECT SCOPE₂

The scope of this project is to construct a new full access traffic interchange (TI) at Interstate 10/ Pearl Harbor Memorial Highway (I-10) and the Chandler Heights Road alignment. This project is located on Gila River Indian Community land.

The program amount provided is a Freeway Life Cycle Program financial commitment to the budget of this project.

PROJECT BUDGET _{1,3}				
Initial	Predesign & Environmental	Design	Right of Way & Utility	Construction
	\$0	\$0	\$0	\$15,000,000

9



PROJECT I-17/Central Ave Bridge



PROJECT STATUS
PREDESIGN & ENVIRONMENTAL
Design Estimate Level: 30%



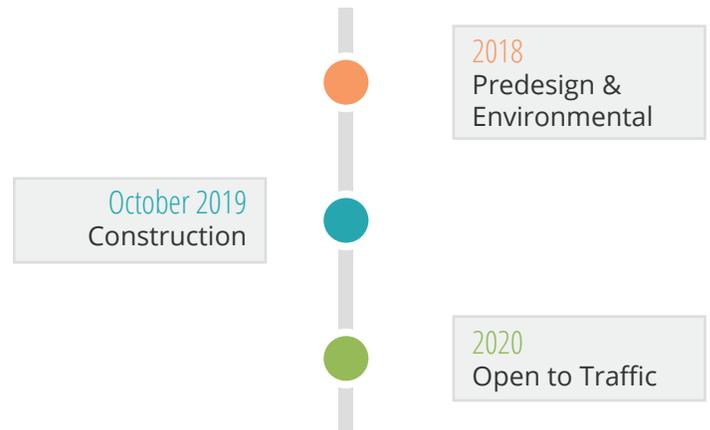
PROJECT LENGTH
TI



DELIVERY METHOD
DESIGN BID BUILD



APPROVED PROGRAM BUDGET
\$23,500,000



PROJECT SCOPE₂

The scope of this project is to replace the existing Interstate 17/Maricopa Freeway (I-17) and Central Avenue Bridge. The bridge height will be brought up to current clearance standards and lengthened to accommodate the future Valley Metro South Central Light Rail Extension. The bridge will be widened to accommodate one general purpose lane in each direction, one High Occupancy Vehicle (HOV) lane in each direction and auxiliary lanes on I-17. The project includes new I-17 roadway approaches, retaining walls, FMS improvements, lighting improvements, drainage improvements, and signing and striping.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$500,000	\$2,000,000	\$1,000,000	\$20,000,000



PROJECT

I-17, I-10 Split to 19th Avenue

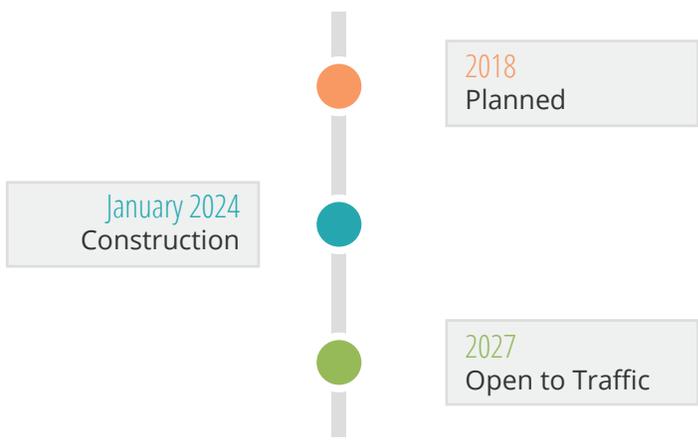


PROJECT STATUS
PLANNED
 Design Estimate Level: 0%

PROJECT LENGTH
3.75 MILES

DELIVERY METHOD
DESIGN BID BUILD

APPROVED PROGRAM BUDGET
\$217,350,000

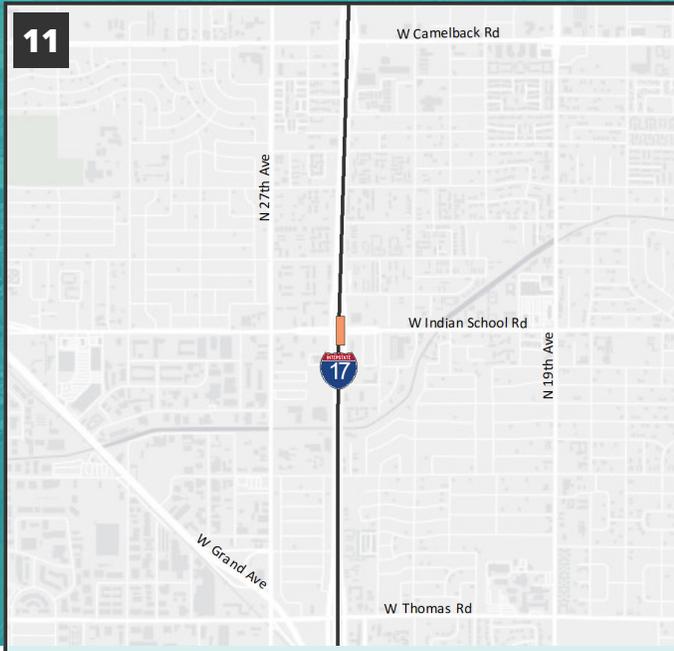


PROJECT SCOPE₂

The scope of this project is to reconstruct Interstate 17/Maricopa Freeway (I-17) mainline and traffic interchanges from 16th Street to 19th Avenue. The project will widen I-17 to current lane and shoulder width standards, add one high occupancy vehicle (HOV) lane in each direction, add auxiliary lanes between successive traffic interchanges, and will reverse the ramp order between 16th Street and 7th Street and between 7th Avenue and 19th Avenue. The east ramps to 7th Street will be constructed to accommodate a planned direct HOV connection in the I-17 median. The project includes drainage improvements, lighting improvements, retaining walls, sound walls, signing, striping, FMS, and landscape restoration within the project area.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$5,850,000	\$13,000,000	\$8,000,000	\$190,500,000

¹ 2017 FLCP approved program
² View abbreviations/descriptions page
³ Previously obligated phases in YOEs, current and future phases in 2018\$



PROJECT

I-17/Indian School Road

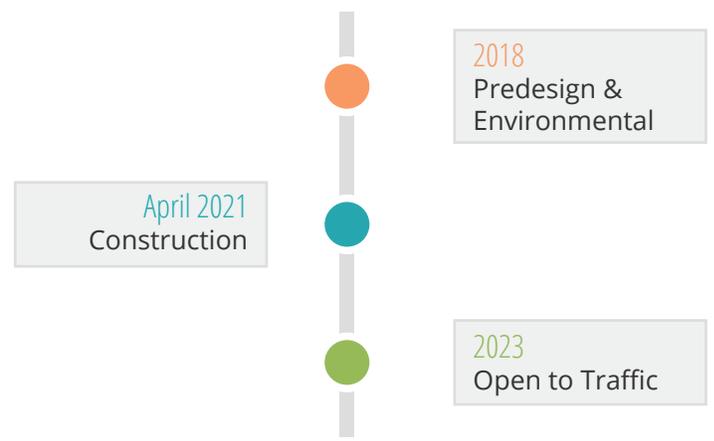


PROJECT STATUS
 **PREDESIGN & ENVIRONMENTAL**
 Design Estimate Level: 30%

PROJECT LENGTH
 **TI**

DELIVERY METHOD
 **DESIGN BID BUILD**

APPROVED PROGRAM BUDGET
 **\$59,450,000**

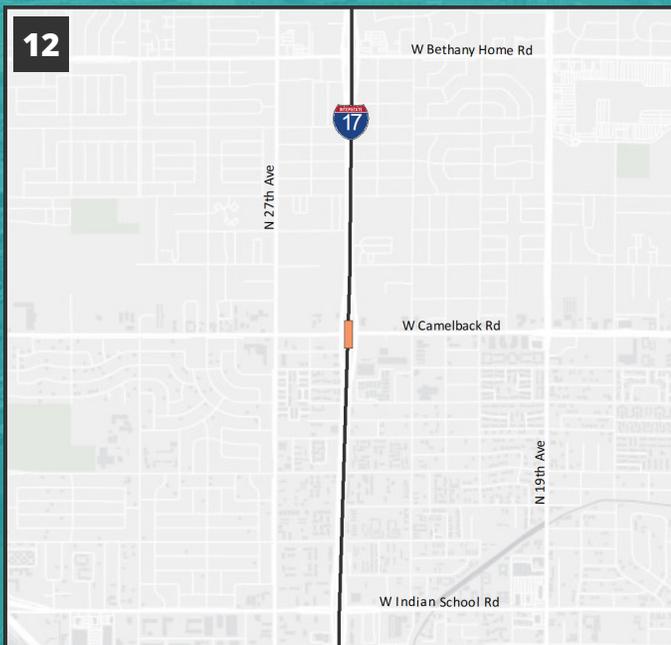


PROJECT SCOPE₂

The scope of this project is to reconstruct the existing Interstate 17/Black Canyon Freeway (I-17) and Indian School Road traffic interchange (TI). The project is scoped as a three-level diamond TI using a third level east-west through flyover. The project includes a new flyover structure, pedestrian crossings, improvements at the 23rd Avenue intersection, the 27th Avenue intersection, the two ramp terminals, retaining walls, lighting, FMS, landscape restoration, ADA improvements, signing, and striping. This project does not include improvements to I-17 mainline.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$2,850,000	\$5,000,000	\$1,200,000	\$50,400,000

¹ 2017 FLCP approved program
² View abbreviations/descriptions page
³ Previously obligated phases in YOEs, current and future phases in 2018\$



PROJECT I-17/Camelback Road



PROJECT STATUS
PREDESIGN & ENVIRONMENTAL
Design Estimate Level: 0%



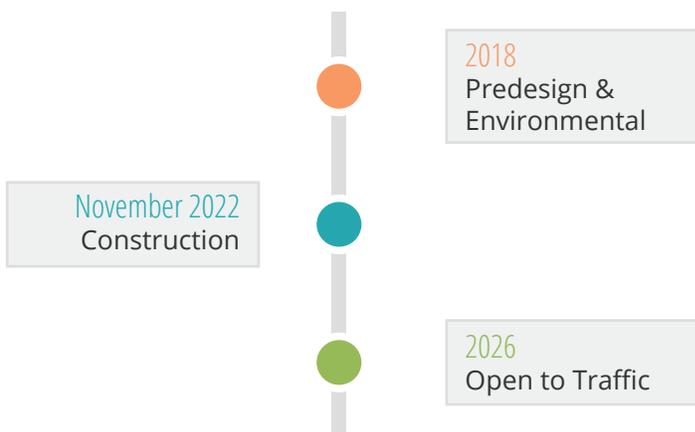
PROJECT LENGTH
TI



DELIVERY METHOD
DESIGN BID BUILD



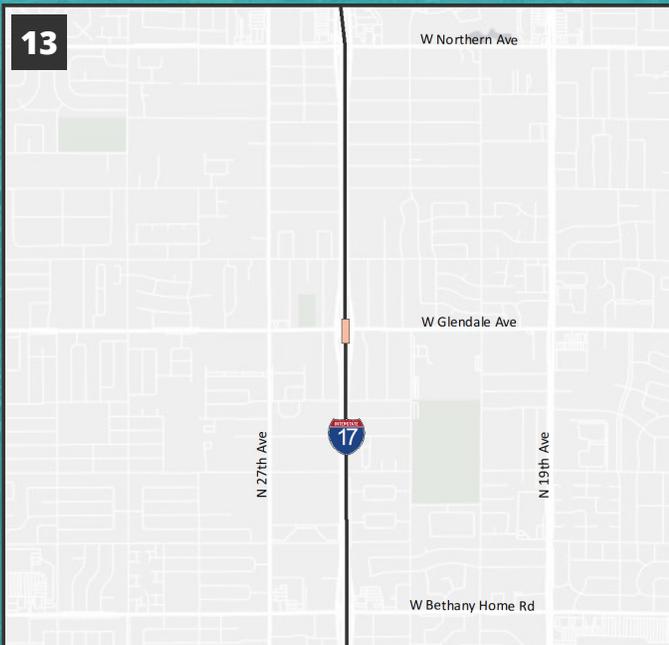
APPROVED PROGRAM BUDGET
\$68,600,000



PROJECT SCOPE₂

The scope of this project is to reconstruct the existing Interstate 17/Black Canyon Freeway (I-17) and Camelback Road traffic interchange (TI). The project will accommodate a future Valley Metro high-capacity transit extension and is scoped as a three-level diamond TI using a third level east-west through flyover. The project includes improvements at the 23rd Avenue intersection, the 27th Avenue intersection, the two ramp terminals, retaining walls, lighting, FMS, landscape restoration, ADA improvements, signing, and striping. This project does not include improvements to I-17 mainline.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$2,750,000	\$5,850,000	\$7,100,000	\$52,900,000



PROJECT I-17/Glendale Avenue



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

TI



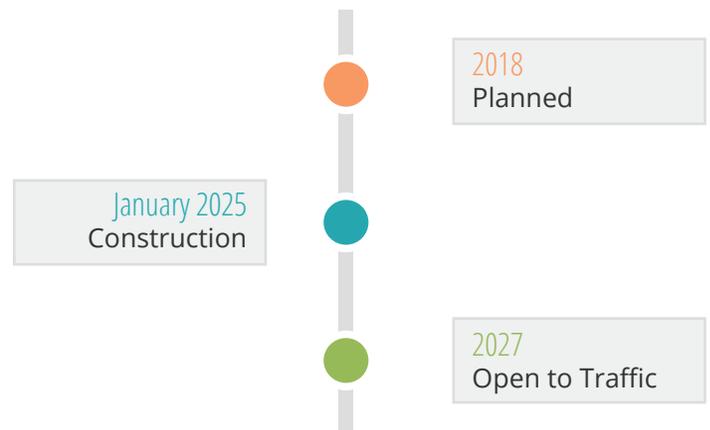
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

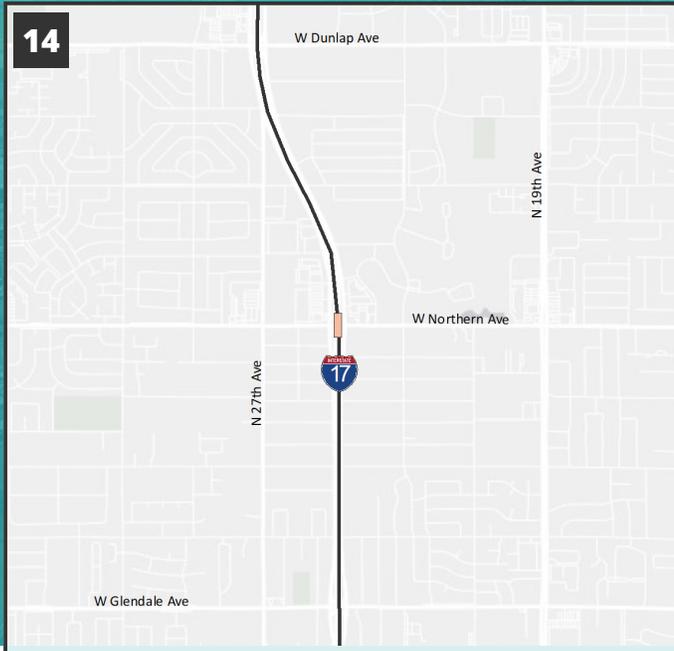
\$75,000,000



PROJECT SCOPE₂

The scope of this project is to reconstruct the existing Interstate 17/Black Canyon Freeway (I-17) and Glendale Avenue traffic interchange (TI). The project is scoped as a three-level diamond TI using a third level east-west through flyover. The project includes improvements at the 23rd Avenue intersection, the 27th Avenue intersection, the two ramp terminals, retaining walls, lighting, FMS, landscape restoration, ADA improvements, signing and striping. This project does not include improvements to I-17 mainline.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$2,750,000	\$6,000,000	\$6,350,000	\$59,900,000



PROJECT I-17/Northern Avenue

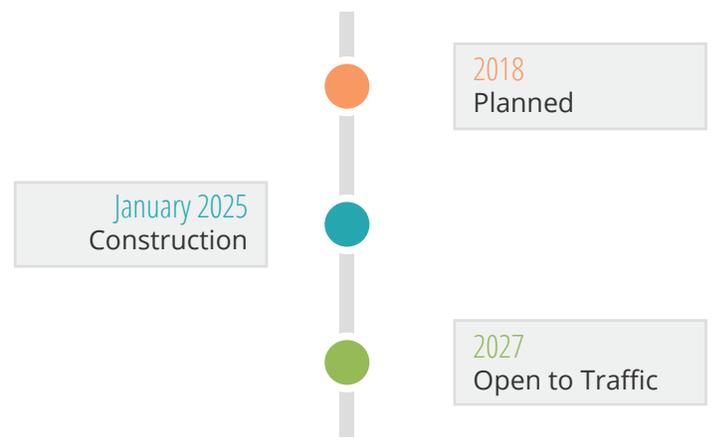


PROJECT STATUS
PLANNED
 Design Estimate Level: 0%

PROJECT LENGTH
TI

DELIVERY METHOD
DESIGN BID BUILD

APPROVED PROGRAM BUDGET
\$66,850,000

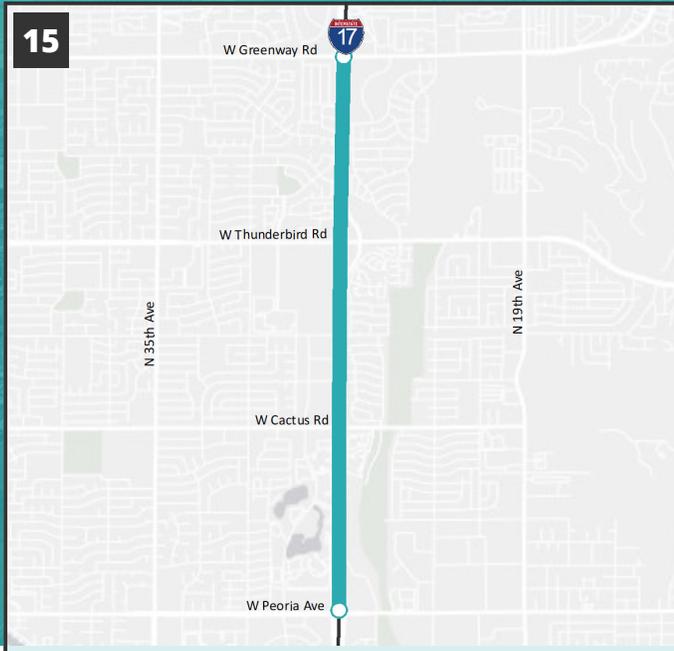


PROJECT SCOPE₂

The scope of this project is to reconstruct the existing Interstate 17/Black Canyon Freeway (I-17) and Northern Avenue traffic interchange (TI). The project is scoped as a three-level diamond TI using a third level east-west through flyover. The project includes improvements at the 23rd Avenue intersection, the 27th Avenue intersection, the two ramp terminals, retaining walls, lighting, FMS, landscape restoration, ADA improvements, signing and striping. This project does not include improvements to I-17 mainline.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$2,750,000	\$6,000,000	\$2,900,000	\$55,200,000

¹ 2017 FLCP approved program
² View abbreviations/descriptions page
³ Previously obligated phases in YOEs, current and future phases in 2018\$



PROJECT

I-17, Peoria Avenue to Greenway Road



PROJECT STATUS
 **FINAL DESIGN**
 Design Estimate Level: 95%

PROJECT LENGTH
 **3.5 MILES**

DELIVERY METHOD
 **DESIGN BID BUILD**

APPROVED PROGRAM BUDGET
 **\$30,000,000**

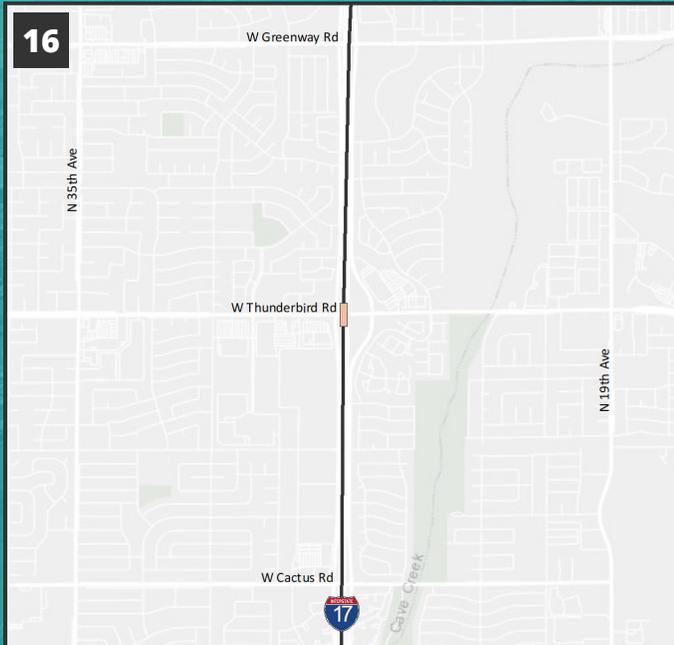


PROJECT SCOPE₂

The scope of this project is to replace the existing pump stations at the Interstate 17/Black Canyon Freeway (I-17) traffic interchanges (TI) at Greenway Road, Thunderbird Road, Cactus Road and Peoria Avenue with a gravity storm drain system that will discharge the storm water into the Arizona Canal Diversion Channel (ACDC). The project includes installation of 30- to 90-inch diameter reinforced concrete pipe along I-17 frontage road, two detention basins at the I-17 and Thunderbird Road TI, pavement replacement on the frontage road, signing, striping, improvements to ADA features within the project area, and removal of the four existing pump stations.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$200,000	\$300,000	\$4,500,000	\$25,000,000

¹ 2017 FLCP approved program
² View abbreviations/descriptions page
³ Previously obligated phases in YOEs, current and future phases in 2018\$



PROJECT I-17/Thunderbird Avenue



PROJECT STATUS
PLANNED
Design Estimate Level: 0%



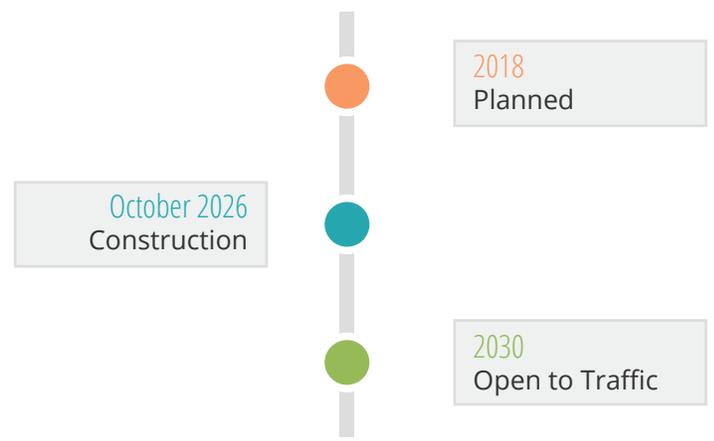
PROJECT LENGTH
TI



DELIVERY METHOD
DESIGN BID BUILD



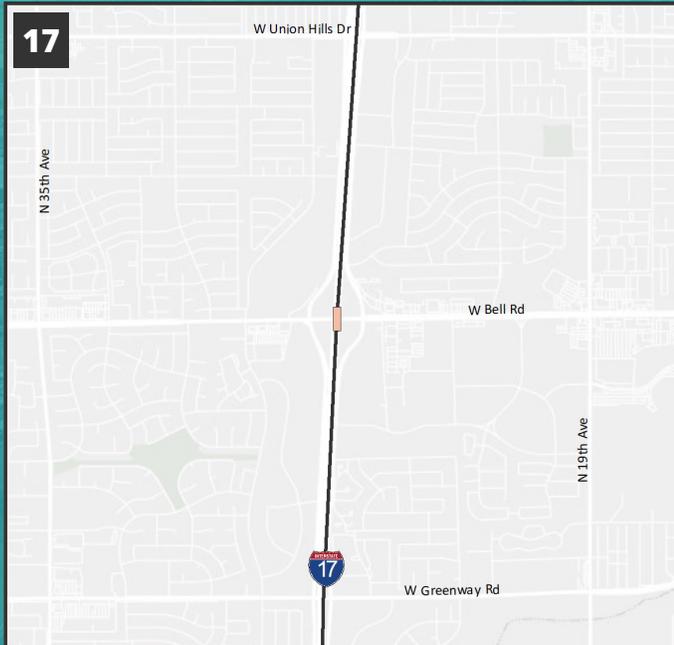
APPROVED PROGRAM BUDGET
\$113,650,000



PROJECT SCOPE₂

The scope of this project is to reconstruct the existing Interstate 17/Black Canyon Freeway (I-17) and Thunderbird Road traffic interchange (TI). The project is scoped as a three-level diamond TI using a third level north-south for I-17 mainline reconstruction. The current I-17 level in the interchange becomes the ramp or platform level. The existing depressed Thunderbird Road will become the Thunderbird Road east-west through movement. The project includes ramp and terminal reconstruction, adjacent intersection improvements, crossroad improvements, retaining walls, ARAC-FC overlay, lighting, FMS, landscape restoration, ADA improvements, signing, and striping. The project does not include improvements to I-17 mainline.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$3,750,000	\$15,400,000	\$600,000	\$93,900,000



PROJECT I-17/Bell Road



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

TI



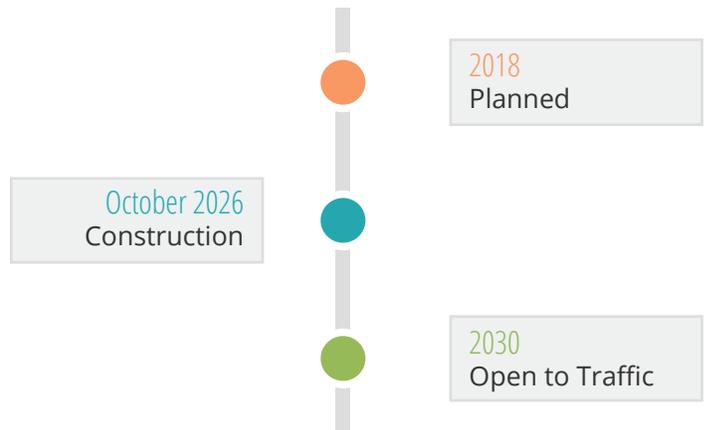
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

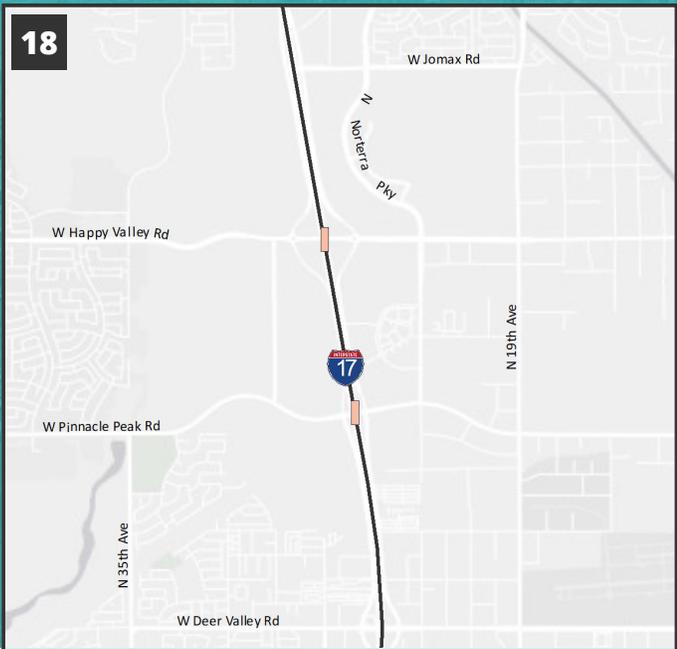
\$96,350,000



PROJECT SCOPE₂

The scope of this project is to reconstruct the existing Interstate 17/Black Canyon Freeway (I-17) and Bell Road traffic interchange (TI). The project is scoped as a three-level diamond TI using a third level north-south for I-17 mainline reconstruction. The current I-17 level in the interchange becomes the ramp or platform level. The existing depressed Bell Road will become the Bell Road East-West through movement. The capacity of the existing park and ride facility in the southwest quadrant will be expanded to the extent geometrically feasible, with a funding split between the Freeway Life Cycle Program and transit sources to be determined at a future time. The project includes ramp and terminal construction, crossroad improvements, intersection improvements at 26th Avenue and the park and ride intersection, bridge replacements, park and ride expansion, retaining walls, ARAC-FC overlay, lighting, landscape restoration, improvements, signing, and striping. The project does not include improvements to I-17 mainline.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$4,750,000	\$7,800,000	\$1,800,000	\$82,000,000



PROJECT

I-17/Happy Valley Road and I-17/Pinnacle Peak Road



PROJECT STATUS
CONSTRUCTION
Design Estimate Level: 100%



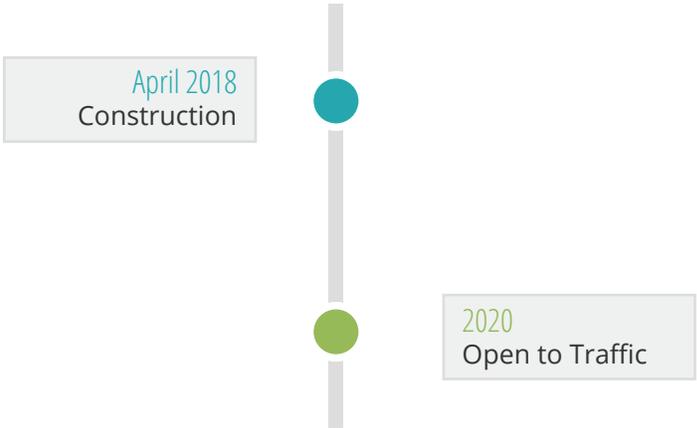
PROJECT LENGTH
1.7 MILES



DELIVERY METHOD
DESIGN BID BUILD



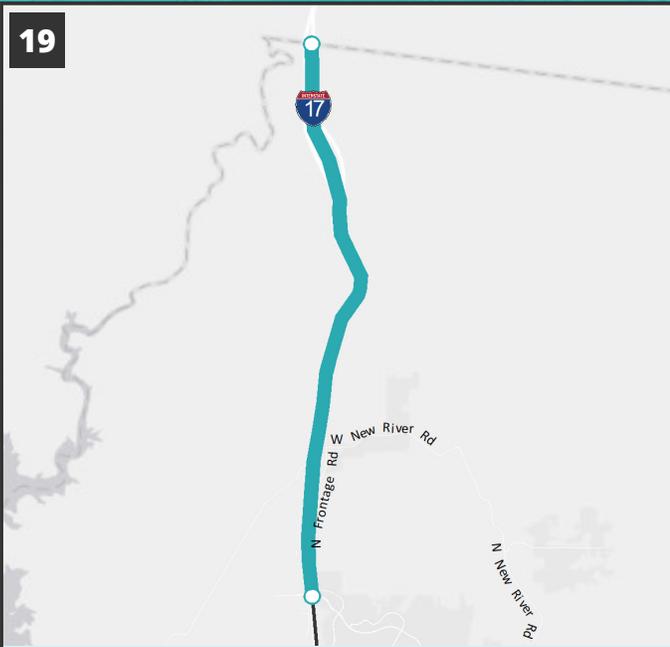
APPROVED PROGRAM BUDGET
\$68,500,000



PROJECT SCOPE₂

The scope of this project is to reconstruct the traffic interchanges (TI) on Interstate 17/Black Canyon Freeway (I-17) at Happy Valley Road and Pinnacle Peak Road, and to add one general purpose lane in each direction. The project includes drainage, retaining walls, FMS, lighting landscape improvements, ADA improvements, signals, signing and striping.

PROJECT BUDGET _{1,3}				
Initial	Predesign & Environmental	Design	Right of Way & Utility	Construction
	\$0	\$5,500,000	\$500,000	\$62,500,000



PROJECT

I-17, Anthem Way to Yavapai County Line



PROJECT STATUS

PREDESIGN & ENVIRONMENTAL

Design Estimate Level: 0%



PROJECT LENGTH

12 MILES



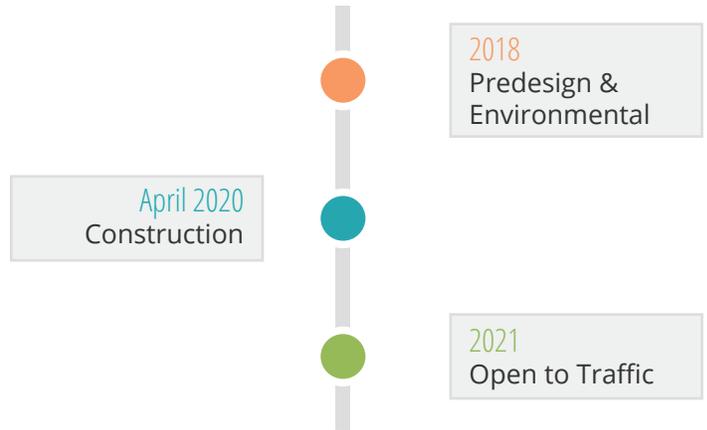
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$50,000,000

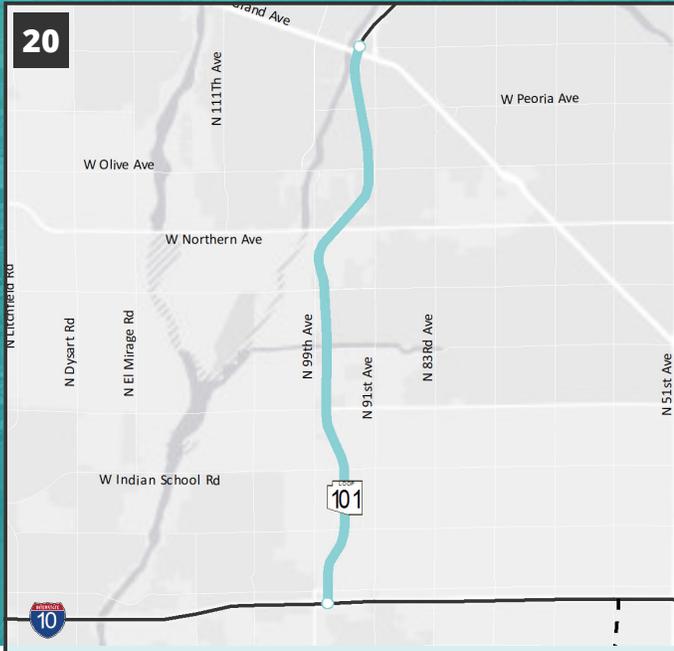


PROJECT SCOPE₂

The scope of this project is to add one general purpose lane on Interstate 17/Black Canyon Freeway (I-17) southbound from the Anthem Way Traffic Interchange (TI) to the Maricopa/Yavapai County line. The project includes New River Overpass widening to accommodate the additional lane on I-17, ARAC-FC overlay, lighting, FMS, landscaping improvements, ADA improvements, signing, and striping. This project is a component of a larger project to be funded by ADOT that includes the addition of one general purpose lane in each direction to Black Canyon City and then two flex lanes from Black Canyon City to Sunset Point.

The program amount provided is a Freeway Life Cycle Program financial commitment to the budget of this project.

PROJECT BUDGET _{1,3}				
	Pre-design & Environmental	Design	Right of Way & Utility	Construction
Initial	\$1,800,000	\$3,200,000	\$5,000,000	\$40,000,000



PROJECT SR-101L, I-10 to US-60

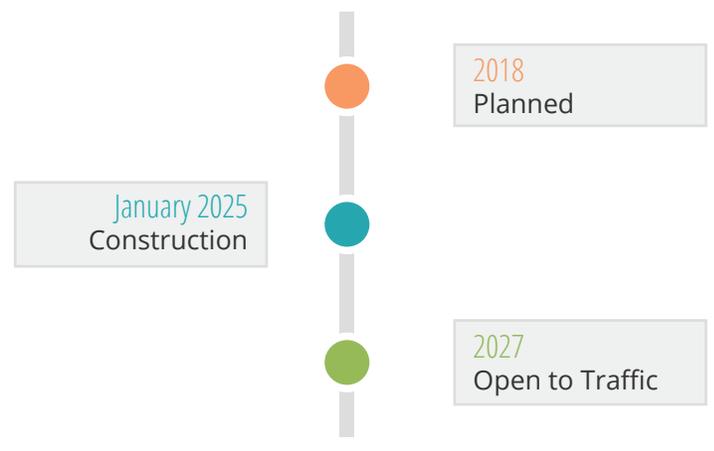


PROJECT STATUS
PLANNED
 Design Estimate Level: 0%

PROJECT LENGTH
9 MILES

DELIVERY METHOD
DESIGN BID BUILD

APPROVED PROGRAM BUDGET
\$268,800,000

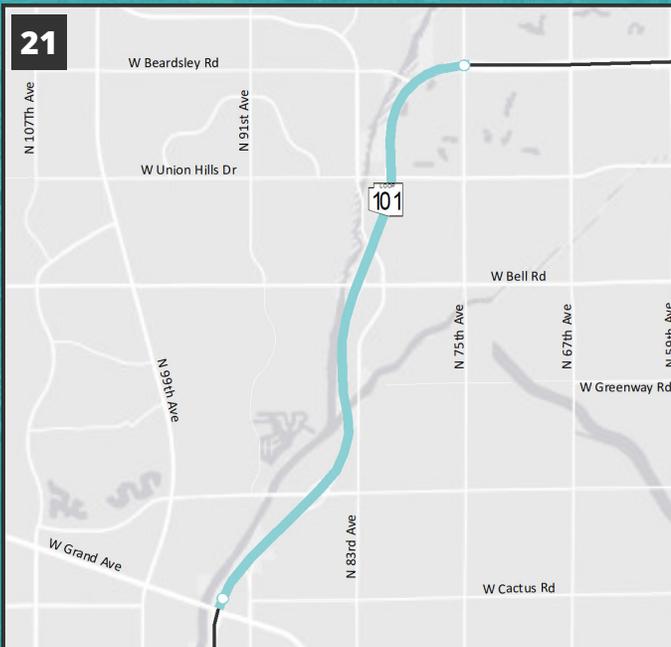


PROJECT SCOPE₂

The scope of this project is to add one general purpose lane in each direction to Loop 101/Agua Fria Freeway (SR-101L) from Interstate 10 (I-10) to US Route 60/Grand Avenue (US-60). The project includes construction of new direct high occupancy Vehicle (DHOV) ramps from eastbound I-10 to northbound SR-101L and from southbound SR-101L to eastbound I-10, and widening of existing flyover ramp from southbound SR-101L to westbound I-10. The project includes bridge widening of existing structures to accommodate the new general purpose lanes. The project work includes ARAC-FC overlay, new concrete pavement, retaining walls, lighting, ADA improvements, drainage improvements, FMS improvements, landscape restoration, signing, and striping.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$4,300,000	\$17,000,000	\$1,000,000	\$246,500,000

¹ 2017 FLCP approved program
² View abbreviations/descriptions page
³ Previously obligated phases in YOEs, current and future phases in 2018\$



PROJECT

SR-101L, US-60 to 75th Avenue



PROJECT STATUS

PREDESIGN & ENVIRONMENTAL

Design Estimate Level: 30%



PROJECT LENGTH

6 MILES



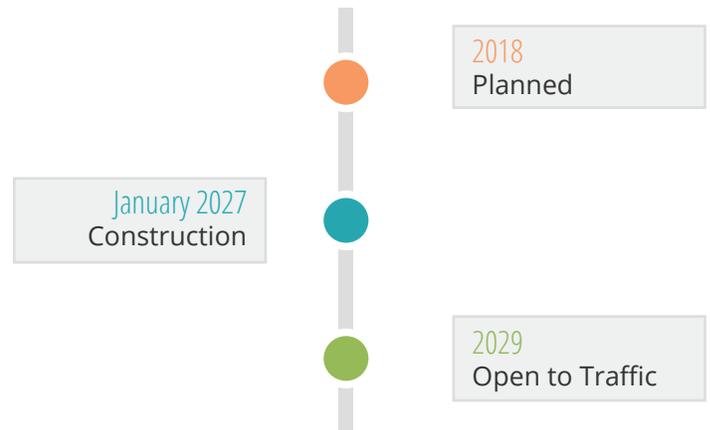
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

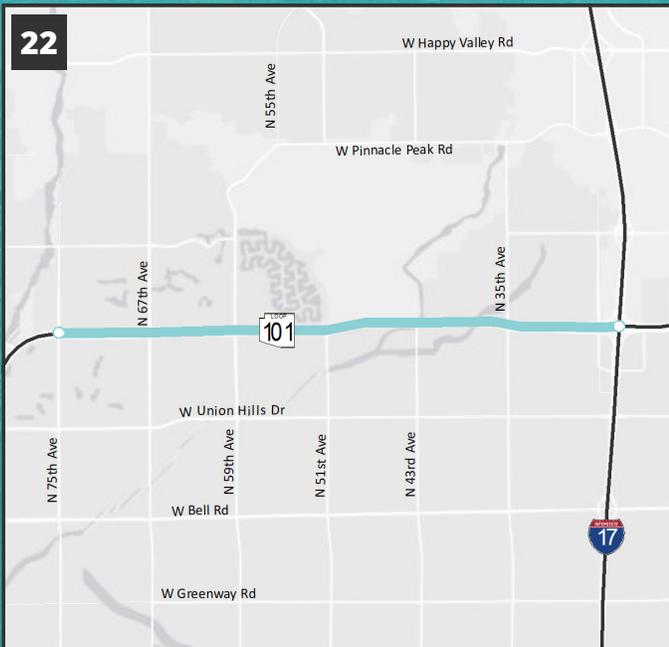
\$93,400,000



PROJECT SCOPE₂

The scope of this project is to add one general purpose lane in each direction to Loop 101/ Agua Fria Freeway (SR-101L) from US 60/Grand Avenue to 75th Avenue. The project includes bridge widening of existing structures to accommodate the new general purpose lanes. The project work includes ARAC-FC overlay, new concrete pavement, retaining walls, lighting, ADA improvements, drainage improvements, FMS improvements, landscape restoration, signing, and striping.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$1,800,000	\$6,600,000	\$0	\$85,000,000



PROJECT SR-101L, 75th Avenue to I-17



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

6.4 MILES



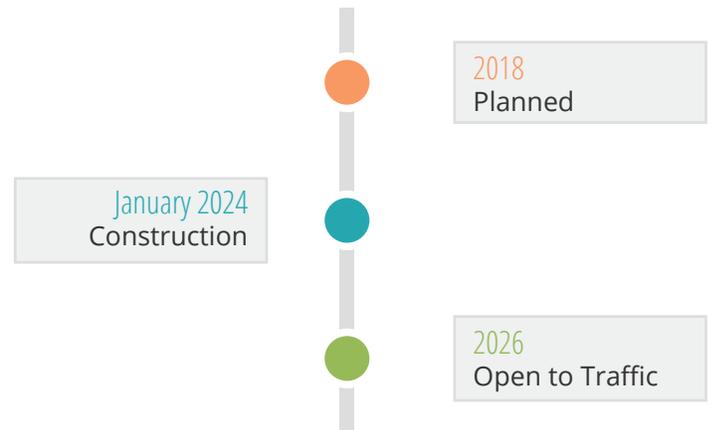
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

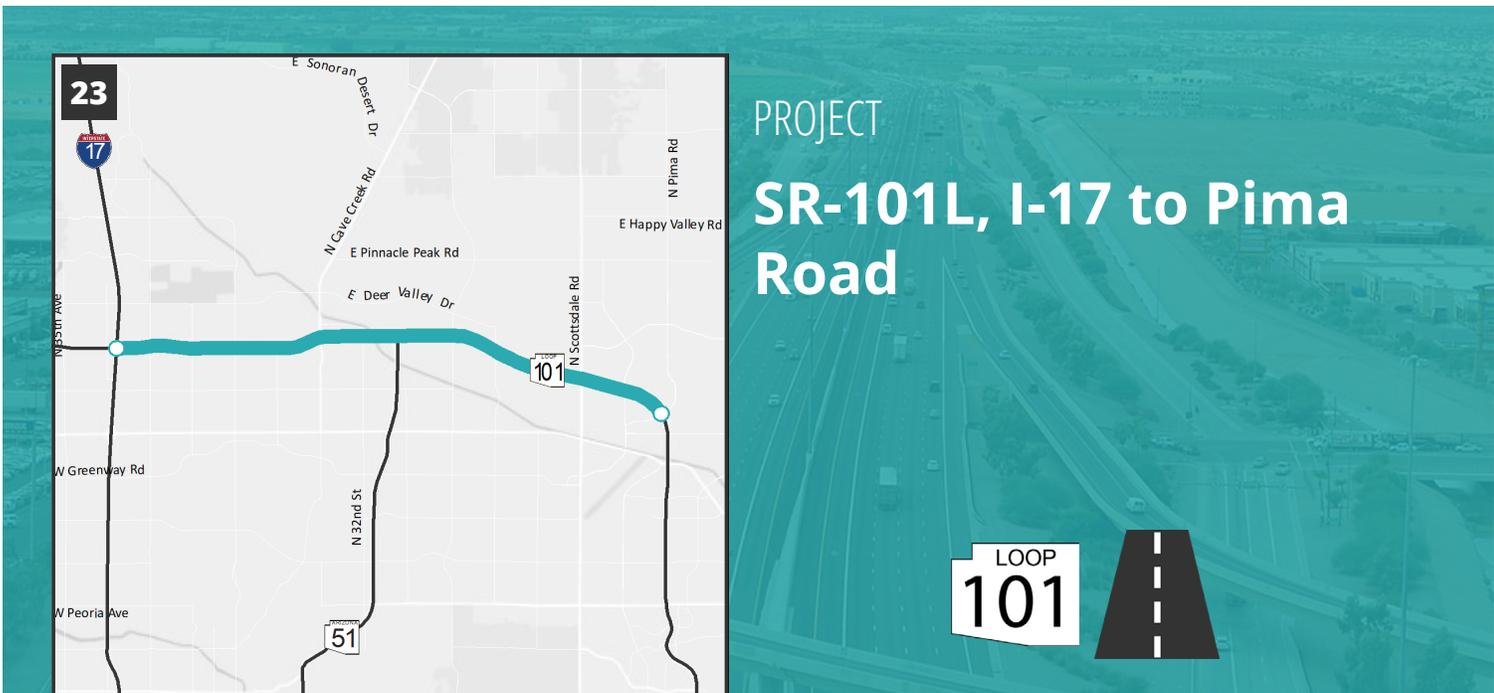
\$62,000,000



PROJECT SCOPE₂

The scope of this project is to add one general purpose lane in each direction to Loop 101/Agua Fria Freeway (SR-101L) from 75th Avenue to Interstate 17/Black Canyon Freeway (I-17). The project includes bridge widening of existing structures to accommodate the new general purpose lanes. The project work includes ARAC-FC overlay, new concrete pavement, retaining walls, lighting, ADA improvements, drainage improvements, FMS improvements, landscape restoration, signing, and striping.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$1,200,000	\$4,400,000	\$0	\$56,400,000



PROJECT SR-101L, I-17 to Pima Road



PROJECT STATUS
 **DESIGN BUILD**
 Design Estimate Level: 15%

PROJECT LENGTH
 **13.2 MILES**

DELIVERY METHOD
 **DESIGN BID BUILD**

APPROVED PROGRAM BUDGET
 **\$173,013,000**



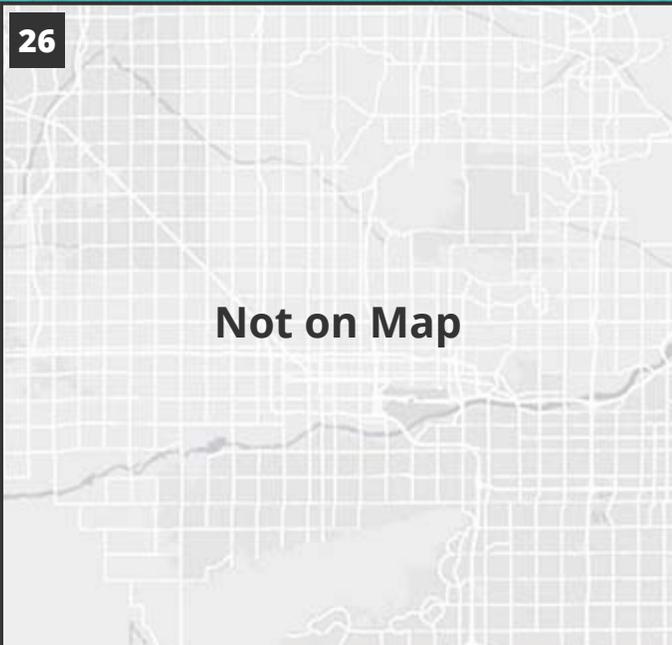
PROJECT SCOPE₂

The scope of this project is to add two general purpose lanes in each direction to Loop 101/Pima Freeway (SR-101L) between the Interstate 17/Black Canyon Freeway/Loop 101/Pima Freeway System Interchange and 7th Avenue and add one general purpose lane in each direction between 7th Avenue and Pima Road, as well as auxiliary lanes in each direction between 7th Street and Cave Creek Road. The project includes bridge widening of existing structures to accommodate new general purpose lanes, ARAC-FC overlay, new concrete pavement, retaining walls, drainage improvements, FMS improvements, ADA improvements, landscape restoration, signing and striping.

The Miller Road Underpass Arterial Life Cycle Program (ALCP) project is also incorporated into the project's scope, but will be funded with sources outside the FLCP.

On November 28, 2018, the MAG Regional Council Approved the material cost change request for \$68 million.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$0	\$5,800,000	\$3,960,000	\$163,253,000
11/28/2018				\$68,000,000



PROJECT

SR-101L Pima Road Extension (JPA)



PROJECT STATUS

PLANNED

Design Estimate Level: N/A



PROJECT LENGTH

TBD



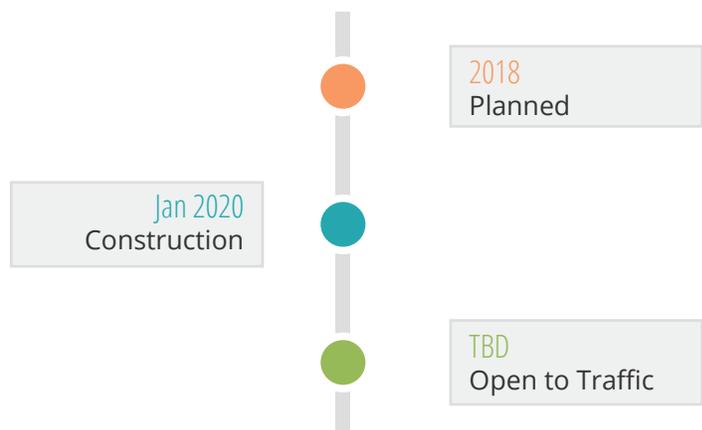
DELIVERY METHOD

N/A



APPROVED PROGRAM BUDGET

\$3,931,000



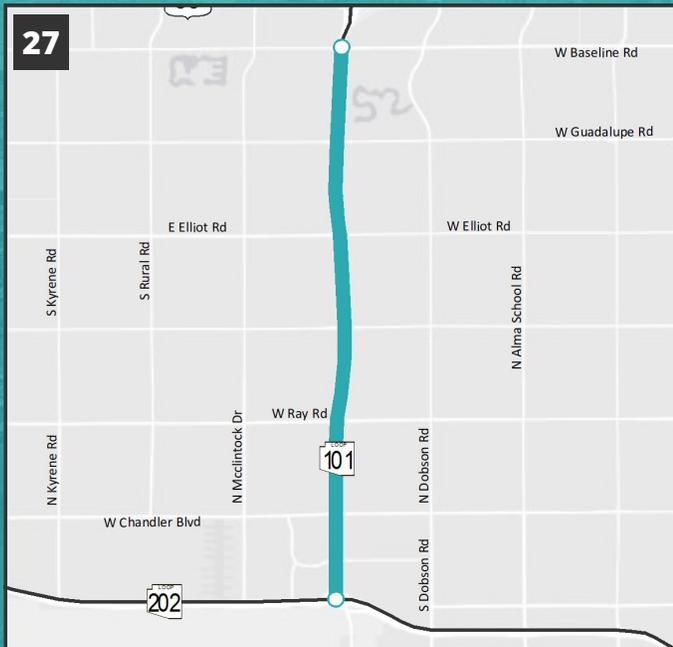
PROJECT SCOPE₂

The scope of this project is improvements on Pima Road as determined in coordination with the Salt River Pima-Maricopa Indian Community (SRP-MIC).

The program amount provided is a Freeway Life Cycle Program financial commitment to the budget of this project.

PROJECT BUDGET _{1,3}				
Initial	Predesign & Environmental	Design	Right of Way & Utility	Construction
	\$0	\$297,000	\$0	\$3,634,000

27



PROJECT

SR-101L, Baseline Road to SR-202L



PROJECT STATUS

DESIGN BUILD

Design Estimate Level: 15%



PROJECT LENGTH

6.4 MILES



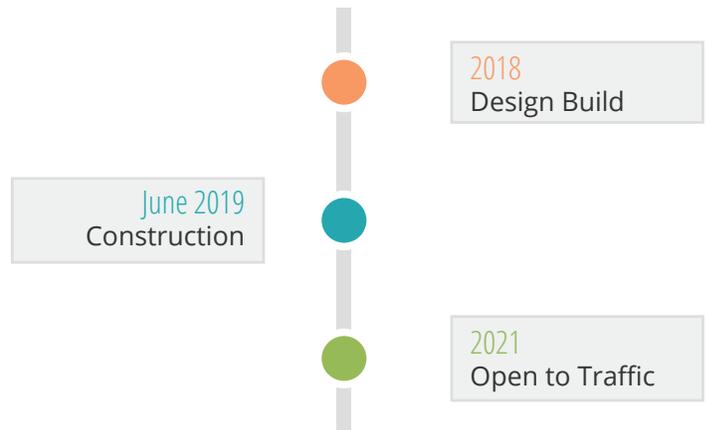
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$55,050,000



PROJECT SCOPE₂

The scope of this project is to add one general purpose lane in each direction on Loop 101/Price Freeway (SR-101L) from Baseline Road to Loop 202/Santan Freeway (SR-202L). The project work includes new concrete pavement, ARAC-FC, structures, retaining walls, drainage improvements, lighting improvements, FMS, utility relocations, landscape restoration, and signing, and striping.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$500,000	\$3,150,000	\$0	\$51,400,000



PROJECT

SR-202L, Broadway Road to Gilbert Road

LOOP
202



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

15.5 MILES



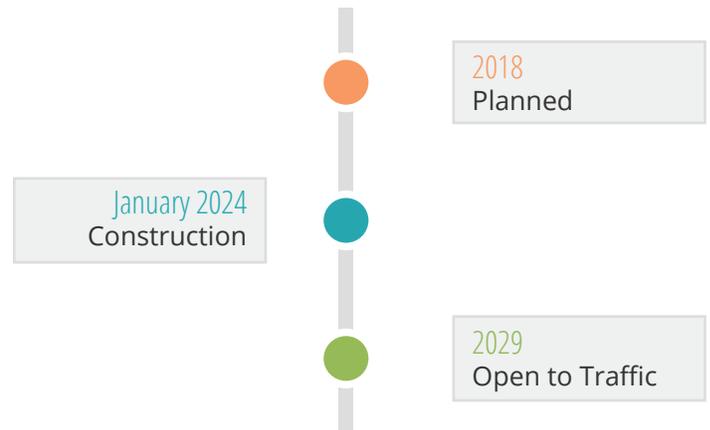
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$53,000,000

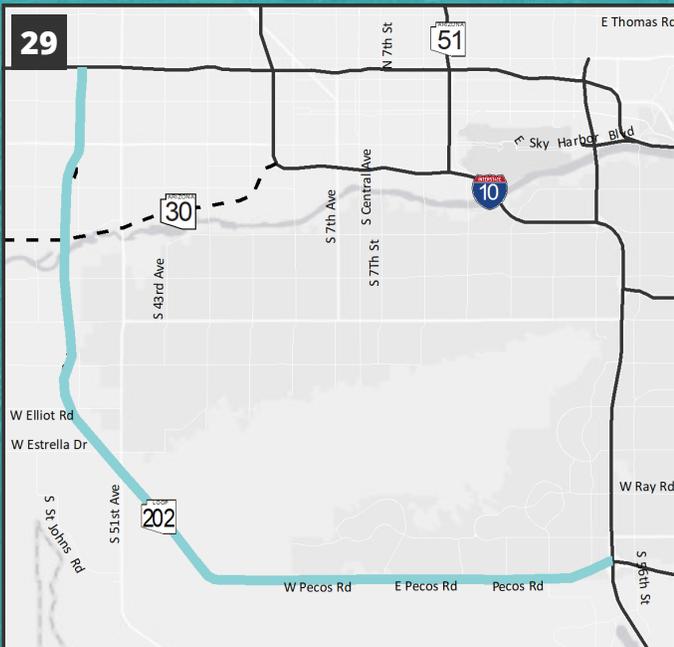


PROJECT SCOPE₂

The scope of this project is to add one High Occupancy Vehicle (HOV) lane in each direction to Loop 202/Red Mountain and Santan Freeways (SR 202L) from Broadway Road to Gilbert Road. The project includes ARAC-FC overlay, new concrete pavement, retaining walls, drainage improvements, FMS improvements, signing, and striping.

PROJECT BUDGET_{1,3}

	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$1,000,000	\$4,000,000	\$0	\$48,000,000



PROJECT

SR-202L (South Mountain): I-10 (Maricopa) - I-10 (Papago) Maintenance



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

22 MILES



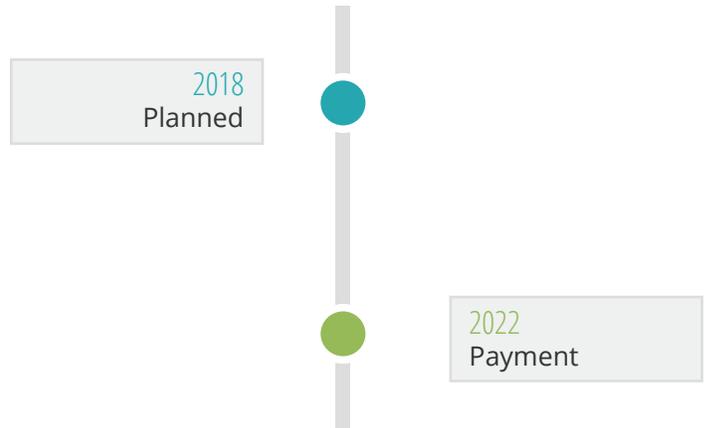
DELIVERY METHOD

N/A



APPROVED PROGRAM BUDGET

\$6,071,762



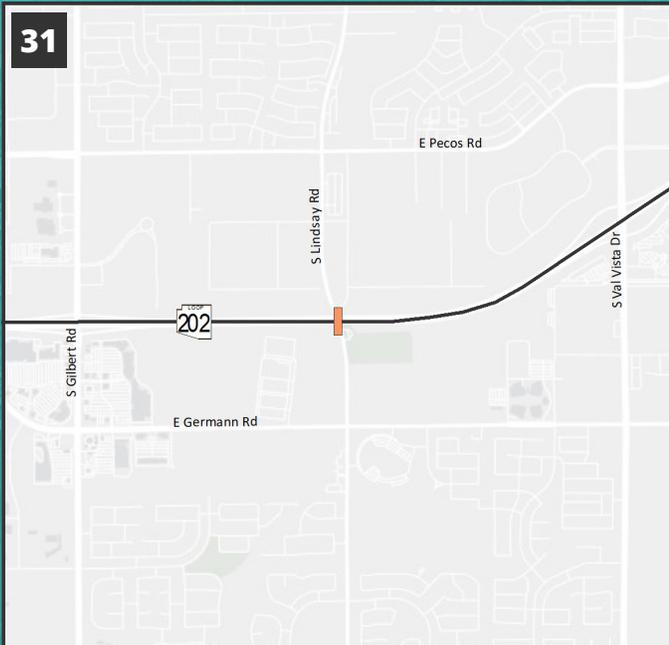
PROJECT SCOPE₂

This is a scheduled maintenance payment to the Loop 202/South Mountain Freeway (SR-202L) project.

PROJECT BUDGET_{1,3}

	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	N/A	N/A	N/A	\$6,071,762

31



PROJECT

SR-202L/Lindsay Road



PROJECT STATUS

DESIGN

Design Estimate Level: 30%



PROJECT LENGTH

TI



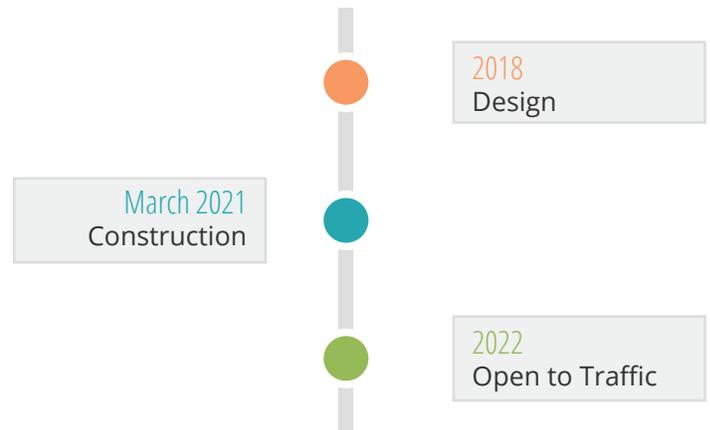
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$17,842,500

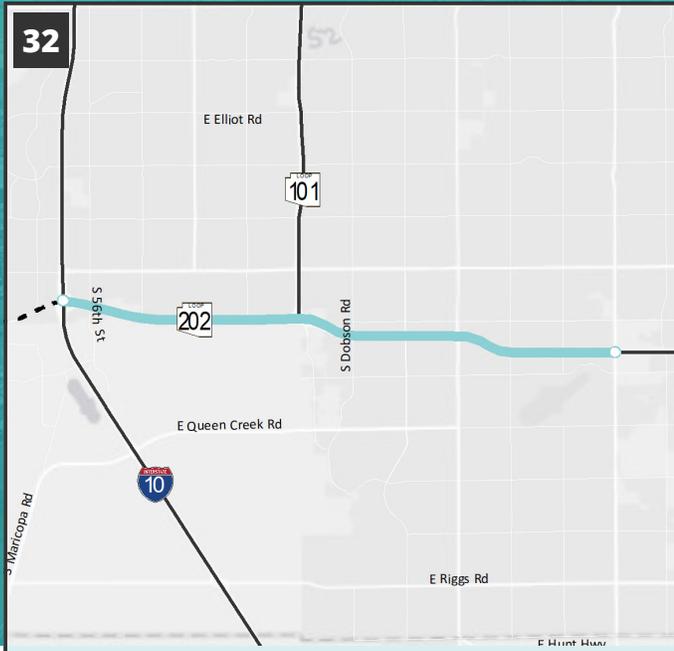


PROJECT SCOPE₂

The scope of this project is to construct a new full access traffic interchange (TI) at Lindsay Road and Loop 202/Santan Freeway (SR-202L) to provide access to SR-202L and a frontage road system on the north side of SR-202L between Lindsay Road and Gilbert Road. The improvements include the construction of the entry/exit ramps and frontage road, traffic signals and interconnect, improvements to the mainline of SR-202L to accommodate the new TI, reconstruction of Lindsay Road between the ramp termini, reconfiguration of Zanjero Park and other minor improvements to the existing street network to accommodate the TI.

Additional funding for the project is being provided by the Arterial Life Cycle Program (ALCP) and Town of Gilbert.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$0	\$1,500,000	\$342,500	\$16,000,000



PROJECT SR-202, Gilbert Road to I-10



PROJECT STATUS
PREDESIGN & ENVIRONMENTAL
Design Estimate Level: 15%



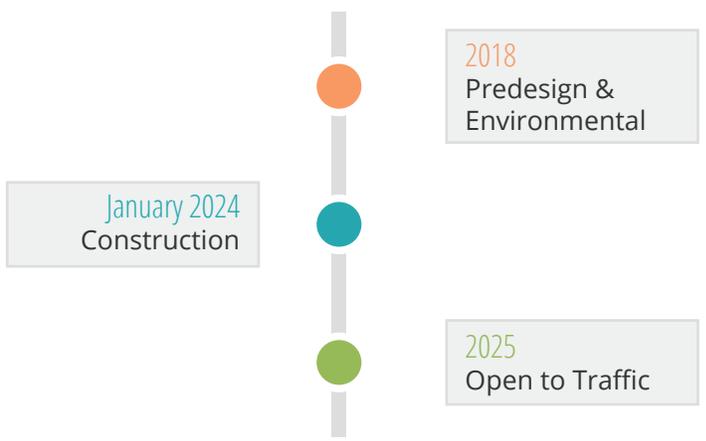
PROJECT LENGTH
10.4 MILES



DELIVERY METHOD
DESIGN BID BUILD



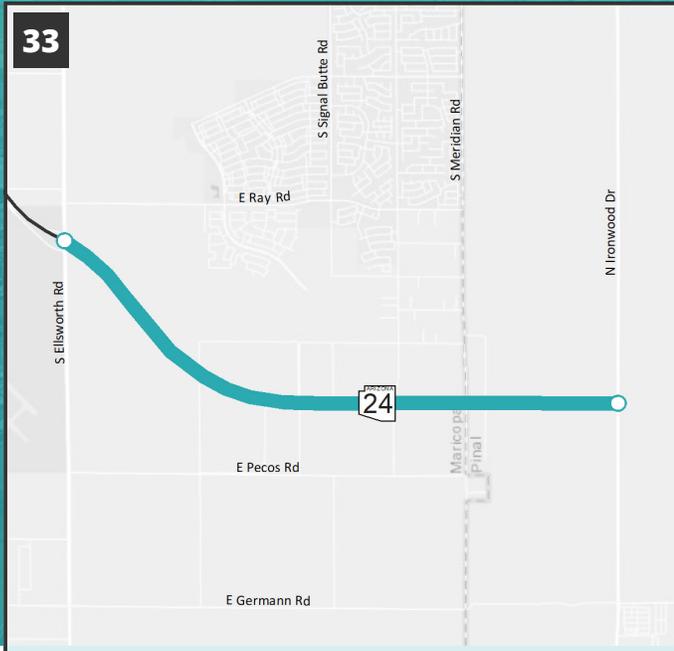
APPROVED PROGRAM BUDGET
\$91,700,000



PROJECT SCOPE₂

The scope of this project is to construct one general purpose lane in each direction on the outside of Loop 202/Santan Freeway (SR-202) between Interstate 10/Maricopa Freeway (I-10) and Gilbert Road. The project includes bridge widening of three existing structures to accommodate the additional general purpose lane. The project work includes new concrete pavement, retaining walls, sound walls, FMS, lighting, landscape restoration, ADA improvements, ARAC-FC overlay, drainage improvements, signing, and striping.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$2,000,000	\$6,000,000	\$0	\$83,700,000



PROJECT

SR-24, Ellsworth Road to Ironwood Road

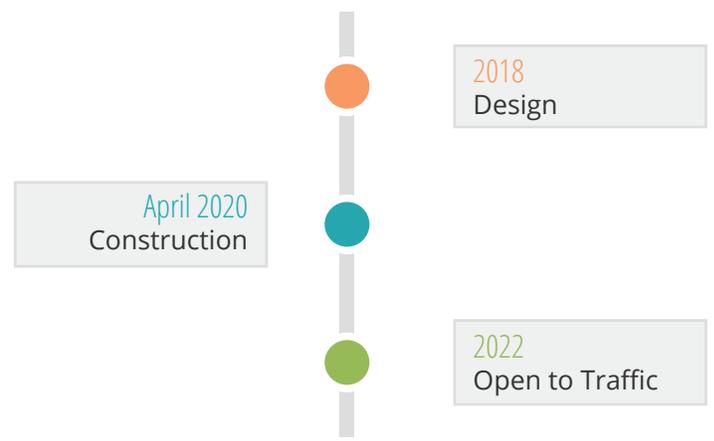


PROJECT STATUS
 **DESIGN**
 Design Estimate Level: 30%

PROJECT LENGTH
 **4.6 MILES**

DELIVERY METHOD
 **DESIGN BID BUILD**

APPROVED PROGRAM BUDGET
 **\$145,280,000**

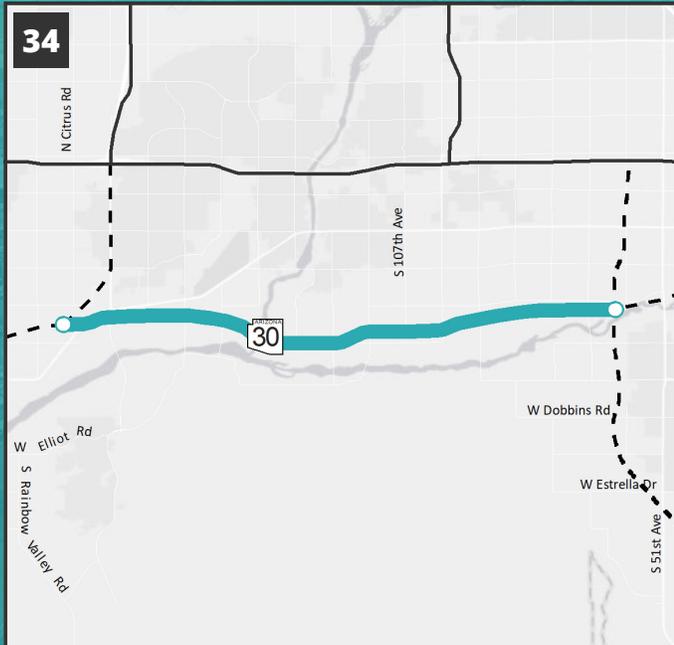


PROJECT SCOPE₂

The scope of this project is to construct an interim freeway facility from Ellsworth Road to Ironwood Road within the right of way for the ultimate State Route 24/Gateway Freeway (SR-24). The interim freeway facility will be two lanes in each direction separated by a graded median and would follow the entrance and exit ramp alignments with at-grade intersection at Williams Field Road, Signal Butte Road, Meridian Road, and Ironwood Road. The project will provide a grade separated structure at Mountain Road and an offsite drainage channel on the north side of the SR-24 alignment. The project includes improvements to the Powerline Floodway within ADOT’s right-of-way, signing, striping, and minimal utility relocations. The project does not include FMS, lighting, or landscaping.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$0	\$8,400,000	\$65,800,000	\$71,080,000

¹ 2017 FLCP approved program
² View abbreviations/descriptions page
³ Previously obligated phases in YOEs, current and future phases in 2018\$



PROJECT SR-30, SR-303L to SR-202L



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

14.2 MILES



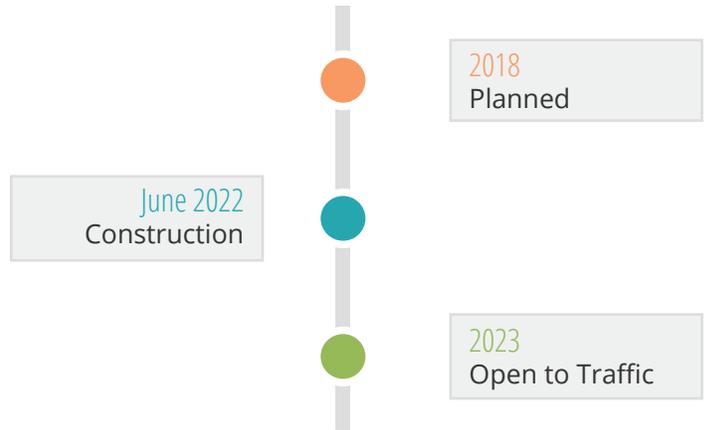
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$342,500,000



PROJECT SCOPE₂

The scope of this project is to construct an interim freeway facility in the style of an arterial roadway from Loop 303/Estrella Freeway (SR-303L) to Loop 202/South Mountain Freeway (SR-202L) within the right of way for the ultimate State Route 30/Tres Rios Freeway (SR-30). The interim roadway will be two lanes in each direction separated by a graded median, with at-grade signalized intersections at the major north-south mile arterials. At the four water-way crossings, one of the ultimate pair of bridges for each crossing will be built to carry the interim 4-lane roadway. The facility will terminate at each end with interim connections to MC-85 and Broadway Road. Drainage improvements are limited to roadside ditches and culverts. Minimal utility relocations will be performed and no FMS, lighting, or landscaping improvements are included.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$3,000,000	\$22,000,000	\$95,500,000	\$222,000,000



PROJECT

SR-303L, MC-85 to Van Buren Street

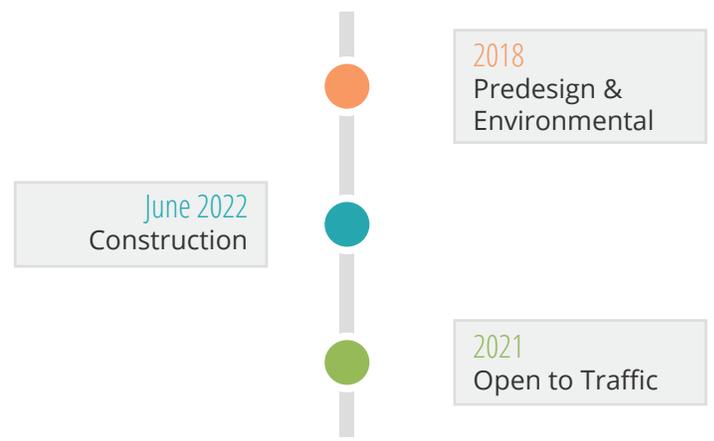


PROJECT STATUS
PREDESIGN & ENVIRONMENTAL
 Design Estimate Level: 30%

PROJECT LENGTH
2.55 MILES

DELIVERY METHOD
DESIGN BID BUILD

APPROVED PROGRAM BUDGET
\$120,000,000

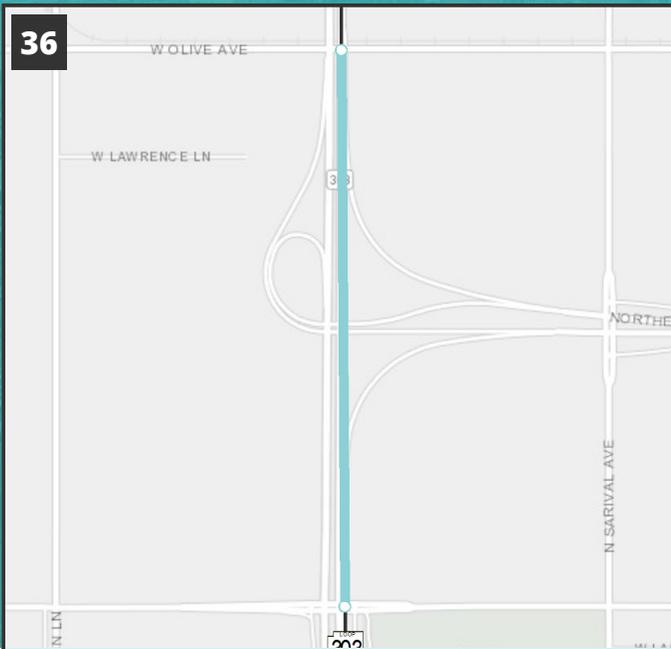


PROJECT SCOPE₂

The scope of this project is to extend Loop 303/Estrella Freeway (SR-303L) from Van Buren Street past Lower Buckeye Road with an interim connection to the existing Cotton Lane north of Elwood Road. The facility will be three lanes in each direction separated by a graded median. The project includes the southbound on-ramp and northbound off-ramp at Van Buren Street and a full TI at Yuma Road. The project includes grade separated structures at Lilac Street/ Canyon Trails Boulevard and Lower Buckeye Road. Two lane, one-way frontage roads will be constructed between Elwood Street and Van Buren Street, and existing Cotton Lane will be replaced through this section by the SR-303L mainline roadway. The project includes on site and off site drainage, FMS, lighting, signing, and striping.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$500,000	\$15,000,000	\$10,700,000	\$93,800,000

¹ 2017 FLCP approved program
² View abbreviations/descriptions page
³ Previously obligated phases in YOEs, current and future phases in 2018\$



PROJECT

SR-303L, Northern Avenue to Olive Avenue



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

1.75 MILES



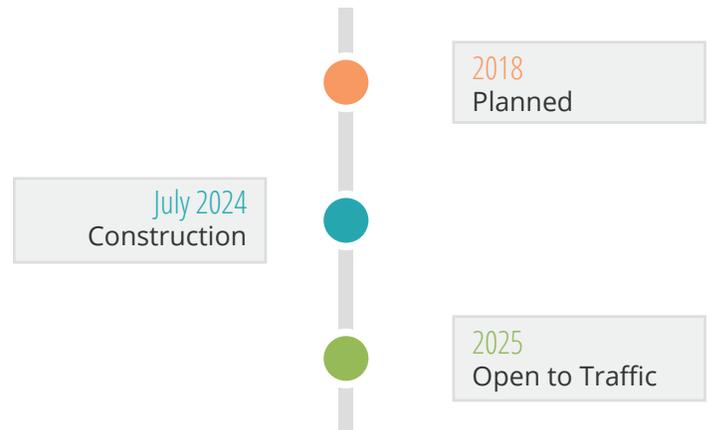
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$13,150,000

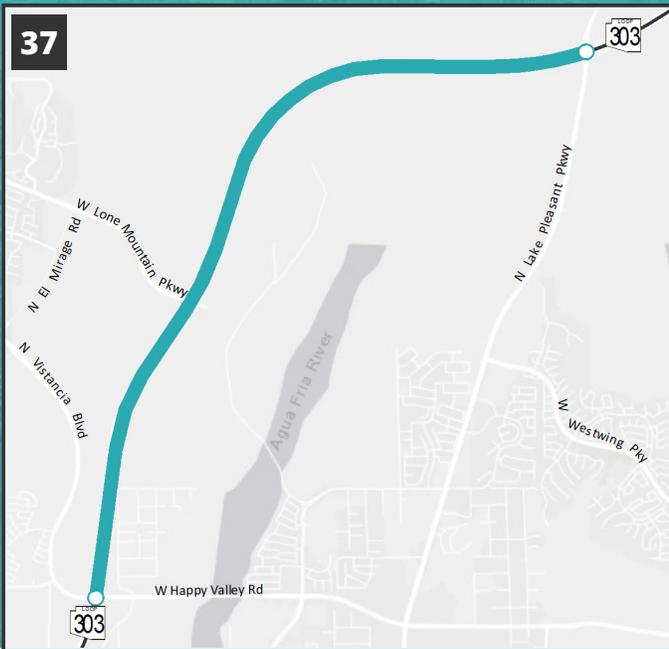


PROJECT SCOPE₂

The scope of this project is to construct the north half of a traffic interchange (TI) at Olive Avenue and a single lane southbound frontage road between Olive Avenue and Northern Avenue on Loop 303/Estrella Freeway (SR-303L). The project includes construction of auxiliary lanes between Peoria Avenue and Olive Avenue. The north side Olive Avenue ramps which will require at-grade crossings of the BNSF Railway Ennis Spur. The north half of the ultimate Olive Avenue crosses under SR-303L, and a single lane one-way southbound frontage road between Olive Avenue and Northern Avenue. The frontage road will require realignment of a portion of the existing freeway drainage channel. Olive Avenue widening will require additional right of way along its south side. The project work also includes lighting, signal, signing, landscape restoration, and ADA improvements.

PROJECT BUDGET_{1,3}

	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$150,000	\$1,300,000	\$600,000	\$11,100,000



PROJECT

SR-303L, Happy Valley Parkway to Lake Pleasant Parkway



PROJECT STATUS

DESIGN

Design Estimate Level: 30%



PROJECT LENGTH

6.3 MILES



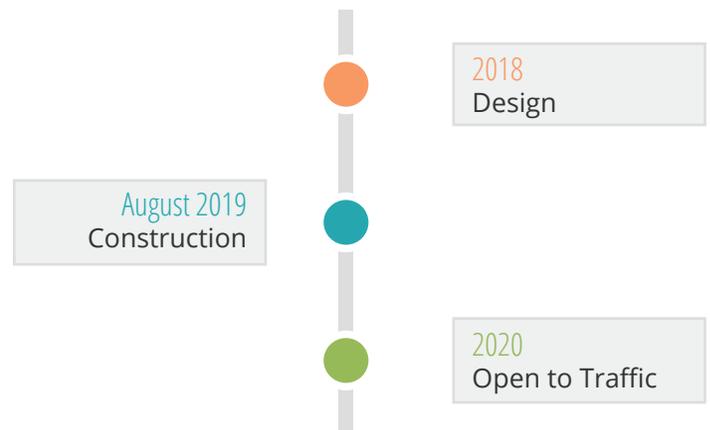
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$41,100,000

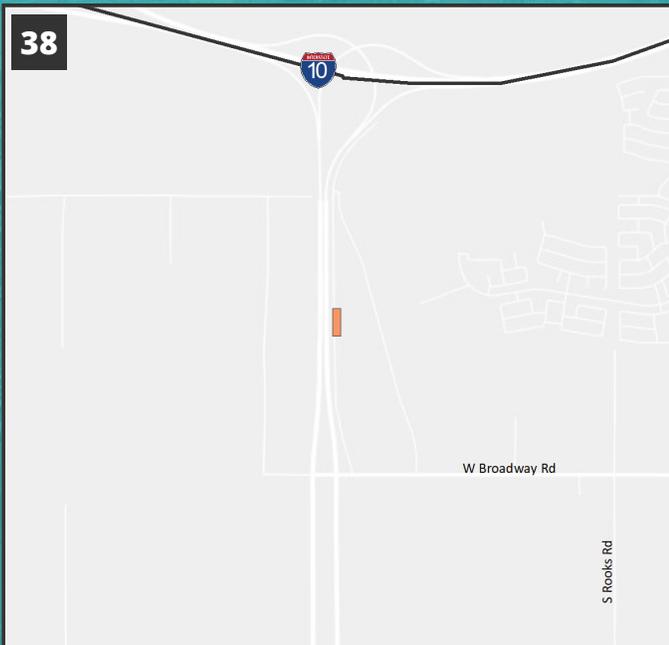


PROJECT SCOPE₂

The scope of this project is to construct one general purpose lane in each direction in the median of Loop 303/Estrella Freeway (SR-303L) from Happy Valley Parkway to Lake Pleasant Parkway. The project will construct a new traffic interchange (TI) at Jomax Road. The new TI will be signalized and will accommodate two through lanes in each direction. The project work includes new concrete pavement, sound walls, drainage improvements, signing and striping, FMS, ramp gore lighting, ADA improvements, and class-II seeding.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$500,000	\$4,400,000	\$0	\$36,200,000

38



PROJECT

SR-85/Warner Street Bridge



PROJECT STATUS

PLANNED

Design Estimate Level: 0%



PROJECT LENGTH

TI



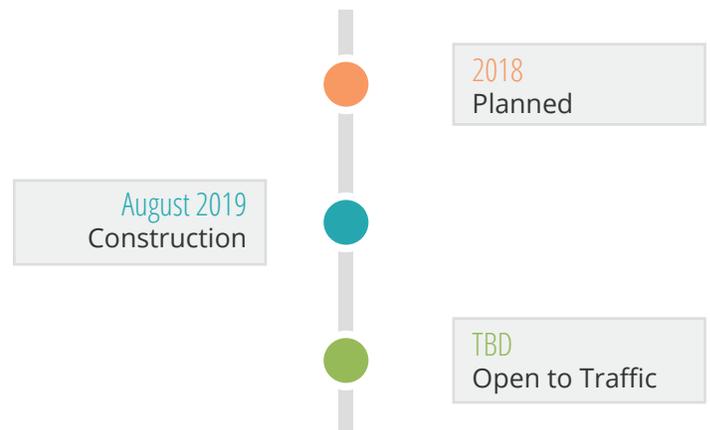
DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$5,500,000

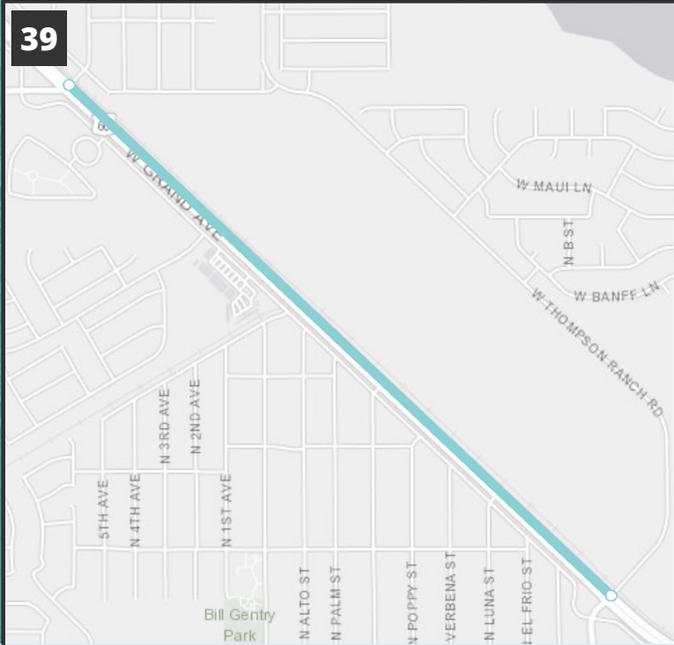


PROJECT SCOPE₂

The scope of this project is to construct a new bridge over State Route 85 (SR-85) at the Warner Street alignment (Milepost 153.5) while maintaining traffic on SR-85. The project will provide grade separated connectivity across SR-85 and accommodate future development in the City of Buckeye. The project will complete the existing SR-85 roadway embankment adjacent to the bridge construction, construct approximately 15 feet of temporary cross road at each end of the bridge to accommodate storm water from the bridge, and restrict access to the bridge until the City of Buckeye completes the Warner Street cross road. The project will be coordinated with the City of Buckeye's design and subsequent construction of Warner Street.

The program amount provided is a Freeway Life Cycle Program financial commitment to the budget of this project.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$0	\$200,000	\$0	\$5,300,000



PROJECT
US-60, Greenway Road - Thompson Ranch Road



PROJECT STATUS

ACTIVE

Design Estimate Level: 100%



PROJECT LENGTH

1.3 MILES



DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$6,000,000

March 2018
 Construction

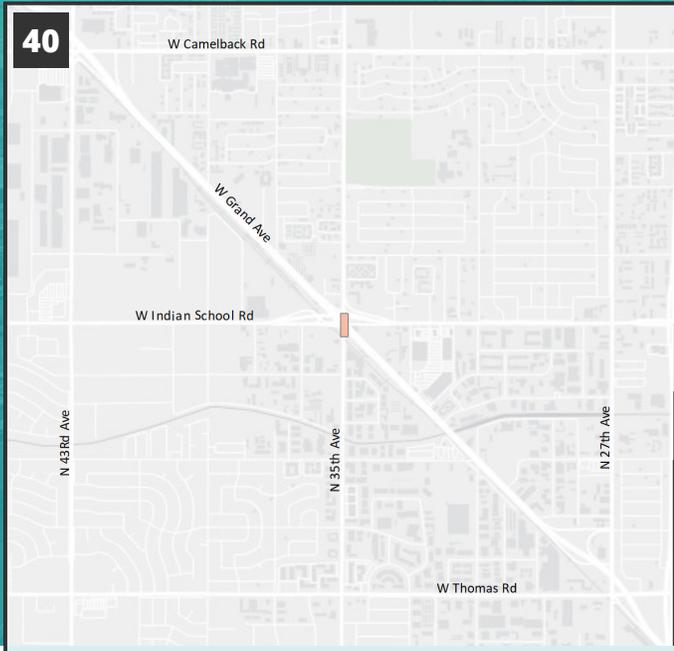
2018
 Open to Traffic

PROJECT SCOPE₂

The scope of this project is to reconstruct the existing frontage road on US Route 60/Grand Avenue (US-60) between Greenway Road and Thompson Ranch Road/Thunderbird Road. The work includes placing asphaltic concrete, constructing sidewalk, sidewalk ramps, and concrete curb and gutter. Additional work includes installing drainage facilities, signing, lighting, pavement marking, and other related work.

PROJECT BUDGET_{1,3}

	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$0	\$0	\$300,000	\$5,700,000



PROJECT

US-60/35th Avenue/ Indian School Road

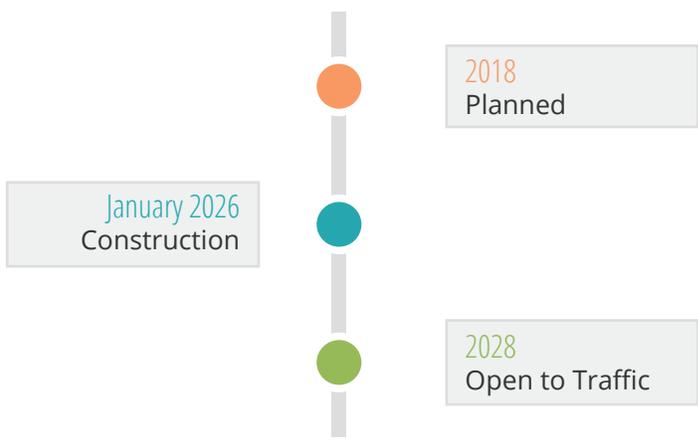


PROJECT STATUS
 **PLANNED**
 Design Estimate Level: 0%

PROJECT LENGTH
 **TI**

DELIVERY METHOD
 **DESIGN BID BUILD**

APPROVED PROGRAM BUDGET
 **\$85,900,000**



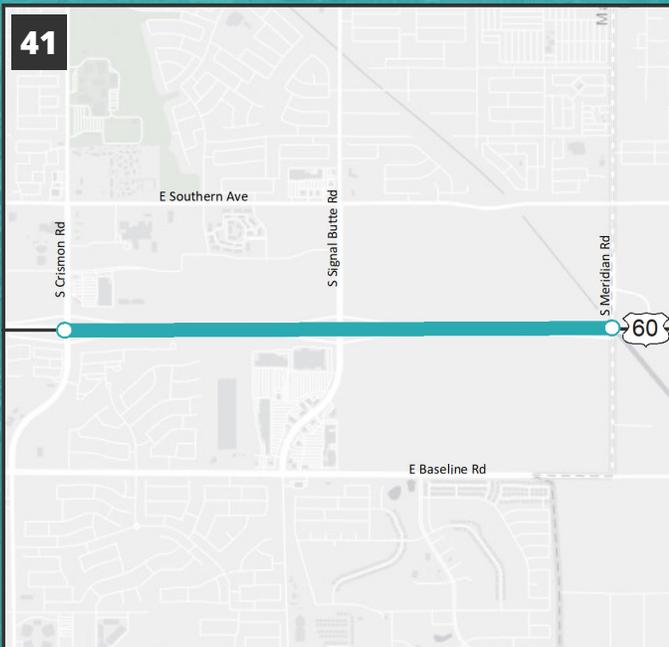
PROJECT SCOPE₂

The scope of this project is to reconstruct the traffic interchange (TI) at US Route 60/Grand Avenue (US-60) and 35th Avenue and Indian School Road. The four-leg intersection of 35th Avenue and Indian School will be grade separated above US-60 and the BNSF Railway.

PROJECT BUDGET _{1,3}				
	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$3,000,000	\$7,600,000	\$0	\$75,300,000

¹ 2017 FLCP approved program
² View abbreviations/descriptions page
³ Previously obligated phases in YOEs, current and future phases in 2018\$

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PROJECT

US-60, Crismon Road to Meridian Road



PROJECT STATUS

PREDESIGN & ENVIRONMENTAL

Design Estimate Level: 15%



PROJECT LENGTH

2.1 MILES



DELIVERY METHOD

DESIGN BID BUILD



APPROVED PROGRAM BUDGET

\$28,400,000



PROJECT SCOPE₂

The scope of this project is to add one general purpose lane in each direction on US Route 60/ Superstition Freeway (US-60) between Crismon Road and Meridian Road, extend the eastbound High Occupancy Vehicle (HOV) lane between Ellsworth Road and Meridian Road, extend the westbound HOV lane from Crismon Road to Signal Butte Road, and construct auxiliary lanes in each direction between successive service interchange entrance and exit ramps. The project includes culvert extensions and sound wall construction.

PROJECT BUDGET_{1,3}

	Predesign & Environmental	Design	Right of Way & Utility	Construction
Initial	\$0	\$1,900,000	\$0	\$26,500,000

RTP Corridor	MAG ID	Programmed FY16 - FY26	Programmed FY 27	Unfunded	Fund Type	Work Phase	FY of Funding	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	Unfunded			
I-10/Papago																							
10 (Papago): SR85 - Verrado Way (Map ID 1)	85213	\$ 108,900,000			RARF	Pre-Design	2017		2.400														
					RARF	Design	2019			6.500													
					RARF	Right of Way	2019			8.300													
					RARF	Construction	2020							27.847									
					NHPP	Construction	2020								30.853								
					NHFP	Construction	2020									33.000							
10 (Papago): Fairway Dr (El Mirage Rd) TI (Map ID 2)	35521	\$ 29,070,480			IM	Design	2014																
					RARF	Design	2014/2015,2		1.353														
					RARF	Right of Way	2015,2017		2.028														
					RARF	Construction	2018			25.690													
I-10/Maricopa																							
10 (Maricopa): Sky Harbor West Airport Access (Map ID 3)	45051	\$ 100,000,000			RARF	Pre-Design	2020					2.500											
					RARF	Design	2023											3.000					
					RARF	Right of Way	2023												3.410				
					NHPP	Right of Way	2023												6.090				
					RARF	Construction	2024													85.000			
10 (Maricopa): I-17 Split - SR-202L Santan (Map ID 4)	40575	\$ 527,500,000			RARF	Pre-Design	2019				4.250												
					NHPP	Pre-Design	2019				12.750												
					RARF	Right of Way	2019/2020				2.000	12.500											
					RARF	Construction	2021								255.416								
					NHPP	Construction	2021								224.584								
					RARF	Procurement	2019						4.000										
10 (Maricopa): SR202L Santan - Riggs Rd (Map ID 7)	60858	\$ 65,550,000			RARF	Pre-Design	2019				1.750												
					RARF	Design	2021						4.000										
					RARF	Construction	2025													59.600			
					RARF	Other	2019						0.200										
10 (Maricopa): Chandler Heights Rd TI (Map ID 8)	56320	\$ 15,000,000			RARF	Construction	2022							15.000									
I-17/Black Canyon																							
17: Central Ave Bridge (Map ID 9)	18577	\$ 23,500,000			RARF	Pre-Design	2017		0.500														
					RARF	Design	2018			2.000													
					RARF	Right of Way	2018			1.000													
					RARF	Construction	2019							20.000									
17: I-10 Split - 19th Avenue (Map ID 10)	36077	\$ 217,350,000			RARF	Pre-Design	2019				5.850												
					RARF	Design	2022								13.000								
					RARF	Right of Way	2022									8.000							
					RARF	Construction	2024												190.500				
17: Indian School Road TI (Map ID 11)	30916	\$ 59,450,000			RARF	Pre-Design	2018			2.850													
					RARF	Design	2018			5.000													
					RARF	Right of Way	2018			1.200													
					RARF	Construction	2020								50.400								
17: Camelback Rd TI (Map ID 12)	17481	\$ 68,600,000			RARF	Pre-Design	2017		2.750														
					RARF	Design	2021							5.850									
					RARF	Right of Way	2021								7.100								
					RARF	Construction	2023												52.900				
17: Glendale Ave TI (Map ID 13)	42844	\$ 75,000,000			RARF	Pre-Design	2021						2.750										
					RARF	Design	2023											6.000					
					RARF	Right of Way	2023											6.350					
					RARF	Construction	2025													59.900			
17: Northern Ave TI (Map ID 14)	24087	\$ 66,850,000			RARF	Pre-Design	2021						2.750										

RTP Corridor	MAG ID	Programmed FY16 - FY26	Programmed FY 27	Unfunded	Fund Type	Work Phase	FY of Funding	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	Unfunded			
17: Peoria Ave - Greenway Road (Map ID 15)	30978	\$ 30,000,000			RARF	Design	2022							6.000									
					RARF	Right of Way	2023						2.900										
					RARF	Construction	2025													55.200			
17: Thunderbird Road TI (Map ID 16)	45077	\$ 113,650,000	\$ 93,900,000		RARF	Design	2018			1.217													
					RARF	Right of Way	2019				0.124												
					RARF	Construction	2019				28.659												
17: Bell Road TI (Map ID 17)	43447	\$ 96,350,000	\$ 82,000,000		RARF	Pre-Design	2024									3.750							
					RARF	Design	2025												15.400				
					RARF	Right of Way	2025													0.600			
17: Pinnacle Peak Rd to Happy Valley Rd (Map ID 18)	14603	\$ 67,857,000			RARF	Construction	2027													93.900			
					RARF	Pre-Design	2024												4.750				
					RARF	Design	2025														7.800		
17: Anthem Way - Yavapai County Line (Southbound) (Map ID 19)	45445	\$ 50,000,000			RARF	Right of Way	2025										1.800						
					RARF	Construction	2027															82.000	
					RARF	Design	2020									40.000							
SR-101L/Agua Fria																							
101 (Agua Fria): I-10 - US60 Grand Ave (Map ID 20)	6876	\$ 268,300,000			RARF	Pre-Design	2022								3.800								
					RARF	Design	2023											17.000					
					RARF	Right of Way	2023												1.000				
101 (Agua Fria): US-60 Grand Ave - 75th Ave (Map ID 21)	45442	\$ 93,400,000	\$ 85,000,000		RARF	Construction	2025													246.500			
					RARF	Pre-Design	2025														1.800		
					RARF	Design	2026															6.600	
101 (Agua Fria): 75th Ave - I-17 (Map ID 22)	46658	\$ 62,000,000			RARF	Construction	2027													85.000			
					RARF	Pre-Design	2021								1.200								
					RARF	Design	2023											4.400					
SR-101L/Pima																							
101 (Pima): I-17 - Pima Road & Miller Rd Underpass (Map ID 23)	23433	\$ 173,013,000			RARF	Design	2017		5.800														
					RARF	Right of Way	2017		3.960														
					RARF	Construction	2019/2020				32.955	-13.250											
					Local	Construction	2019/2020				0.118	3.975											
					NHPP	Construction	2019				130.180												
101 (Pima): Princess Dr - Shea Blvd (Map ID 24)	72670	\$ 61,600,000			STBGP-MAG	Construction	2020							9.275									
					RARF	Design	2017		4.100														
					RARF	Environmental	2017		0.500														
101 (Pima): Pima Rd Extension (JPA) (Map ID 26)	1709	\$ 3,931,000			RARF	Construction	2020																
					RARF	Design	2019				0.297												
SR-101L/Price																							
101 (Price): Baseline Road - SR-202L Santan (Map ID 27)	65690				RARF	Construction	2019				21.420												
					RARF	Design	2018				3.650												
					NHPP	Construction	2019							29.980									
SR-202L/Red Mountain																							

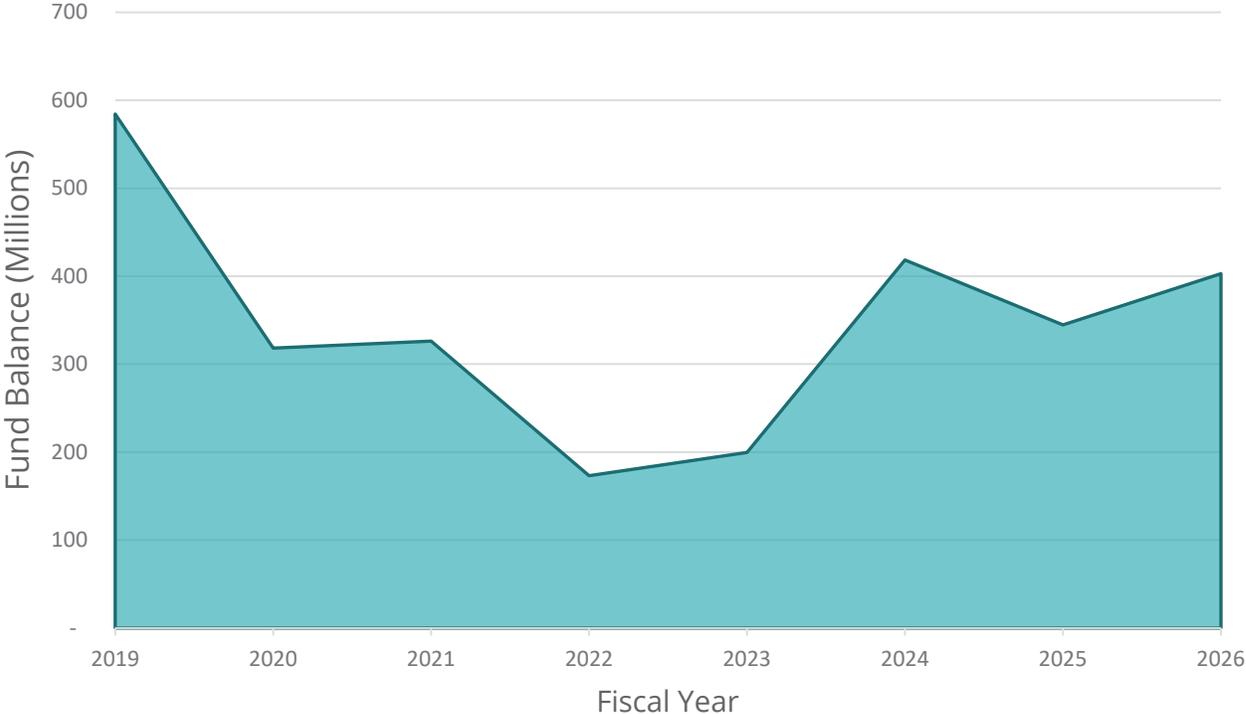
RTP Corridor	MAG ID	Programmed FY16 - FY26	Programmed FY 27	Unfunded	Fund Type	Work Phase	FY of Funding	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	Unfunded				
202 (Red Mountain): Broadway Road - Gilbert Road (Map ID 28)	29293	\$ 53,000,000			RARF	Pre-Design	2021						1.000											
					RARF	Design	2022					4.000												
					RARF	Construction	2024												48.000					
SR-202L/South Mountain																								
202 (South Mountain): I-10 Maricopa (MP 54) to I-10 Papago (MP 76) (Design-Build-Maintain)	46948	\$ 1,377,399,440			RARF	Right of Way	2015/2016	117.660																
					NHPP	Right of Way	2015-2017	120.236	46.876															
					RARF	Preliminary Engineering	2015-2018	34.984	4.900	2.491														
					RARF	Construction	2016-2019	150.324	298.309	239.331	1.219													
					NHPP	Construction	2016-2019	90.190	95.811	146.335	20.164													
					RARF	Maintenance	2020-2023					0.698	0.712	6.070	0.740									
RARF	Reimbursement	2017			0.350																			
SR-202L/Santan																								
202 (Santan): Lindsay Road TI (Map ID 31)	48510	\$ 31,500,641			Local	Design	2019					4.034												
					Local	Construction	2019,2021				5.044				0.261									
					NHPP	Construction	2021								17.840									
					STBGP-MAG	Construction	2021								4.322									
RARF	Construction	2021																						
202 (Santan): Gilbert Rd - I-10 (Map ID 32)	36807	\$ 91,700,000			RARF	Pre-Design	2017		2.000															
					RARF	Design	2022								6.000									
					RARF	Construction	2024												83.700					
SR-24/Gateway																								
24 (Williams Gateway): Ellsworth Rd - Meridian Rd, Phase 1 (Map ID 33)	85620	\$ 118,130,324			RARF	Design	2018				12.840													
					RARF	Right of Way	2018				47.679													
					RARF	Construction	2018,2020				1.000			11.322										
					NHPP	Construction	2020							45.289										
24 (Williams Gateway): Meridian Rd - Ironwood Rd, Phase 1	143	\$ 25,698,276			HURF	Design	2018				0.092													
					NHPP	Design	2018				1.525													
					HURF	Right of Way	2018				0.548													
					NHPP	Right of Way	2018				9.073													
					HURF	Construction	2020								0.824									
					NHPP	Construction	2020								13.635									
SR-30/Tres Rios																								
30 (Tres Rios): SR303L - SR202L South Mountain, Phase 1 (Map ID 34)	10389	\$ 342,404,000			RARF	Pre-Design	2017		3.000															
					RARF	Design	2020						22.000											
					RARF	Right of Way	2018,2020				60.000			16.323										
					NHPP	Right of Way	2020						19.081											
					RARF	Construction	2022										13.320							
					NHPP	Construction	2022										208.680							
SR-303L/Estrella																								
303 (Estrella): MC 85 - Van Buren St (Map ID 35)	45939	\$ 119,740,000			RARF	Pre-Design	2017		0.240															
					RARF	Design	2019					15.000												
					RARF	Right of Way	2019					10.700												
					RARF	Construction	2020							30.000										
					NHPP	Construction	2020							63.800										
303 (Estrella): Northern Ave/Olive Ave TI (Map ID 36)	11514	\$ 13,150,000			RARF	Pre-Design	2021						0.150											
					RARF	Design	2023									1.300								
					RARF	Right of Way	2020						0.600											
					RARF	Construction	2024												11.100					
303 (Estrella): Happy Valley Pkwy - Lake Pleasant Pkwy (Map ID 37)	5658	\$ 41,100,000			RARF	Pre-Design	2017		0.500															
					RARF	Design	2018				4.400													
					RARF	Construction	2019						36.200											
SR-85																								

RTP Corridor	MAG ID	Programmed FY16 - FY26	Programmed FY 27	Unfunded	Fund Type	Work Phase	FY of Funding	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	Unfunded		
85: Warner Street Bridge (Map ID 38) Construction Bridge	39146	\$ 5,730,000																				
					RARF	Design	2016	0.430														
					RARF	Construction	2020					5.300										
US-60/Grand Ave																						
60 (Grand Ave): SR303L - SR101L corridor, Grand at Bell Traffic Interchange	35240	\$ 10,800,000																				
					RARF	Right of Way	2015,2018			10.800												
					NHPP	Right of Way	2015															
					RARF	Construction	2015															
60 (Grand Ave): Greenway Rd - Thompson Ranch (Thunderbird Rd) TI (Map ID 39)	20802	\$ 6,000,000																				
					RARF	Right of Way	2017		0.300													
60 (Grand Ave): 35th Ave/Indian School Rd Intersection (Map ID 40)	42572	\$ 85,900,000	\$ 75,300,000																			
					RARF	Pre-Design	2023							3.000								
					RARF	Design	2025													7.600		
					RARF	Construction	2026												75.300			
US-60/Superstition																						
60 (Superstition): Crismon Rd - Meridian Rd (Map ID 41)	23494	\$ 28,400,000																				
					RARF	Design	2018			1.900												
					RARF	Construction	2020					26.500										
TOTAL								517.581	470.996	623.632	408.893	421.407	527.935	283.870	108.090	483.200	456.200	6.600	336.200			

Revenue

Freeway Life Cycle Program

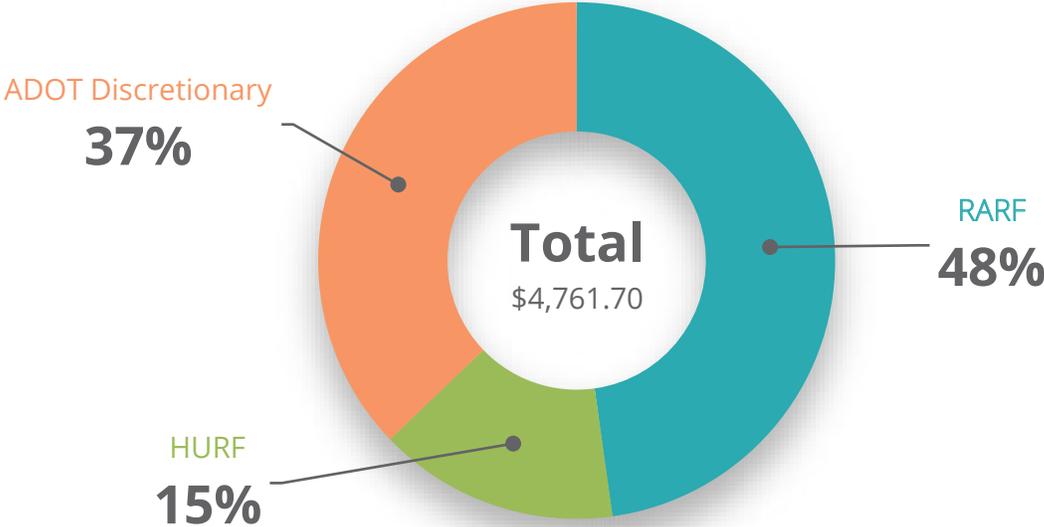
June 2018 ADOT Cash Flow Certification* Fund Balance



*The June 2018 ADOT Cash Flow Certification was never approved

Freeway Life Cycle Program Forecasted Revenues*

FY 2019 - FY 2026



*Forecasted revenues as of the June 2018 ADOT cash flow certification

Maricopa County Transportation Excise Tax Official Regional Area Road Fund (RARF) Forecast*

September 2017 vs September 2016

(Real Dollars in Millions, Freeway Program Allocation Only)

Fiscal Year	September 2016 Forecast	September 2017 Forecast	Increase (Decrease)
2019	257.7	255.2	(2.5)
2020	272.2	268.6	(3.7)
2021	286.6	281.5	(5.1)
2022	300.9	295.4	(5.5)
2023	314.9	309.5	(5.3)
2024	329.7	323.1	(6.6)
2025	343.5	337.2	(6.3)
2026	209.3	204.7	(4.6)
Totals	2,314.7	2,275.2	(39.6)

*Omits RARF proceeds withheld to cover administrative costs incurred by the Arizona Department of Revenue

Highway User Revenue Fund (HURF) Official Forecast - MAG Controlled Access Allocation (15 Percent Funds)

September 2017 vs September 2016

(Real Dollars in Millions)

Fiscal Year	September 2016 Forecast	September 2017 Forecast	Increase (Decrease)
2019	84.8	79.1	(5.8)
2020	84.1	82.7	(1.5)
2021	87.1	84.8	(2.3)
2022	90.0	87.8	(2.3)
2023	93.1	90.8	(2.3)
2024	96.2	93.9	(2.3)
2025	99.5	97.1	(2.3)
2026	102.9	100.5	(2.5)
Totals	737.7	716.5	(21.1)

ADOT Discretionary Funds

June 2017 vs June 2018* Cash Flow Certification Forecasts

(Real Dollars in Millions)

Fiscal Year	June 2017	June 2018	Increase (Decrease)
2019	65.5	75.6	10.1
2020	193.7	200.4	6.7
2021	181.3	255.4	74.0
2022	129.7	165.5	35.8
2023	399.8	239.9	(159.9)
2024	313.3	332.3	19.0
2025	248.7	265.0	16.3
2026	252.8	235.9	(16.9)
Totals	1,784.8	1,769.9	(14.8)