



Arizona Department of Transportation  
Transportation Planning Division  
Data Bureau

# 2005 State Highway System Log

As of December 31, 2005

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**Table II  
Centerline Miles of Roadway by Route  
as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:13:53PM

| <u>District and Org</u> | <u>Miles in Cardinal Direction</u> | <u>Miles in Opposite Direction Dual Hwy</u> | <u>Non Card In Cpm</u> | <u>Miles of Ramps</u> |                   |                  |                     | <u>Miles of Frontage Roads</u> |                      | <u>Total</u> | <u>HPMS CPM</u> | <u>Un-paved</u> |
|-------------------------|------------------------------------|---|------------------------|-----------------------|-------------------|------------------|---------------------|--------------------------------|----------------------|--------------|-----------------|-----------------|
|                         |                                    |   |                        | <u>Card Dir</u>       | <u>N-Card Dir</u> | <u>Cross Dir</u> | <u>Ramps In Cpm</u> | <u>Cardinal Side</u>           | <u>Non-Card Side</u> |              |                 |                 |
| I 008                   | 178.28                             | 178.36                                      |                        | 17.25                 | 16.09             | 4.20             | 2.34                | 34.65                          | 36.03                | 460.66       | 251.30          |                 |
| I 010                   | 391.98                             | 392.22                                      |                        | 61.57                 | 63.45             | 20.40            | 16.25               | 62.82                          | 70.05                | 1,042.08     | 541.11          |                 |
| I 015                   | 29.43                              | 29.37                                       |                        | 1.91                  | 2.01              | 0.54             | 0.22                | 0.00                           | 0.82                 | 63.54        | 30.47           |                 |
| I 017                   | 146.12                             | 145.51                                      |                        | 21.51                 | 22.78             | 7.86             | 5.37                | 25.90                          | 29.55                | 391.37       | 206.94          |                 |
| I 019                   | 63.70                              | 63.61                                       |                        | 11.58                 | 10.69             | 4.41             | 2.61                | 33.28                          | 32.73                | 215.60       | 132.33          |                 |
| I 040                   | 359.11                             | 359.15                                      |                        | 39.80                 | 39.37             | 12.51            | 3.25                | 93.48                          | 85.19                | 976.11       | 541.04          |                 |
| S 051                   | 16.68                              | 16.12                                       |                        | 7.24                  | 8.38              | 2.00             | 1.82                | 0.00                           | 0.00                 | 48.43        | 18.50           |                 |
| S 061                   | 42.47                              | 0.00  |                        | 0.41                  | 0.00              | 0.00             | 0.41                | 0.00                           | 0.00                 | 42.88        | 42.88           |                 |
| S 064                   | 108.31                             | 0.36  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 108.67       | 108.31          |                 |
| S 066                   | 66.51                              | 5.28  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 71.78        | 66.51           |                 |
| S 067                   | 30.81                              | 0.00  |                        | 0.06                  | 0.00              | 0.00             | 0.00                | 0.00                           | 0.00                 | 30.87        | 30.81           |                 |
| S 068                   | 27.52                              | 20.88                                       |                        | 0.81                  | 0.90              | 0.00             | 0.00                | 0.00                           | 0.00                 | 50.12        | 27.52           |                 |
| S 069                   | 33.88                              | 17.61                                       |                        | 0.12                  | 0.00              | 0.26             | 0.26                | 1.72                           | 1.19                 | 54.52        | 37.05           |                 |
| S 071                   | 24.16                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 24.16        | 24.16           |                 |
| S 072                   | 36.74                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 36.74        | 36.74           |                 |
| S 073                   | 46.79                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.77                           | 0.00                 | 47.56        | 47.56           |                 |
| S 074                   | 30.58                              | 0.00  |                        | 0.42                  | 0.00              | 0.00             | 0.42                | 0.26                           | 0.00                 | 31.25        | 31.25           |                 |
| S 075                   | 19.39                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 19.39        | 19.39           |                 |
| S 077                   | 158.67                             | 20.98                                       |                        | 0.97                  | 0.06              | 0.12             | 0.35                | 0.00                           | 0.00                 | 180.67       | 159.01          |                 |
| S 078                   | 19.47                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 19.47        | 19.47           |                 |
| S 079                   | 58.40                              | 0.64  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 59.04        | 58.40           |                 |
| S 080                   | 120.11                             | 8.78  |                        | 1.53                  | 0.00              | 0.22             | 0.15                | 0.00                           | 0.00                 | 130.42       | 120.26          |                 |
| S 082                   | 65.74                              | 0.53  |                        | 0.47                  | 0.00              | 0.00             | 0.00                | 0.00                           | 0.00                 | 66.74        | 65.74           |                 |
| S 083                   | 53.42                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 53.42        | 53.42           | 20.66           |
| S 084                   | 23.69                              | 1.99  |                        | 0.22                  | 0.74              | 0.00             | 0.18                | 0.00                           | 0.00                 | 26.64        | 23.87           |                 |
| S 085(1)                | 80.15                              | 0.07  |                        | 0.34                  | 0.00              | 0.00             | 0.32                | 0.00                           | 0.07                 | 80.62        | 80.54           |                 |
| S 085(2)                | 34.81                              | 20.33                                       |                        | 0.65                  | 0.87              | 0.78             | 0.40                | 2.23                           | 0.56                 | 59.46        | 38.01           |                 |
| S 086                   | 118.11                             | 3.95  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 122.06       | 118.11          |                 |
| S 087                   | 272.75                             | 76.16                                       |                        | 1.42                  | 0.00              | 0.24             | 1.34                | 0.38                           | 0.00                 | 350.71       | 274.48          |                 |
| S 088                   | 45.67                              | 0.00  |                        | 0.06                  | 0.00              | 0.00             | 0.00                | 0.00                           | 0.00                 | 45.73        | 45.67           | 19.91           |
| S 089                   | 102.41                             | 5.24  |                        | 0.06                  | 0.00              | 0.00             | 0.00                | 0.00                           | 0.00                 | 107.71       | 102.41          |                 |
| S 090                   | 46.77                              | 20.64                                       |                        | 0.11                  | 0.00              | 0.00             | 0.00                | 0.00                           | 0.00                 | 67.51        | 46.77           |                 |
| S 092                   | 33.91                              | 0.14  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 34.05        | 33.91           |                 |
| S 095                   | 116.47                             | 2.39  |                        | 0.08                  | 0.00              | 0.00             | 0.00                | 0.00                           | 0.00                 | 118.94       | 116.47          |                 |
| S 096                   | 17.77                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 17.77        | 17.77           |                 |
| S 097                   | 10.90                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 10.90        |                 |                 |
| S 098                   | 66.85                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 66.85        | 66.85           |                 |
| S 099                   | 34.38                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 34.38        |                 |                 |
| S 101                   | 61.00                              | 59.92                                       |                        | 27.56                 | 26.48             | 7.81             | 7.32                | 22.30                          | 22.29                | 219.54       | 112.90          |                 |
| S 143                   | 3.93                               | 3.93  |                        | 1.96                  | 1.69              | 0.28             | 0.28                | 0.90                           | 0.45                 | 12.86        | 5.56            |                 |
| S 153                   | 2.12                               | 2.12  |                        | 0.16                  | 1.01              | 0.16             | 0.08                | 0.00                           | 0.00                 | 5.41         | 2.20            |                 |
| S 169                   | 15.16                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 15.16        | 15.16           |                 |
| S 177                   | 31.69                              | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 31.69        |                 |                 |

**Table II  
Centerline Miles of Roadway by Route  
as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:13:53PM

| <u>District and Org</u> | <u>Miles in Cardinal Direction</u> | <u>Miles in Opposite Direction</u> | <u>Non Card In Cpm</u> | <u>Miles of Ramps</u> |                   |                  |                     | <u>Miles of Frontage Roads</u> |                      | <u>Total</u> | <u>HPMS CPM</u> | <u>Un-paved</u> |
|-------------------------|------------------------------------|------------------------------------|------------------------|-----------------------|-------------------|------------------|---------------------|--------------------------------|----------------------|--------------|-----------------|-----------------|
|                         |                                    |                                    |                        | <u>Card Dir</u>       | <u>N-Card Dir</u> | <u>Cross Dir</u> | <u>Ramps In Cpm</u> | <u>Cardinal Side</u>           | <u>Non-Card Side</u> |              |                 |                 |
| S 179                   | 14.49                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 14.49        | 14.49           |                 |
| S 181                   | 26.80                              | 0.00                               |                        | 0.17                  | 0.00              | 0.00             | 0.17                | 0.00                           | 0.00                 | 26.98        | 26.98           |                 |
| S 186                   | 32.68                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 32.68        | 32.68           |                 |
| S 187                   | 5.43                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 5.43         |                 |                 |
| S 188                   | 60.85                              | 0.00                               |                        | 0.42                  | 0.00              | 0.00             | 0.00                | 0.71                           | 0.00                 | 61.98        | 61.56           |                 |
| S 189                   | 3.74                               | 0.45                               |                        | 0.59                  | 0.13              | 0.00             | 0.27                | 0.00                           | 0.00                 | 4.91         | 4.01            |                 |
| S 195                   | 4.49                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 4.49         | 4.49            |                 |
| S 202                   | 37.47                              | 37.37                              |                        | 19.73                 | 18.99             | 11.24            | 9.92                | 1.63                           | 1.91                 | 117.10       | 50.92           |                 |
| S 210                   | 4.44                               | 4.34                               |                        | 0.71                  | 0.76              | 0.09             | 0.00                | 0.00                           | 0.00                 | 10.25        | 4.44            |                 |
| S 238                   | 20.27                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 20.27        | 20.27           |                 |
| S 260                   | 190.44                             | 13.38                              |                        | 0.00                  | 0.13              | 0.39             |                     | 0.93                           | 0.58                 | 205.45       | 192.27          |                 |
| S 261                   | 17.92                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 17.92        |                 |                 |
| S 264                   | 154.35                             | 5.87                               |                        | 0.16                  | 0.00              | 0.00             | 0.00                | 0.32                           | 0.79                 | 161.51       | 155.47          |                 |
| S 266                   | 19.18                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 19.18        |                 |                 |
| S 273                   | 19.30                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 19.30        |                 | 7.01            |
| S 277                   | 30.66                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 30.66        | 30.66           |                 |
| S 280                   | 1.46                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 1.46         | 1.46            |                 |
| S 286                   | 45.04                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 45.04        |                 |                 |
| S 287                   | 22.20                              | 0.99                               |                        | 0.05                  | 0.00              | 0.00             | 0.00                | 0.00                           | 0.00                 | 23.24        | 22.20           |                 |
| S 288                   | 52.42                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 52.42        |                 | 35.07           |
| S 289                   | 10.33                              | 0.37                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 10.70        | 10.33           |                 |
| S 303                   | 15.44                              | 1.74                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 17.18        | 15.44           |                 |
| S 303(1)                | 0.43                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 0.43         |                 |                 |
| S 347                   | 28.50                              | 26.78                              |                        | 0.00                  | 0.00              | 2.02             |                     | 0.00                           | 0.00                 | 55.28        | 30.52           |                 |
| S 366                   | 28.22                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 28.22        |                 | 5.37            |
| S 373                   | 4.46                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 4.46         | 4.46            |                 |
| S 377                   | 33.83                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 33.83        | 33.83           |                 |
| S 386                   | 11.88                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 11.88        |                 |                 |
| S 387                   | 15.71                              | 5.37                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.49                           | 0.00                 | 21.56        | 16.19           |                 |
| S 389                   | 32.58                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 32.58        | 32.58           |                 |
| S 473                   | 9.91                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 9.91         |                 | 0.85            |
| S 564                   | 9.16                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 9.16         |                 |                 |
| S 587                   | 6.10                               | 0.24                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 6.34         | 6.10            |                 |
| SA089                   | 79.88                              | 20.54                              | 0.18                   | 1.49                  | 1.60              | 0.49             | 0.39                | 0.00                           | 0.36                 | 103.87       | 80.80           |                 |
| SA180                   | 11.20                              | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 11.20        |                 |                 |
| SAS89                   | 1.80                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 1.80         | 1.80            |                 |
| SB008(1)                | 11.04                              | 3.06                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 14.10        | 11.04           |                 |
| SB008(3)                | 5.60                               | 0.63                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 6.24         | 5.60            |                 |
| SB010(1)                | 2.93                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 2.93         | 2.93            |                 |
| SB010(3)                | 3.50                               | 0.52                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 4.02         | 3.50            |                 |
| SB010(4)                | 8.33                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 8.33         | 8.33            |                 |
| SB010(5)                | 4.32                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 4.32         |                 |                 |
| SB010(6)                | 3.89                               | 0.00                               |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | 3.89         | 3.89            |                 |

**Table II  
Centerline Miles of Roadway by Route  
as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:13:53PM

| District and Org | Miles in                          |                                   | Non<br>Card<br>In Cpm | Miles of Ramps |               |              |                 | Miles of Frontage Roads |                  | Total  | HPMS<br>CPM | Un-<br>paved |
|------------------|-----------------------------------|-----------------------------------|-----------------------|----------------|---------------|--------------|-----------------|-------------------------|------------------|--------|-------------|--------------|
|                  | Miles in<br>Cardinal<br>Direction | Opposite<br>Direction<br>Dual Hwy |                       | Card<br>Dir    | N-Card<br>Dir | Cross<br>Dir | Ramps<br>In Cpm | Cardinal<br>Side        | Non-Card<br>Side |        |             |              |
| SB019(1)         | 5.74                              | 2.58                              | 0.43                  | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 8.32   | 6.17        |              |
| SB040(0)         | 0.55                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.55   | 0.55        |              |
| SB040(1)         | 4.25                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 4.25   | 4.25        |              |
| SB040(2)         | 1.49                              | 0.93                              | 0.93                  | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 2.42   | 2.42        |              |
| SB040(4)         | 8.25                              | 0.51                              |                       | 0.11           | 0.16          | 0.00         | 0.00            | 0.00                    | 0.00             | 9.03   | 8.25        |              |
| SB040(5)         | 1.10                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.10   |             |              |
| SB040(6)         | 3.63                              | 3.15                              | 2.55                  | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 6.79   | 6.18        |              |
| SB040(7)         | 2.83                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 2.83   | 2.83        |              |
| SB040(8)         | 5.04                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 5.04   | 5.04        |              |
| SB079            | 2.05                              | 0.64                              |                       | 0.04           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 2.74   | 2.05        |              |
| SS040            | 1.88                              | 0.33                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 2.21   | 1.88        |              |
| SS090(1)         | 0.12                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.12   | 0.12        |              |
| SS090(2)         | 0.40                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.40   | 0.40        |              |
| SS095(1)         | 0.85                              | 0.00                              |                       | 0.13           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 0.99   | 0.85        |              |
| SS095(2)         | 0.86                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.86   |             |              |
| SS095(3)         | 0.77                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.77   |             |              |
| SS202            | 1.91                              | 1.73                              |                       | 0.32           | 0.86          | 0.09         | 0.00            | 0.00                    | 0.00             | 4.82   | 1.91        |              |
| SS266            | 3.03                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 3.03   |             |              |
| SS277            | 1.20                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.20   |             |              |
| ST089            | 1.14                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.14   |             | 1.14         |
| SX260(1)         | 2.02                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 2.02   | 2.02        |              |
| SX260(2)         | 0.43                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.43   |             |              |
| SY086            | 0.23                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.23   |             |              |
| SY089            | 0.10                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.10   |             |              |
| U 060            | 355.54                            | 91.21                             |                       | 14.97          | 15.15         | 10.74        | 10.44           | 6.79                    | 0.00             | 483.66 | 372.77      |              |
| U 064            | 4.14                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 4.14   | 4.14        |              |
| U 070            | 122.12                            | 0.00                              |                       | 0.44           | 0.00          | 0.00         | 0.15            | 0.00                    | 0.00             | 122.56 | 122.27      |              |
| U 089            | 136.50                            | 14.63                             |                       | 0.61           | 0.11          | 0.00         | 0.07            | 0.00                    | 0.00             | 151.85 | 136.56      |              |
| U 093            | 177.26                            | 80.99                             |                       | 2.22           | 1.53          | 0.00         | 0.00            | 0.00                    | 0.00             | 262.00 | 177.26      |              |
| U 095            | 104.23                            | 0.09                              |                       | 0.18           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 104.50 | 104.23      |              |
| U 160            | 159.35                            | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 159.35 | 159.35      |              |
| U 163            | 23.21                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 23.21  | 23.21       |              |
| U 180            | 164.13                            | 0.00                              |                       | 0.28           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 164.40 | 164.13      |              |
| U 191            | 395.97                            | 12.05                             |                       | 0.41           | 0.00          | 0.08         | 0.29            | 0.00                    | 0.00             | 408.43 | 396.25      |              |
| UA089            | 88.83                             | 0.00                              |                       | 0.23           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 89.07  | 88.83       |              |
| UB191            | 1.15                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.15   | 1.15        |              |
| UT095            | 0.45                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.45   | 0.45        |              |
| UX060            | 1.91                              | 1.76                              |                       | 0.19           | 0.17          | 0.00         | 0.00            | 0.00                    | 0.00             | 4.03   | 1.91        |              |
| UX060(1)         | 5.02                              | 5.02                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 10.04  | 5.02        |              |
| UX191            | 14.32                             | 0.00                              |                       | 0.15           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 14.47  | 14.32       |              |
| UY191(1)         | 3.51                              | 0.00                              |                       | 0.07           | 0.00          | 0.00         | 0.07            | 0.00                    | 0.00             | 3.58   | 3.58        |              |

**Table II  
Centerline Miles of Roadway by Route  
as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:13:53PM

| <u>District and Org</u> | <u>Miles in</u>  | <u>Miles in</u>  | <u>Non</u>    | <u>Miles of Ramps</u> |               |               |               | <u>Miles of Frontage Roads</u> |                 |                 | <u>HPMS</u>     | <u>Un-</u>   |
|-------------------------|------------------|------------------|---------------|-----------------------|---------------|---------------|---------------|--------------------------------|-----------------|-----------------|-----------------|--------------|
|                         | <u>Cardinal</u>  | <u>Opposite</u>  |               | <u>Card</u>           | <u>Card</u>   | <u>N-Card</u> | <u>Cross</u>  | <u>Ramps</u>                   | <u>Cardinal</u> | <u>Non-Card</u> |                 |              |
|                         | <u>Direction</u> | <u>Direction</u> | <u>In Cpm</u> | <u>Dir</u>            | <u>Dir</u>    | <u>Dir</u>    | <u>In Cpm</u> | <u>Side</u>                    | <u>Side</u>     |                 |                 |              |
| <b>Arizona Totals</b>   | <b>6,157.00</b>  | <b>1,793.54</b>  | <b>4.08</b>   | <b>241.96</b>         | <b>234.10</b> | <b>86.95</b>  | <b>67.48</b>  | <b>289.56</b>                  | <b>282.57</b>   | <b>8,998.73</b> | <b>6,800.69</b> | <b>90.02</b> |

HPMS CPM Target: 6,157.00 + 4.08 + 67.48 + 289.56 + 282.57 = **6,800.69** miles -- (Ownership=1, Puf<2, and Update<>"D")

**2005 Notes:**

1. The 2005 CPM figure of 6,800.34 was measured in June 2005 for the HPMS report. A natural discrepancy between this Log-based value and that HPMS value is less than a mile. This Highway Log report is considered more current. The Log final value will grow again in CY2006 and beyond as the more E-ramps are cataloged into the Highway Log.
2. As of EOY-2005, the ramp and frontage road system still has not been updated to reflect real conditions. However, localized efforts have been made in cooperation iwht ADOT Right-of-way Titles. The numbers still largely reflect the legacy Highway Log plus any changes that have resulted from new construction projects since 1993. Photo Log imagery on the ramps and frontages and additional right-of-way research (frontages and E-ramps, not on/off ramps) is still critical in confirming the extent of the declared State Highway System.

**Table XI  
Through Lane Miles by Route  
as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:16:38PM

| Route    | Lane Miles | Lane Miles in Non-Card on Dual Highway | Ramp Lane Miles |        |       | Frontage Lane Miles |          | Aux/Pass Lane Miles |        |       | Travel Lanes Total | Shoulder Lanes Miles |        | Unpaved      |
|----------|------------|--|-----------------|--------|-------|---------------------|----------|---------------------|--------|-------|--------------------|----------------------|--------|--------------|
|          | Cardinal   |  | Card            | N-Card | Cross | Cardinal            | Non-Card | Card                | N-Card | Cross | Cardinal           | Non-Card             |        |              |
| I 008    | 356.56     | 356.72                                 | 18.59           | 16.71  | 8.54  | 69.30               | 72.20    | 0.58                | 0.64   | 0.00  | <b>899.83</b>      | 225.87               | 219.82 |              |
| I 010    | 886.27     | 883.49                                 | 78.87           | 79.85  | 54.11 | 122.00              | 137.02   | 23.52               | 24.89  | 10.35 | <b>2,300.37</b>    | 549.31               | 549.95 |              |
| I 015    | 58.87      | 58.73                                  | 2.52            | 2.50   | 1.08  | 0.00                | 1.63     | 0.00                | 0.00   | 0.00  | <b>125.34</b>      | 34.10                | 34.79  |              |
| I 017    | 327.07     | 326.55                                 | 25.43           | 26.70  | 26.79 | 48.42               | 56.81    | 14.56               | 15.83  | 4.86  | <b>873.02</b>      | 193.20               | 197.01 |              |
| I 019    | 128.38     | 128.36                                 | 12.99           | 11.77  | 10.38 | 66.33               | 65.46    | 2.47                | 1.93   | 1.00  | <b>429.06</b>      | 94.61                | 85.92  |              |
| I 040    | 718.23     | 718.30                                 | 41.00           | 41.74  | 25.07 | 186.96              | 170.39   | 6.91                | 7.44   | 0.00  | <b>1,916.04</b>    | 462.96               | 464.63 |              |
| S 051    | 61.00      | 61.67                                  | 13.49           | 13.61  | 9.99  | 0.00                | 0.00     | 6.84                | 6.98   | 3.60  | <b>177.18</b>      | 29.45                | 28.46  |              |
| S 061    | 84.94      | 0.00                                   | 0.41            | 0.00   | 0.00  | 0.00                | 0.00     | 1.27                | 0.00   | 0.00  | <b>86.62</b>       | 4.64                 | 0.00   |              |
| S 064    | 219.56     | 0.36                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 8.49                | 0.00   | 0.17  | <b>228.58</b>      | 91.03                | 0.10   |              |
| S 066    | 133.82     | 9.79                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 10.07               | 1.95   | 0.00  | <b>155.63</b>      | 86.19                | 5.31   |              |
| S 067    | 61.62      | 0.00                                   | 0.12            | 0.00   | 0.00  | 0.00                | 0.00     | 2.33                | 0.00   | 0.00  | <b>64.07</b>       | 10.27                | 0.00   |              |
| S 068    | 68.27      | 41.76                                  | 0.81            | 0.90   | 0.00  | 0.00                | 0.00     | 2.49                | 1.34   | 0.00  | <b>115.56</b>      | 31.96                | 21.85  |              |
| S 069    | 100.64     | 35.22                                  | 0.12            | 0.00   | 0.26  | 3.44                | 2.39     | 11.91               | 3.18   | 0.00  | <b>157.16</b>      | 36.12                | 20.50  |              |
| S 071    | 48.33      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.35                | 0.00   | 0.00  | <b>48.68</b>       | 8.11                 | 0.00   |              |
| S 072    | 73.48      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.68                | 0.00   | 0.00  | <b>74.17</b>       | 4.58                 | 0.00   |              |
| S 073    | 102.68     | 0.00                                   | 0.00            | 0.00   | 0.00  | 1.54                | 0.00     | 7.13                | 0.00   | 0.00  | <b>111.35</b>      | 24.07                | 0.00   |              |
| S 074    | 62.40      | 0.00                                   | 0.84            | 0.00   | 0.00  | 0.51                | 0.00     | 2.33                | 0.00   | 0.00  | <b>66.08</b>       | 40.42                | 0.00   |              |
| S 075    | 38.92      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.14                | 0.00   | 0.00  | <b>39.06</b>       | 16.53                | 0.00   |              |
| S 077    | 354.94     | 49.92                                  | 0.97            | 0.06   | 0.25  | 0.00                | 0.00     | 16.80               | 2.93   | 0.00  | <b>425.87</b>      | 114.84               | 13.93  |              |
| S 078    | 38.93      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.08                | 0.00   | 0.00  | <b>39.01</b>       | 3.51                 | 0.00   |              |
| S 079    | 118.62     | 0.64                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 1.54                | 0.00   | 0.00  | <b>120.79</b>      | 44.17                | 0.32   |              |
| S 080    | 248.61     | 16.93                                  | 1.58            | 0.00   | 0.45  | 0.00                | 0.00     | 5.58                | 1.83   | 0.00  | <b>274.99</b>      | 110.12               | 10.20  |              |
| S 082    | 134.49     | 1.06                                   | 0.47            | 0.00   | 0.00  | 0.00                | 0.00     | 2.03                | 0.00   | 0.00  | <b>138.05</b>      | 29.93                | 0.28   |              |
| S 083    | 106.84     | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.22                | 0.00   | 0.00  | <b>107.05</b>      | 15.91                | 0.00   | <b>41.32</b> |
| S 084    | 52.11      | 3.98                                   | 0.22            | 0.74   | 0.00  | 0.00                | 0.00     | 0.42                | 0.05   | 0.00  | <b>57.53</b>       | 23.08                | 1.31   |              |
| S 085(1) | 160.30     | 0.13                                   | 0.63            | 0.00   | 0.00  | 0.00                | 0.07     | 1.92                | 0.00   | 0.00  | <b>163.06</b>      | 27.00                | 0.00   |              |
| S 085(2) | 68.58      | 36.46                                  | 0.73            | 0.96   | 1.56  | 4.47                | 1.13     | 7.39                | 1.15   | 0.00  | <b>122.42</b>      | 46.67                | 27.16  |              |
| S 086    | 239.28     | 7.89                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 2.35                | 0.31   | 0.00  | <b>249.83</b>      | 41.06                | 3.88   |              |
| S 087    | 566.05     | 152.72                                 | 2.65            | 0.00   | 0.48  | 0.77                | 0.00     | 17.76               | 5.11   | 0.00  | <b>745.53</b>      | 174.46               | 75.19  |              |
| S 088    | 96.03      | 0.00                                   | 0.06            | 0.00   | 0.00  | 0.00                | 0.00     | 1.67                | 0.00   | 0.04  | <b>97.80</b>       | 3.98                 | 0.00   | <b>39.82</b> |
| S 089    | 228.71     | 7.04                                   | 0.12            | 0.00   | 0.00  | 0.00                | 0.00     | 11.98               | 0.07   | 0.00  | <b>247.92</b>      | 98.28                | 4.28   |              |
| S 090    | 113.82     | 41.27                                  | 0.11            | 0.00   | 0.00  | 0.00                | 0.00     | 8.85                | 3.60   | 0.00  | <b>167.64</b>      | 49.76                | 24.07  |              |
| S 092    | 82.00      | 0.28                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 4.95                | 0.00   | 0.00  | <b>87.23</b>       | 39.13                | 0.00   |              |
| S 095    | 307.70     | 4.61                                   | 0.17            | 0.00   | 0.00  | 0.00                | 0.00     | 27.33               | 0.33   | 0.00  | <b>340.14</b>      | 73.90                | 2.62   |              |
| S 096    | 35.55      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.85                | 0.00   | 0.00  | <b>36.40</b>       | 6.60                 | 0.00   |              |
| S 097    | 21.80      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>21.80</b>       | 4.16                 | 0.00   |              |
| S 098    | 133.71     | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 2.64                | 0.00   | 0.00  | <b>136.35</b>      | 55.71                | 0.00   |              |
| S 099    | 68.77      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>68.77</b>       | 7.31                 | 0.00   |              |

**Table XI  
Through Lane Miles by Route  
as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:16:38PM

| Route    | Lane Miles | Lane Miles in Non-Card on Dual Highway | Ramp Lane Miles |        |       | Frontage Lane Miles |          | Aux/Pass Lane Miles |        |       | Travel Lanes Total | Shoulder Lanes Miles |          | Unpaved      |
|----------|------------|--|-----------------|--------|-------|---------------------|----------|---------------------|--------|-------|--------------------|----------------------|----------|--------------|
|          | Cardinal   |  | Card            | N-Card | Cross | Cardinal            | Non-Card | Card                | N-Card | Cross |                    | Cardinal             | Non-Card |              |
| S 101    | 188.34     | 184.70                                 | 45.79           | 44.74  | 32.90 | 44.36               | 44.61    | 23.39               | 23.56  | 18.39 | <b>650.77</b>      | 114.56               | 114.23   |              |
| S 143    | 9.41       | 9.52                                   | 3.25            | 3.04   | 1.41  | 1.80                | 0.90     | 1.46                | 0.98   | 0.46  | <b>32.24</b>       | 7.17                 | 7.46     |              |
| S 153    | 5.77       | 5.78                                   | 0.16            | 1.05   | 0.49  | 0.00                | 0.00     | 0.25                | 0.34   | 0.00  | <b>13.83</b>       | 3.53                 | 3.54     |              |
| S 169    | 30.31      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.40                | 0.00   | 0.00  | <b>30.71</b>       | 12.67                | 0.00     |              |
| S 177    | 63.92      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>63.92</b>       | 18.27                | 0.00     |              |
| S 179    | 30.04      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 3.07                | 0.00   | 0.00  | <b>33.11</b>       | 7.66                 | 0.00     |              |
| S 181    | 53.61      | 0.00                                   | 0.17            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>53.78</b>       | 4.57                 | 0.00     |              |
| S 186    | 67.78      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.07                | 0.00   | 0.00  | <b>67.85</b>       | 19.02                | 0.00     |              |
| S 187    | 10.86      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>10.86</b>       | 1.81                 | 0.00     |              |
| S 188    | 129.92     | 0.00                                   | 0.85            | 0.00   | 0.00  | 1.35                | 0.00     | 9.59                | 0.00   | 0.00  | <b>141.70</b>      | 61.96                | 0.00     |              |
| S 189    | 14.03      | 0.91                                   | 1.07            | 0.00   | 0.00  | 0.00                | 0.00     | 1.79                | 0.00   | 0.00  | <b>17.79</b>       | 3.52                 | 0.27     |              |
| S 195    | 10.20      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.32                | 0.00   | 0.00  | <b>10.52</b>       | 4.57                 | 0.00     |              |
| S 202    | 122.66     | 122.37                                 | 33.65           | 31.03  | 53.12 | 3.26                | 3.63     | 12.33               | 12.62  | 4.58  | <b>399.24</b>      | 73.56                | 76.57    |              |
| S 210    | 10.78      | 10.23                                  | 0.71            | 0.76   | 0.17  | 0.00                | 0.00     | 0.38                | 0.00   | 0.00  | <b>23.03</b>       | 5.15                 | 5.03     |              |
| S 238    | 40.53      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.67                | 0.00   | 0.00  | <b>41.20</b>       | 6.76                 | 0.00     |              |
| S 260    | 459.50     | 26.38                                  | 0.00            | 0.13   | 0.78  | 1.85                | 1.15     | 31.85               | 2.18   | 0.00  | <b>523.83</b>      | 125.65               | 12.93    |              |
| S 261    | 35.84      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>35.84</b>       | 0.00                 | 0.00     |              |
| S 264    | 318.11     | 11.41                                  | 0.00            | 0.00   | 0.00  | 0.65                | 1.58     | 10.67               | 0.97   | 0.00  | <b>343.37</b>      | 37.80                | 6.91     |              |
| S 266    | 38.37      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>38.37</b>       | 6.39                 | 0.00     |              |
| S 273    | 38.60      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>38.60</b>       | 4.64                 | 0.00     | <b>14.03</b> |
| S 277    | 61.31      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 1.89                | 0.00   | 0.00  | <b>63.20</b>       | 8.45                 | 0.00     |              |
| S 280    | 3.96       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 1.10                | 0.00   | 0.00  | <b>5.06</b>        | 1.51                 | 0.00     |              |
| S 286    | 90.07      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>90.07</b>       | 4.98                 | 0.00     |              |
| S 287    | 52.71      | 1.91                                   | 0.05            | 0.00   | 0.00  | 0.00                | 0.00     | 2.84                | 0.11   | 0.00  | <b>57.62</b>       | 21.08                | 0.98     |              |
| S 288    | 104.84     | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>104.84</b>      | 5.14                 | 0.00     | <b>70.15</b> |
| S 289    | 20.58      | 0.37                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.25                | 0.00   | 0.00  | <b>21.20</b>       | 1.46                 | 0.00     |              |
| S 303    | 31.61      | 3.48                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 1.78                | 0.09   | 0.33  | <b>37.29</b>       | 7.61                 | 2.03     |              |
| S 303(1) | 1.62       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>1.62</b>        | 0.22                 | 0.00     |              |
| S 347    | 59.29      | 54.74                                  | 0.00            | 0.00   | 4.04  | 0.00                | 0.00     | 1.78                | 1.40   | 0.00  | <b>121.25</b>      | 33.30                | 31.19    |              |
| S 366    | 56.44      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>56.44</b>       | 1.93                 | 0.00     | <b>10.75</b> |
| S 373    | 8.91       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.06                | 0.00   | 0.00  | <b>8.98</b>        | 1.49                 | 0.00     |              |
| S 377    | 67.65      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.08                | 0.00   | 0.00  | <b>67.73</b>       | 0.11                 | 0.00     |              |
| S 386    | 23.75      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>23.75</b>       | 3.96                 | 0.00     |              |
| S 387    | 37.43      | 10.74                                  | 0.00            | 0.00   | 0.00  | 0.97                | 0.00     | 1.22                | 0.73   | 0.00  | <b>51.10</b>       | 16.15                | 6.23     |              |
| S 389    | 65.16      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 1.44                | 0.00   | 0.00  | <b>66.60</b>       | 26.98                | 0.00     |              |
| S 473    | 19.81      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>19.81</b>       | 0.00                 | 0.00     | <b>1.70</b>  |
| S 564    | 18.33      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>18.33</b>       | 1.53                 | 0.00     |              |
| S 587    | 12.15      | 0.24                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.73                | 0.18   | 0.00  | <b>13.30</b>       | 7.09                 | 0.20     |              |



**Table XI  
Through Lane Miles by Route  
as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:16:38PM

| Route    | Lane Miles | Lane Miles in Non-Card on Dual Highway | Ramp Lane Miles |        |       | Frontage Lane Miles |          | Aux/Pass Lane Miles |        |       | Travel Lanes Total | Shoulder Lanes Miles |          | Unpaved     |
|----------|------------|--|-----------------|--------|-------|---------------------|----------|---------------------|--------|-------|--------------------|----------------------|----------|-------------|
|          | Cardinal   |  | Card            | N-Card | Cross | Cardinal            | Non-Card | Card                | N-Card | Cross |                    | Cardinal             | Non-Card |             |
| SA089    | 176.32     | 40.73                                  | 1.82            | 1.60   | 0.99  | 0.00                | 0.71     | 2.47                | 0.97   | 0.00  | <b>225.61</b>      | 45.09                | 23.29    |             |
| SA180    | 22.39      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>22.39</b>       | 3.91                 | 0.00     |             |
| SAS89    | 3.60       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.19                | 0.00   | 0.00  | <b>3.79</b>        | 2.10                 | 0.00     |             |
| SB008(1) | 40.72      | 8.83                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 3.61                | 0.51   | 0.00  | <b>53.67</b>       | 1.86                 | 0.18     |             |
| SB008(3) | 15.38      | 1.26                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.72                | 0.00   | 0.00  | <b>17.37</b>       | 4.00                 | 0.43     |             |
| SB010(1) | 8.77       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.33                | 0.00   | 0.00  | <b>9.09</b>        | 1.03                 | 0.00     |             |
| SB010(3) | 9.81       | 0.61                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.26                | 0.00   | 0.00  | <b>10.69</b>       | 3.43                 | 0.05     |             |
| SB010(4) | 16.66      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.16                | 0.00   | 0.00  | <b>16.83</b>       | 9.03                 | 0.00     |             |
| SB010(5) | 9.87       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>9.87</b>        | 4.65                 | 0.00     |             |
| SB010(6) | 7.78       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.22                | 0.00   | 0.00  | <b>8.00</b>        | 4.45                 | 0.00     |             |
| SB019(1) | 17.55      | 5.17                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.99                | 0.36   | 0.00  | <b>24.07</b>       | 5.16                 | 2.81     |             |
| SB040(0) | 2.19       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.07                | 0.00   | 0.00  | <b>2.26</b>        | 0.44                 | 0.00     |             |
| SB040(1) | 9.99       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.14                | 0.00   | 0.00  | <b>10.13</b>       | 4.91                 | 0.00     |             |
| SB040(2) | 2.98       | 1.86                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>4.84</b>        | 2.33                 | 0.93     |             |
| SB040(4) | 27.90      | 1.03                                   | 0.11            | 0.31   | 0.00  | 0.00                | 0.00     | 3.19                | 0.00   | 0.00  | <b>32.54</b>       | 4.41                 | 0.24     |             |
| SB040(5) | 1.91       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>1.91</b>        | 1.28                 | 0.00     |             |
| SB040(6) | 7.27       | 6.30                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.39                | 0.14   | 0.00  | <b>14.10</b>       | 4.26                 | 4.04     |             |
| SB040(7) | 6.60       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.08                | 0.00   | 0.00  | <b>6.69</b>        | 2.72                 | 0.00     |             |
| SB040(8) | 15.47      | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 1.22                | 0.00   | 0.00  | <b>16.69</b>       | 3.25                 | 0.00     |             |
| SB079    | 4.69       | 0.64                                   | 0.04            | 0.00   | 0.00  | 0.00                | 0.00     | 0.08                | 0.00   | 0.00  | <b>5.46</b>        | 0.72                 | 0.60     |             |
| SS040    | 3.76       | 0.65                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.05                | 0.08   | 0.00  | <b>4.54</b>        | 2.40                 | 0.33     |             |
| SS090(1) | 0.24       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.19                | 0.00   | 0.00  | <b>0.43</b>        | 0.20                 | 0.00     |             |
| SS090(2) | 0.79       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.34                | 0.00   | 0.00  | <b>1.13</b>        | 0.66                 | 0.00     |             |
| SS095(1) | 2.73       | 0.00                                   | 0.13            | 0.00   | 0.00  | 0.00                | 0.00     | 0.12                | 0.00   | 0.00  | <b>2.98</b>        | 0.57                 | 0.00     |             |
| SS095(2) | 1.72       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>1.72</b>        | 0.72                 | 0.00     |             |
| SS095(3) | 1.55       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>1.55</b>        | 0.00                 | 0.00     |             |
| SS202    | 5.42       | 4.86                                   | 0.32            | 0.86   | 0.18  | 0.00                | 0.00     | 0.20                | 0.71   | 0.00  | <b>12.53</b>       | 2.23                 | 2.89     |             |
| SS266    | 6.05       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>6.05</b>        | 1.01                 | 0.00     |             |
| SS277    | 2.40       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>2.40</b>        | 0.00                 | 0.00     |             |
| ST089    | 2.28       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>2.28</b>        | 0.00                 | 0.00     | <b>2.28</b> |
| SX260(1) | 4.03       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.49                | 0.00   | 0.00  | <b>4.52</b>        | 0.67                 | 0.00     |             |
| SX260(2) | 0.87       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>0.87</b>        | 0.36                 | 0.00     |             |
| SY086    | 0.46       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>0.46</b>        | 0.04                 | 0.00     |             |
| SY089    | 0.20       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.00                | 0.00   | 0.00  | <b>0.20</b>        | 0.07                 | 0.00     |             |
| U 060    | 818.76     | 238.33                                 | 24.12           | 24.68  | 35.41 | 13.48               | 0.00     | 65.41               | 22.36  | 6.54  | <b>1,249.09</b>    | 359.17               | 123.71   |             |
| U 064    | 8.28       | 0.00                                   | 0.00            | 0.00   | 0.00  | 0.00                | 0.00     | 0.07                | 0.00   | 0.00  | <b>8.35</b>        | 3.45                 | 0.00     |             |
| U 070    | 265.76     | 0.00                                   | 0.61            | 0.00   | 0.00  | 0.00                | 0.00     | 7.08                | 0.00   | 0.00  | <b>273.45</b>      | 126.80               | 0.00     |             |
| U 089    | 296.11     | 29.71                                  | 0.66            | 0.21   | 0.00  | 0.00                | 0.00     | 36.78               | 3.00   | 0.00  | <b>366.47</b>      | 157.32               | 14.34    |             |

**Table XI  
Through Lane Miles by Route  
as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:16:38PM

| Route                 | Lane Miles       | Lane Miles in Non-Card on Dual Highway | Ramp Lane Miles |               |               | Frontage Lane Miles |               | Aux/Pass Lane Miles |               |              | Travel Lanes Total | Shoulder Lanes Miles |                 | Unpaved       |
|-----------------------|------------------|--|-----------------|---------------|---------------|---------------------|---------------|---------------------|---------------|--------------|--------------------|----------------------|-----------------|---------------|
|                       | Cardinal         |  | Card            | N-Card        | Cross         | Cardinal            | Non-Card      | Card                | N-Card        | Cross        |                    | Cardinal             | Non-Card        |               |
| U 093                 | 370.02           | 148.44                                 | 2.64            | 2.09          | 0.00          | 0.00                | 0.00          | 16.11               | 3.34          | 0.00         | <b>542.65</b>      | 145.39               | 93.30           |               |
| U 095                 | 272.42           | 0.09                                   | 0.18            | 0.00          | 0.00          | 0.00                | 0.00          | 12.68               | 0.00          | 0.00         | <b>285.37</b>      | 73.68                | 0.08            |               |
| U 160                 | 320.16           | 0.00                                   | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 8.83                | 0.00          | 0.00         | <b>328.99</b>      | 135.44               | 0.00            |               |
| U 163                 | 50.71            | 0.00                                   | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.26                | 0.00          | 0.00         | <b>50.97</b>       | 3.47                 | 0.00            |               |
| U 180                 | 331.16           | 0.00                                   | 0.28            | 0.00          | 0.00          | 0.00                | 0.00          | 9.22                | 0.00          | 0.00         | <b>340.65</b>      | 136.44               | 0.00            |               |
| U 191                 | 804.39           | 23.80                                  | 0.67            | 0.00          | 0.17          | 0.00                | 0.00          | 15.77               | 0.46          | 0.00         | <b>845.24</b>      | 164.99               | 9.36            |               |
| UA089                 | 181.26           | 0.00                                   | 0.23            | 0.00          | 0.00          | 0.00                | 0.00          | 0.12                | 0.00          | 0.00         | <b>181.61</b>      | 20.12                | 0.00            |               |
| UB191                 | 4.60             | 0.00                                   | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.27                | 0.00          | 0.00         | <b>4.87</b>        | 0.88                 | 0.00            |               |
| UT095                 | 0.91             | 0.00                                   | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.10                | 0.00          | 0.00         | <b>1.01</b>        | 0.38                 | 0.00            |               |
| UX060                 | 5.39             | 5.29                                   | 0.19            | 0.17          | 0.00          | 0.00                | 0.00          | 0.28                | 0.20          | 0.00         | <b>11.52</b>       | 1.17                 | 1.24            |               |
| UX060(1)              | 15.06            | 15.06                                  | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.88                | 0.90          | 0.00         | <b>31.91</b>       | 1.48                 | 1.48            |               |
| UX191                 | 30.82            | 0.00                                   | 0.15            | 0.00          | 0.00          | 0.00                | 0.00          | 1.43                | 0.00          | 0.00         | <b>32.40</b>       | 8.85                 | 0.00            |               |
| UY191(1)              | 7.02             | 0.00                                   | 0.07            | 0.00          | 0.00          | 0.00                | 0.00          | 0.18                | 0.00          | 0.00         | <b>7.27</b>        | 3.09                 | 0.00            |               |
| <b>Arizona Totals</b> | <b>13,345.22</b> | <b>3,919.33</b>                        | <b>320.83</b>   | <b>306.21</b> | <b>268.61</b> | <b>571.45</b>       | <b>559.69</b> | <b>516.84</b>       | <b>155.73</b> | <b>50.32</b> | <b>20,014.22</b>   | <b>5,035.30</b>      | <b>2,338.47</b> | <b>180.04</b> |

**2005 Notes:**

1. Lane mileages in this report are indeed more accurate than those produced in the HPMS and no comparison should be attempted due to the FHWA rules for reporting "through" lanes in HPMS.
2. In 2005 great strides were made in accounting for mainline turning lane mileage statewide. However, many lane values on ramp and frontage systems are still unknown and some are estimated.
3. As of EOY-2005, the ramp and frontage road system still has not been updated to reflect real conditions. The numbers still reflect the legacy Highway Log plus any changes that have resulted from new construction projects since 1993. Photo Log imagery on the ramps and frontages and right-of-way research (frontages, not ramps) is still critical in confirming the extent of the declared State Highway System.
4. Shoulder laneage numbers are experimental. They attempt to quantify the lane equivalency (12-foot assumed) of the shoulders contribution to total pavement area.

**Table V(a)**  
**Centerline Miles of Roadway by District/Org**  
**as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:24:39PM

| <u>District and Org</u> | <u>Miles in Cardinal Direction</u> | <u>Miles in Opposite Direction Dual Hwy</u> | <u>Non Card In Cpm</u> | <u>Miles of Ramps</u> |                   |                  |                     | <u>Miles of Frontage Roads</u> |                      | <u>Total</u>    | <u>HPMS CPM</u> | <u>Un-paved</u> |
|-------------------------|------------------------------------|---|------------------------|-----------------------|-------------------|------------------|---------------------|--------------------------------|----------------------|-----------------|-----------------|-----------------|
|                         |                                    |   |                        | <u>Card Dir</u>       | <u>N-Card Dir</u> | <u>Cross Dir</u> | <u>Ramps In Cpm</u> | <u>Cardinal Side</u>           | <u>Non-Card Side</u> |                 |                 |                 |
| <b>F 8550</b>           | 103.54                             | 51.78                                       |                        | 5.99                  | 5.58              | 1.28             | 0.84                | 11.77                          | 10.57                | <b>189.25</b>   |                 |                 |
| <b>F 8551</b>           | 128.02                             | 40.17                                       |                        | 4.77                  | 4.94              | 2.42             | 0.94                | 5.62                           | 7.25                 | <b>190.76</b>   |                 |                 |
| <b>F 8552</b>           | 161.41                             | 7.57  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | <b>168.99</b>   |                 | <b>1.14</b>     |
| <b>F 8553</b>           | 98.81                              | 54.73                                       |                        | 6.09                  | 5.86              | 0.91             | 0.38                | 1.11                           | 0.86                 | <b>167.47</b>   |                 |                 |
| <b>F 8554</b>           | 161.14                             | 0.00  |                        | 0.61                  | 0.00              | 0.00             | 0.07                | 0.00                           | 0.00                 | <b>161.75</b>   |                 |                 |
| <b>F 8555</b>           | 139.61                             | 29.37                                       |                        | 2.10                  | 1.91              | 0.54             | 0.22                | 0.00                           | 0.82                 | <b>173.81</b>   |                 |                 |
| <b>District Totals</b>  | <b>792.54</b>                      | <b>183.62</b>                               | <b>0.00</b>            | <b>19.58</b>          | <b>18.30</b>      | <b>5.15</b>      | <b>2.46</b>         | <b>18.50</b>                   | <b>19.51</b>         | <b>1,052.04</b> | <b>833.00</b>   | <b>1.14</b>     |
| <b>G 8350</b>           | 122.16                             | 0.16  |                        | 0.49                  | 0.02              | 0.00             | 0.15                | 0.10                           | 0.00                 | <b>122.93</b>   |                 |                 |
| <b>G 8352</b>           | 114.52                             | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.71                           | 0.00                 | <b>115.23</b>   |                 | <b>54.98</b>    |
| <b>G 8353</b>           | 96.26                              | 7.53  |                        | 1.77                  | 0.82              | 0.00             | 0.00                | 0.00                           | 0.00                 | <b>106.38</b>   |                 |                 |
| <b>G 8354</b>           | 150.82                             | 0.00  |                        | 0.40                  | 0.00              | 0.00             | 0.23                | 0.00                           | 0.00                 | <b>151.22</b>   |                 |                 |
| <b>G 8355</b>           | 146.52                             | 0.00  |                        | 0.29                  | 0.00              | 0.00             | 0.18                | 0.00                           | 0.00                 | <b>146.81</b>   |                 |                 |
| <b>G 8356</b>           | 152.84                             | 0.00  |                        | 0.33                  | 0.00              | 0.00             | 0.00                | 0.00                           | 0.00                 | <b>153.17</b>   |                 |                 |
| <b>G 8357</b>           | 113.00                             | 2.75  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.77                           | 0.00                 | <b>116.52</b>   |                 | <b>7.87</b>     |
| <b>District Totals</b>  | <b>896.11</b>                      | <b>10.44</b>                                | <b>0.00</b>            | <b>3.29</b>           | <b>0.84</b>       | <b>0.00</b>      | <b>0.56</b>         | <b>1.58</b>                    | <b>0.00</b>          | <b>912.26</b>   | <b>898.25</b>   | <b>62.85</b>    |
| <b>H 8750</b>           | 142.16                             | 41.61                                       |                        | 5.73                  | 5.28              | 0.65             | 0.00                | 19.39                          | 5.98                 | <b>220.15</b>   |                 |                 |
| <b>H 8751</b>           | 149.39                             | 44.43                                       | 2.55                   | 5.13                  | 5.25              | 3.15             | 1.08                | 4.27                           | 18.45                | <b>226.91</b>   |                 |                 |
| <b>H 8752</b>           | 168.25                             | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | <b>168.25</b>   |                 |                 |
| <b>H 8753</b>           | 130.26                             | 0.00  |                        | 0.00                  | 0.00              | 0.00             |                     | 0.00                           | 0.00                 | <b>130.26</b>   |                 |                 |
| <b>H 8754</b>           | 155.56                             | 5.87  |                        | 0.16                  | 0.00              | 0.00             | 0.00                | 0.32                           | 0.79                 | <b>162.71</b>   |                 |                 |
| <b>H 8755</b>           | 87.69                              | 48.12                                       |                        | 5.28                  | 4.96              | 1.17             | 0.25                | 16.74                          | 18.42                | <b>181.21</b>   |                 |                 |
| <b>District Totals</b>  | <b>833.30</b>                      | <b>140.03</b>                               | <b>2.55</b>            | <b>16.30</b>          | <b>15.49</b>      | <b>4.96</b>      | <b>1.33</b>         | <b>40.73</b>                   | <b>43.65</b>         | <b>1,089.50</b> | <b>921.55</b>   | <b>0.00</b>     |
| <b>K 8650</b>           | 193.61                             | 107.95                                      |                        | 5.04                  | 6.36              | 0.95             | 0.00                | 5.30                           | 4.53                 | <b>322.80</b>   |                 |                 |
| <b>K 8651</b>           | 95.87                              | 74.00                                       | 0.93                   | 4.67                  | 4.60              | 0.79             | 0.08                | 18.62                          | 3.13                 | <b>200.90</b>   |                 |                 |
| <b>K 8652</b>           | 108.33                             | 46.19                                       |                        | 4.67                  | 4.84              | 1.65             | 0.04                | 11.76                          | 16.84                | <b>192.63</b>   |                 |                 |
| <b>K 8653</b>           | 118.68                             | 27.39                                       |                        | 1.02                  | 0.00              | 0.18             | 0.00                | 0.00                           | 0.00                 | <b>147.10</b>   |                 |                 |
| <b>District Totals</b>  | <b>516.49</b>                      | <b>255.53</b>                               | <b>0.93</b>            | <b>15.40</b>          | <b>15.80</b>      | <b>3.57</b>      | <b>0.13</b>         | <b>35.69</b>                   | <b>24.51</b>         | <b>863.43</b>   | <b>577.75</b>   | <b>0.00</b>     |
| <b>M 787?</b>           | 67.78                              | 59.34                                       |                        | 20.94                 | 20.20             | 6.93             | 6.52                | 23.56                          | 25.32                | <b>217.14</b>   |                 |                 |
| <b>M 7871</b>           | 73.67                              | 55.83                                       |                        | 14.04                 | 13.26             | 7.12             | 5.65                | 4.05                           | 2.00                 | <b>162.84</b>   |                 |                 |
| <b>M 7873</b>           | 49.87                              | 49.35                                       |                        | 17.63                 | 18.80             | 6.98             | 6.11                | 2.33                           | 2.54                 | <b>140.50</b>   |                 |                 |
| <b>M 7874</b>           | 157.11                             | 129.03                                      |                        | 34.45                 | 33.61             | 15.87            | 14.48               | 9.70                           | 9.77                 | <b>373.67</b>   |                 |                 |
| <b>M 7875</b>           | 48.06                              | 47.37                                       |                        | 18.06                 | 20.68             | 7.61             | 8.13                | 14.41                          | 14.70                | <b>163.27</b>   |                 |                 |
| <b>District Totals</b>  | <b>396.48</b>                      | <b>340.92</b>                               | <b>0.00</b>            | <b>105.12</b>         | <b>106.54</b>     | <b>44.50</b>     | <b>40.89</b>        | <b>54.03</b>                   | <b>54.33</b>         | <b>1,057.42</b> | <b>545.73</b>   | <b>0.00</b>     |
| <b>P 8850</b>           | 120.10                             | 8.15  | 0.18                   | 1.47                  | 1.45              | 0.65             | 0.65                | 0.00                           | 0.00                 | <b>131.16</b>   |                 |                 |
| <b>P 8851</b>           | 139.10                             | 86.58                                       |                        | 6.54                  | 7.11              | 2.27             | 1.17                | 3.31                           | 4.28                 | <b>246.92</b>   |                 |                 |
| <b>P 8852</b>           | 170.14                             | 29.70                                       |                        | 0.47                  | 0.08              | 0.87             | 0.87                | 4.94                           | 0.00                 | <b>205.32</b>   |                 |                 |
| <b>P 8853</b>           | 141.02                             | 39.71                                       |                        | 1.75                  | 0.13              | 0.63             | 1.67                | 0.38                           | 0.00                 | <b>183.00</b>   |                 |                 |
| <b>District Totals</b>  | <b>570.35</b>                      | <b>164.14</b>                               | <b>0.18</b>            | <b>10.23</b>          | <b>8.76</b>       | <b>4.43</b>      | <b>4.36</b>         | <b>8.63</b>                    | <b>4.28</b>          | <b>766.39</b>   | <b>587.80</b>   | <b>0.00</b>     |

**Table V(a)**  
**Centerline Miles of Roadway by District/Org**  
**as of December 31, 2005**

Generated: 10/17/2006  
Time: 2:24:39PM

| <u>District and Org</u> | <u>Miles in</u>  |                 | <u>Non</u>    | <u>Miles of Ramps</u> |               |               |               | <u>Miles of Frontage Roads</u> |                 | <u>Total</u>    | <u>HPMS</u>     | <u>Un-</u>   |
|-------------------------|------------------|-----------------|---------------|-----------------------|---------------|---------------|---------------|--------------------------------|-----------------|-----------------|-----------------|--------------|
|                         | <u>Cardinal</u>  | <u>Opposite</u> |               | <u>Card</u>           | <u>Card</u>   | <u>N-Card</u> | <u>Cross</u>  | <u>Ramps</u>                   | <u>Cardinal</u> |                 |                 |              |
|                         | <u>Direction</u> | <u>Dual Hwy</u> | <u>In Cpm</u> | <u>Dir</u>            | <u>Dir</u>    | <u>Dir</u>    | <u>In Cpm</u> | <u>Side</u>                    | <u>Side</u>     |                 |                 |              |
| <b>S 8450</b>           | 171.96           | 6.84            |               | 0.55                  | 0.00          | 0.08          | 0.35          | 0.00                           | 0.00            | <b>179.36</b>   |                 | <b>5.37</b>  |
| <b>S 8451</b>           | 138.50           | 5.21            |               | 0.30                  | 0.00          | 0.00          | 0.00          | 0.00                           | 0.00            | <b>144.01</b>   |                 |              |
| <b>S 8452</b>           | 173.01           | 68.24           |               | 5.92                  | 6.25          | 1.30          | 0.78          | 7.87                           | 16.90           | <b>278.19</b>   |                 |              |
| <b>S 8453</b>           | 149.22           | 56.26           |               | 4.58                  | 4.59          | 1.28          | 0.60          | 6.09                           | 5.26            | <b>226.00</b>   |                 |              |
| <b>S 8454</b>           | 145.98           | 8.61            |               | 1.37                  | 0.00          | 0.22          | 0.06          | 0.00                           | 0.00            | <b>155.96</b>   |                 |              |
| <b>District Totals</b>  | <b>778.68</b>    | <b>145.16</b>   | <b>0.00</b>   | <b>12.72</b>          | <b>10.85</b>  | <b>2.89</b>   | <b>1.80</b>   | <b>13.97</b>                   | <b>22.15</b>    | <b>983.53</b>   | <b>816.60</b>   | <b>5.37</b>  |
| <b>T 8150</b>           | 63.38            | 63.07           |               | 10.85                 | 10.84         | 5.89          | 5.43          | 38.78                          | 37.50           | <b>224.42</b>   |                 |              |
| <b>T 8151</b>           | 72.29            | 59.24           |               | 7.53                  | 7.31          | 2.82          | 2.69          | 10.13                          | 11.06           | <b>167.56</b>   |                 |              |
| <b>T 8152</b>           | 208.48           | 0.07            |               | 0.34                  | 0.00          | 0.00          | 0.32          | 0.00                           | 0.07            | <b>208.95</b>   |                 |              |
| <b>T 8153</b>           | 152.37           | 33.94           | 0.43          | 5.84                  | 4.52          | 1.68          | 0.41          | 23.29                          | 21.78           | <b>241.74</b>   |                 | <b>20.66</b> |
| <b>T 8154</b>           | 154.76           | 6.13            |               | 0.60                  | 0.19          | 0.12          | 0.31          | 0.00                           | 0.00            | <b>161.68</b>   |                 |              |
| <b>T 8155</b>           | 160.80           | 109.67          |               | 9.45                  | 10.70         | 3.45          | 2.47          | 3.41                           | 2.61            | <b>296.65</b>   |                 |              |
| <b>District Totals</b>  | <b>812.08</b>    | <b>272.12</b>   | <b>0.43</b>   | <b>34.62</b>          | <b>33.56</b>  | <b>13.95</b>  | <b>11.62</b>  | <b>75.61</b>                   | <b>73.02</b>    | <b>1,301.00</b> | <b>972.76</b>   | <b>20.66</b> |
| <b>Y 8250</b>           | 166.98           | 83.06           |               | 9.94                  | 8.64          | 2.46          | 2.08          | 19.82                          | 29.02           | <b>317.47</b>   |                 |              |
| <b>Y 8251</b>           | 218.25           | 70.89           |               | 6.17                  | 6.17          | 1.55          | 1.06          | 3.94                           | 1.43            | <b>306.85</b>   |                 |              |
| <b>Y 8252</b>           | 175.73           | 127.62          |               | 8.49                  | 9.05          | 2.72          | 1.21          | 17.07                          | 10.66           | <b>348.63</b>   |                 |              |
| <b>District Totals</b>  | <b>560.96</b>    | <b>281.57</b>   | <b>0.00</b>   | <b>24.61</b>          | <b>23.87</b>  | <b>6.73</b>   | <b>4.34</b>   | <b>40.83</b>                   | <b>41.11</b>    | <b>972.95</b>   | <b>647.25</b>   | <b>0.00</b>  |
| <b>Z-Unknown</b>        | 0.00             | 0.00            |               | 0.10                  | 0.10          | 0.00          | 0.00          | 0.00                           | 0.00            | <b>0.21</b>     |                 |              |
| <b>District Totals</b>  | <b>0.00</b>      | <b>0.00</b>     | <b>0.00</b>   | <b>0.10</b>           | <b>0.10</b>   | <b>0.00</b>   | <b>0.00</b>   | <b>0.00</b>                    | <b>0.00</b>     | <b>0.21</b>     | <b>0.00</b>     | <b>0.00</b>  |
| <b>Arizona Totals</b>   | <b>6,157.00</b>  | <b>1,793.54</b> | <b>4.08</b>   | <b>241.96</b>         | <b>234.10</b> | <b>86.19</b>  | <b>67.48</b>  | <b>289.56</b>                  | <b>282.57</b>   | <b>8,998.73</b> | <b>6,800.69</b> | <b>90.02</b> |

HPMS CPM Target: 6,157.00 + 4.08 + 67.48 + 289.56 + 282.57 = **6,800.69** miles -- (Ownership=1, Puf<2, and Update<>"D")

**2005 Notes:**

1. The 2005 CPM figure of 6,800.34 was measured in June 2005 for the HPMS report. A natural discrepancy between this Log-based value and that HPMS value is less than a mile. This Highway Log report is considered more current. The Log final value will grow again in CY2006 and beyond as the more E-ramps are cataloged into the Highway Log.
2. As of EOY-2005, the ramp and frontage road system still has not been updated to reflect real conditions. However, localized efforts have been made in cooperation iwht ADOT Right-of-way Titles. The numbers still largely reflect the legacy Highway Log plus any changes that have resulted from new construction projects since 1993. Photo Log imagery on the ramps and frontages and additional right-of-way research (frontages and E-ramps, not on/off ramps) is still critical in confirming the extent of the declared State Highway System.

**Table X(a)**  
**Through Lane Miles of Roadway by District/Org**  
**as of December 31, 2005**

Generated: 10/17/2006  
 Time: 2:41:42PM

| District<br>and<br>Org | Lane<br>Miles<br>Cardinal | Lane Miles in<br>Non-Card on<br>Dual Highway | Ramp Lane Miles |               |        | Frontage Lane Miles |               | Aux/Pass Lane Miles |               |       | Travel<br>Lanes<br>Total | Shoulder Lanes Miles |               | Unpaved       |
|------------------------|---------------------------|--|-----------------|---------------|--------|---------------------|---------------|---------------------|---------------|-------|--------------------------|----------------------|---------------|---------------|
|                        |                           |  | Card            | N-Card        | Cross  | Cardinal            | Non-Card      | Card                | N-Card        | Cross |                          | Cardinal             | Non-Card      |               |
| F 8550                 | 236.13                    | 104.02                                       | 6.29            | 6.62          | 3.05   | 23.54               | 21.15         | 8.22                | 4.00          | 0.00  | <b>413.01</b>            | 88.22                | 62.94         |               |
| F 8551                 | 258.97                    | 79.98  | 5.39            | 5.56          | 4.83   | 11.24               | 14.50         | 11.18               | 0.00          | 0.17  | <b>391.82</b>            | 108.16               | 51.47         |               |
| F 8552                 | 327.28                    | 15.15  | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 23.94               | 0.09          | 0.00  | <b>366.46</b>            | 159.91               | 7.57          | <b>2.28</b>   |
| F 8553                 | 208.65                    | 109.46                                       | 6.62            | 6.17          | 1.82   | 2.23                | 1.73          | 3.28                | 0.49          | 0.00  | <b>340.44</b>            | 86.33                | 67.96         |               |
| F 8554                 | 325.71                    | 0.00   | 0.66            | 0.00          | 0.00   | 0.00                | 0.00          | 19.20               | 0.00          | 0.00  | <b>345.57</b>            | 120.82               | 0.00          |               |
| F 8555                 | 282.81                    | 58.73  | 2.88            | 2.50          | 1.08   | 0.00                | 1.63          | 3.77                | 0.00          | 0.00  | <b>353.40</b>            | 82.35                | 34.79         |               |
| <b>District Totals</b> | <b>1,639.55</b>           | <b>367.34</b>                                | <b>21.83</b>    | <b>20.86</b>  | 10.78  | <b>37.00</b>        | <b>39.01</b>  | <b>69.59</b>        | <b>4.59</b>   | 0.17  | <b>2,210.70</b>          | <b>645.81</b>        | <b>224.74</b> | <b>2.28</b>   |
| G 8350                 | 264.05                    | 0.32   | 0.64            | 0.02          | 0.00   | 0.10                | 0.00          | 24.27               | 0.08          | 0.00  | <b>289.47</b>            | 103.27               | 0.07          |               |
| G 8352                 | 233.11                    | 0.00   | 0.00            | 0.00          | 0.00   | 1.35                | 0.00          | 3.13                | 0.00          | 0.00  | <b>237.59</b>            | 40.35                | 0.00          | <b>109.96</b> |
| G 8353                 | 204.42                    | 15.05  | 2.05            | 0.82          | 0.00   | 0.00                | 0.00          | 12.97               | 0.59          | 0.00  | <b>235.91</b>            | 90.11                | 8.72          |               |
| G 8354                 | 337.65                    | 0.00   | 0.40            | 0.00          | 0.00   | 0.00                | 0.00          | 19.12               | 0.00          | 0.00  | <b>357.17</b>            | 105.51               | 0.00          |               |
| G 8355                 | 295.27                    | 0.00   | 0.29            | 0.00          | 0.00   | 0.00                | 0.00          | 2.71                | 0.00          | 0.00  | <b>298.27</b>            | 77.80                | 0.00          |               |
| G 8356                 | 308.82                    | 0.00   | 0.49            | 0.00          | 0.00   | 0.00                | 0.00          | 9.15                | 0.00          | 0.00  | <b>318.46</b>            | 82.98                | 0.00          |               |
| G 8357                 | 262.97                    | 5.50   | 0.00            | 0.00          | 0.00   | 1.54                | 0.00          | 11.74               | 0.28          | 0.00  | <b>282.04</b>            | 48.26                | 2.12          | <b>15.73</b>  |
| <b>District Totals</b> | <b>1,906.27</b>           | <b>20.88</b>                                 | <b>3.88</b>     | <b>0.84</b>   | 0.00   | <b>2.99</b>         | <b>0.00</b>   | <b>83.10</b>        | <b>0.95</b>   | 0.00  | <b>2,018.92</b>          | <b>548.29</b>        | <b>10.91</b>  | <b>125.69</b> |
| H 8750                 | 293.21                    | 83.21  | 5.73            | 5.38          | 1.29   | 38.79               | 11.97         | 7.20                | 0.64          | 0.00  | <b>447.42</b>            | 94.91                | 55.07         |               |
| H 8751                 | 298.78                    | 88.86  | 5.13            | 5.25          | 6.30   | 8.53                | 36.90         | 3.06                | 1.13          | 0.00  | <b>453.94</b>            | 103.09               | 62.06         |               |
| H 8752                 | 341.45                    | 0.00   | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 4.83                | 0.00          | 0.00  | <b>346.28</b>            | 111.85               | 0.00          |               |
| H 8753                 | 260.97                    | 0.00   | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 3.66                | 0.00          | 0.00  | <b>264.62</b>            | 32.43                | 0.00          |               |
| H 8754                 | 322.23                    | 11.41  | 0.00            | 0.00          | 0.00   | 0.65                | 1.58          | 8.93                | 0.97          | 0.00  | <b>345.76</b>            | 38.45                | 6.91          |               |
| H 8755                 | 175.63                    | 96.24  | 5.28            | 5.04          | 2.65   | 33.49               | 36.84         | 1.45                | 0.00          | 0.00  | <b>356.60</b>            | 82.97                | 63.92         |               |
| <b>District Totals</b> | <b>1,692.26</b>           | <b>279.72</b>                                | <b>16.14</b>    | <b>15.66</b>  | 10.24  | <b>81.45</b>        | <b>87.30</b>  | <b>29.12</b>        | <b>2.74</b>   | 0.00  | <b>2,214.62</b>          | <b>463.71</b>        | <b>187.96</b> | <b>0.00</b>   |
| K 8650                 | 404.05                    | 215.13                                       | 5.27            | 7.20          | 1.78   | 10.61               | 9.06          | 17.87               | 11.06         | 0.00  | <b>682.05</b>            | 199.98               | 126.13        |               |
| K 8651                 | 193.24                    | 148.00                                       | 4.67            | 4.60          | 1.58   | 37.24               | 6.27          | 2.44                | 0.00          | 0.00  | <b>398.04</b>            | 119.09               | 89.82         |               |
| K 8652                 | 283.36                    | 92.38  | 4.81            | 5.04          | 3.31   | 23.53               | 33.69         | 14.73               | 0.27          | 0.00  | <b>461.11</b>            | 95.05                | 58.25         |               |
| K 8653                 | 249.89                    | 41.24  | 1.23            | 0.00          | 0.36   | 0.00                | 0.00          | 11.20               | 0.35          | 0.00  | <b>304.27</b>            | 90.36                | 30.96         |               |
| <b>District Totals</b> | <b>1,130.54</b>           | <b>496.76</b>                                | <b>15.99</b>    | <b>16.85</b>  | 7.02   | <b>71.38</b>        | <b>49.02</b>  | <b>46.23</b>        | <b>11.69</b>  | 0.00  | <b>1,845.47</b>          | <b>504.48</b>        | <b>305.16</b> | <b>0.00</b>   |
| M 787?                 | 185.15                    | 168.49                                       | 32.87           | 31.61         | 29.29  | 48.50               | 51.95         | 20.96               | 22.04         | 10.79 | <b>601.65</b>            | 113.85               | 100.03        |               |
| M 7871                 | 182.98                    | 139.97                                       | 20.43           | 20.10         | 21.20  | 8.10                | 3.99          | 14.09               | 10.58         | 5.00  | <b>426.43</b>            | 90.56                | 76.30         |               |
| M 7873                 | 157.03                    | 153.38                                       | 31.06           | 29.66         | 24.97  | 4.65                | 4.90          | 15.59               | 14.43         | 7.29  | <b>442.95</b>            | 83.83                | 85.93         |               |
| M 7874                 | 428.34                    | 358.81                                       | 60.43           | 58.49         | 74.21  | 19.15               | 19.59         | 39.16               | 35.87         | 15.51 | <b>1,109.55</b>          | 202.29               | 210.39        |               |
| M 7875                 | 188.79                    | 188.01                                       | 28.52           | 31.33         | 30.41  | 24.04               | 25.81         | 18.07               | 20.49         | 9.98  | <b>565.43</b>            | 75.22                | 75.52         |               |
| <b>District Totals</b> | <b>1,142.28</b>           | <b>1,008.65</b>                              | <b>173.30</b>   | <b>171.19</b> | 180.08 | <b>104.44</b>       | <b>106.23</b> | <b>107.86</b>       | <b>103.41</b> | 48.57 | <b>3,146.02</b>          | <b>565.74</b>        | <b>548.17</b> | <b>0.00</b>   |

**Table X(a)**  
**Through Lane Miles of Roadway by District/Org**  
**as of December 31, 2005**

Generated: 10/17/2006

Time: 2:41:42PM

| District and Org       | Lane Miles Cardinal | Lane Miles in Non-Card on Dual Highway | Ramp Lane Miles |               |               | Frontage Lane Miles |               | Aux/Pass Lane Miles |               |              | Travel Lanes Total | Shoulder Lanes Miles |                 | Unpaved       |
|------------------------|---------------------|--|-----------------|---------------|---------------|---------------------|---------------|---------------------|---------------|--------------|--------------------|----------------------|-----------------|---------------|
|                        |                     |  | Card            | N-Card        | Cross         | Cardinal            | Non-Card      | Card                | N-Card        | Cross        |                    | Cardinal             | Non-Card        |               |
| P 8850                 | 298.33              | 15.32                                  | 1.86            | 1.45          | 1.04          | 0.00                | 0.00          | 21.01               | 0.76          | 0.00         | 339.77             | 92.54                | 8.84            |               |
| P 8851                 | 296.42              | 173.15                                 | 7.19            | 7.72          | 5.44          | 6.62                | 8.56          | 13.71               | 4.91          | 0.00         | 523.72             | 147.39               | 108.70          |               |
| P 8852                 | 356.38              | 56.59                                  | 0.68            | 0.08          | 1.75          | 9.87                | 0.00          | 12.49               | 3.58          | 0.00         | 441.42             | 172.33               | 32.69           |               |
| P 8853                 | 308.00              | 79.04                                  | 3.41            | 0.13          | 1.26          | 0.77                | 0.00          | 23.49               | 2.11          | 0.00         | 418.21             | 100.52               | 36.07           |               |
| <b>District Totals</b> | <b>1,259.12</b>     | <b>324.10</b>                          | <b>13.15</b>    | <b>9.38</b>   | <b>9.48</b>   | <b>17.26</b>        | <b>8.56</b>   | <b>70.71</b>        | <b>11.36</b>  | <b>0.00</b>  | <b>1,723.11</b>    | <b>512.78</b>        | <b>186.30</b>   | <b>0.00</b>   |
| S 8450                 | 369.52              | 13.39                                  | 0.55            | 0.00          | 0.17          | 0.00                | 0.00          | 8.08                | 0.24          | 0.00         | 391.94             | 131.70               | 7.07            | 10.75         |
| S 8451                 | 283.07              | 10.41                                  | 0.59            | 0.00          | 0.00          | 0.00                | 0.00          | 6.88                | 0.22          | 0.00         | 301.16             | 81.60                | 2.29            |               |
| S 8452                 | 349.67              | 136.48                                 | 5.92            | 6.25          | 2.60          | 15.75               | 33.80         | 1.22                | 0.82          | 0.00         | 552.51             | 133.96               | 92.46           |               |
| S 8453                 | 335.14              | 111.79                                 | 4.58            | 4.59          | 2.56          | 12.19               | 10.51         | 15.72               | 4.13          | 0.00         | 501.21             | 150.38               | 69.40           |               |
| S 8454                 | 303.22              | 16.90                                  | 1.43            | 0.00          | 0.45          | 0.00                | 0.00          | 8.75                | 1.83          | 0.00         | 332.58             | 132.41               | 9.99            |               |
| <b>District Totals</b> | <b>1,640.62</b>     | <b>288.97</b>                          | <b>13.06</b>    | <b>10.85</b>  | <b>5.77</b>   | <b>27.93</b>        | <b>44.31</b>  | <b>40.65</b>        | <b>7.24</b>   | <b>0.00</b>  | <b>2,079.41</b>    | <b>630.04</b>        | <b>181.20</b>   | <b>10.75</b>  |
| T 8150                 | 143.10              | 142.05                                 | 11.64           | 12.19         | 13.91         | 74.03               | 72.04         | 2.32                | 2.64          | 0.41         | 474.33             | 107.40               | 109.75          |               |
| T 8151                 | 162.00              | 129.15                                 | 8.43            | 8.32          | 7.20          | 20.14               | 22.01         | 5.72                | 4.09          | 1.00         | 368.07             | 80.62                | 65.05           |               |
| T 8152                 | 416.95              | 0.13                                   | 0.63            | 0.00          | 0.00          | 0.00                | 0.07          | 3.00                | 0.00          | 0.00         | 420.79             | 43.88                | 0.00            |               |
| T 8153                 | 320.30              | 67.51                                  | 6.83            | 4.45          | 3.36          | 46.34               | 43.56         | 5.43                | 1.00          | 0.00         | 498.77             | 103.17               | 44.04           | 41.32         |
| T 8154                 | 327.25              | 10.80                                  | 0.60            | 0.19          | 0.25          | 0.00                | 0.00          | 6.48                | 0.58          | 0.00         | 346.15             | 130.98               | 5.80            |               |
| T 8155                 | 342.02              | 220.52                                 | 9.95            | 11.24         | 6.90          | 6.83                | 5.22          | 5.34                | 1.86          | 0.18         | 610.06             | 165.33               | 125.82          |               |
| <b>District Totals</b> | <b>1,711.62</b>     | <b>570.16</b>                          | <b>38.10</b>    | <b>36.39</b>  | <b>31.61</b>  | <b>147.33</b>       | <b>142.90</b> | <b>28.30</b>        | <b>10.17</b>  | <b>1.59</b>  | <b>2,718.17</b>    | <b>631.38</b>        | <b>350.46</b>   | <b>41.32</b>  |
| Y 8250                 | 417.94              | 168.74                                 | 11.28           | 9.26          | 5.08          | 39.65               | 58.18         | 15.61               | 1.14          | 0.00         | 726.87             | 169.39               | 101.31          |               |
| Y 8251                 | 449.38              | 141.62                                 | 5.55            | 5.80          | 3.10          | 7.87                | 2.86          | 17.81               | 1.01          | 0.00         | 635.00             | 167.27               | 83.66           |               |
| Y 8252                 | 355.64              | 252.39                                 | 8.57            | 9.13          | 5.43          | 34.14               | 21.33         | 7.86                | 1.43          | 0.00         | 695.92             | 196.41               | 158.60          |               |
| <b>District Totals</b> | <b>1,222.95</b>     | <b>562.75</b>                          | <b>25.40</b>    | <b>24.19</b>  | <b>13.62</b>  | <b>81.66</b>        | <b>82.36</b>  | <b>41.28</b>        | <b>3.59</b>   | <b>0.00</b>  | <b>2,057.79</b>    | <b>533.07</b>        | <b>343.56</b>   | <b>0.00</b>   |
| Z-Unknown              | 0.01                | 0.00                                   | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.00                | 0.00          | 0.00         | 0.01               | 0.00                 | 0.00            |               |
| <b>District Totals</b> | <b>0.01</b>         | <b>0.00</b>                            | <b>0.00</b>     | <b>0.00</b>   | <b>0.00</b>   | <b>0.00</b>         | <b>0.00</b>   | <b>0.00</b>         | <b>0.00</b>   | <b>0.00</b>  | <b>0.01</b>        | <b>0.00</b>          | <b>0.00</b>     | <b>0.00</b>   |
| <b>Arizona Totals</b>  | <b>13,345.22</b>    | <b>3,919.33</b>                        | <b>320.83</b>   | <b>306.21</b> | <b>268.61</b> | <b>571.45</b>       | <b>559.69</b> | <b>516.84</b>       | <b>155.73</b> | <b>50.32</b> | <b>20,014.22</b>   | <b>5,035.30</b>      | <b>2,338.47</b> | <b>180.04</b> |

**2005 Notes:**

1. Lane mileages in this report are indeed more accurate than those produced in the HPMS and no comparison should be attempted due to the FHWA rules for reporting "though" lanes in HPMS.
2. In 2005 great strides were made in accounting for mainline turning lane mileage statewide. However, many lane values on ramp and frontage systems are still unknown and some are estimated.
3. As of EOY-2005, the ramp and frontage road system still has not been updated to reflect real conditions. The numbers still reflect the legacy Highway Log plus any changes that have resulted from new construction projects since 1993. Photo Log imagery on the ramps and frontages and right-of-way research (frontages, not ramps) is still critical in confirming the extent of the declared State Highway System.
4. Shoulder laneage numbers are experimental. They attempt to quantify the lane equivalency (12-foot assumed) of the shoulders contribution to total pavement area.

**Table V(b)**  
**Centerline Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006  
Time: 3:09:51PM

| District<br>and Route  | Miles in                          |                                   | Non<br>Card<br>In Cpm | Miles of Ramps |               |              |                 | Miles of Frontage Roads |                  |                 | HPMS<br>CPM   | Un-<br>paved |
|------------------------|-----------------------------------|-----------------------------------|-----------------------|----------------|---------------|--------------|-----------------|-------------------------|------------------|-----------------|---------------|--------------|
|                        | Miles in<br>Cardinal<br>Direction | Opposite<br>Direction<br>Dual Hwy |                       | Card<br>Dir    | N-Card<br>Dir | Cross<br>Dir | Ramps<br>In Cpm | Cardinal<br>Side        | Non-Card<br>Side | Total           |               |              |
| F I 015                | 29.43                             | 29.37                             |                       | 1.81           | 1.91          | 0.54         | 0.22            | 0.00                    | 0.82             | 63.34           |               | 0.00         |
| F I 017                | 41.37                             | 40.85                             |                       | 5.65           | 5.54          | 0.84         | 0.38            | 1.11                    | 0.51             | 95.02           |               | 0.00         |
| F I 040                | 83.87                             | 83.93                             |                       | 10.90          | 10.43         | 3.66         | 1.79            | 17.39                   | 17.83            | 224.34          |               | 0.00         |
| F S 064                | 108.31                            | 0.36                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 108.67          |               | 0.00         |
| F S 067                | 30.81                             | 0.00                              |                       | 0.06           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 30.87           |               | 0.00         |
| F S 098                | 57.42                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 57.42           |               | 0.00         |
| F S 179                | 14.49                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 14.49           |               | 0.00         |
| F S 264                | 18.05                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 18.05           |               | 0.00         |
| F S 389                | 32.58                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 32.58           |               | 0.00         |
| F SA089                | 43.99                             | 13.98                             |                       | 0.21           | 0.15          | 0.10         | 0.00            | 0.00                    | 0.36             | 58.69           |               | 0.00         |
| F SB040(4)             | 8.25                              | 0.51                              |                       | 0.11           | 0.16          | 0.00         | 0.00            | 0.00                    | 0.00             | 9.03            |               | 0.00         |
| F SB040(5)             | 1.10                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.10            |               | 0.00         |
| F ST089                | 1.14                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.14            |               | 1.14         |
| F U 089                | 136.50                            | 14.63                             |                       | 0.61           | 0.11          | 0.00         | 0.07            | 0.00                    | 0.00             | 151.85          |               | 0.00         |
| F U 160                | 46.55                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 46.55           |               | 0.00         |
| F U 180                | 49.84                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 49.84           |               | 0.00         |
| F UA089                | 88.83                             | 0.00                              |                       | 0.23           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 89.07           |               | 0.00         |
| <b>District Totals</b> | <b>792.54</b>                     | <b>183.62</b>                     | <b>0.00</b>           | <b>19.58</b>   | <b>18.30</b>  | <b>5.15</b>  | <b>2.46</b>     | <b>18.50</b>            | <b>19.51</b>     | <b>1,052.04</b> | <b>830.55</b> | <b>1.14</b>  |
| G S 061                | 42.47                             | 0.00                              |                       | 0.41           | 0.00          | 0.00         | 0.41            | 0.00                    | 0.00             | 42.88           |               | 0.00         |
| G S 073                | 46.79                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.77                    | 0.00             | 47.56           |               | 0.00         |
| G S 077                | 62.51                             | 0.00                              |                       | 0.26           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 62.77           |               | 0.00         |
| G S 079                | 15.30                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 15.30           |               | 0.00         |
| G S 088                | 26.81                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 26.81           |               | 19.91        |
| G S 177                | 31.69                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 31.69           |               | 0.00         |
| G S 188                | 49.65                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.71                    | 0.00             | 50.36           |               | 0.00         |
| G S 260                | 94.23                             | 2.75                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 96.98           |               | 0.00         |
| G S 261                | 17.92                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 17.92           |               | 0.00         |
| G S 273                | 19.30                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 19.30           |               | 7.01         |
| G S 277                | 30.66                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 30.66           |               | 0.00         |
| G S 288                | 52.42                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 52.42           |               | 35.07        |
| G S 373                | 4.46                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 4.46            |               | 0.00         |
| G S 473                | 9.91                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 9.91            |               | 0.85         |
| G SA180                | 11.20                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 11.20           |               | 0.00         |
| G SS277                | 1.20                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.20            |               | 0.00         |
| G U 060                | 189.71                            | 7.69                              |                       | 2.13           | 0.84          | 0.00         | 0.00            | 0.10                    | 0.00             | 200.46          |               | 0.00         |
| G U 070                | 35.33                             | 0.00                              |                       | 0.21           | 0.00          | 0.00         | 0.15            | 0.00                    | 0.00             | 35.55           |               | 0.00         |
| G U 180                | 96.73                             | 0.00                              |                       | 0.28           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 97.01           |               | 0.00         |
| G U 191                | 57.85                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 57.85           |               | 0.00         |
| <b>District Totals</b> | <b>896.11</b>                     | <b>10.44</b>                      | <b>0.00</b>           | <b>3.29</b>    | <b>0.84</b>   | <b>0.00</b>  | <b>0.56</b>     | <b>1.58</b>             | <b>0.00</b>      | <b>912.26</b>   | <b>897.69</b> | <b>62.85</b> |

**Table V(b)**  
**Centerline Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006  
Time: 3:09:51PM

| District<br>and Route  | Miles in              |                                   | Non<br>Card<br>In Cpm | Miles of Ramps |               |              |                 | Miles of Frontage Roads |                  |                 | HPMS<br>CPM   | Un-<br>paved |
|------------------------|-----------------------|-----------------------------------|-----------------------|----------------|---------------|--------------|-----------------|-------------------------|------------------|-----------------|---------------|--------------|
|                        | Cardinal<br>Direction | Opposite<br>Direction<br>Dual Hwy |                       | Card<br>Dir    | N-Card<br>Dir | Cross<br>Dir | Ramps<br>In Cpm | Cardinal<br>Side        | Non-Card<br>Side | Total           |               |              |
| H I 040                | 129.55                | 129.62                            |                       | 16.14          | 15.49         | 4.96         | 1.33            | 40.40                   | 42.86            | 374.06          |               | 0.00         |
| H S 077                | 41.28                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 41.28           |               | 0.00         |
| H S 087                | 113.62                | 1.06                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 114.68          |               | 0.00         |
| H S 098                | 9.43                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 9.43            |               | 0.00         |
| H S 099                | 34.38                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 34.38           |               | 0.00         |
| H S 264                | 136.30                | 5.87                              |                       | 0.16           | 0.00          | 0.00         | 0.00            | 0.32                    | 0.79             | 143.45          |               | 0.00         |
| H S 377                | 33.83                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 33.83           |               | 0.00         |
| H S 564                | 9.16                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 9.16            |               | 0.00         |
| H SB040(6)             | 3.63                  | 3.15                              | 2.55                  | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 6.79            |               | 0.00         |
| H SB040(7)             | 2.83                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 2.83            |               | 0.00         |
| H SB040(8)             | 5.04                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 5.04            |               | 0.00         |
| H SS040                | 1.88                  | 0.33                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 2.21            |               | 0.00         |
| H U 064                | 4.14                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 4.14            |               | 0.00         |
| H U 160                | 112.80                | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 112.80          |               | 0.00         |
| H U 163                | 23.21                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 23.21           |               | 0.00         |
| H U 180                | 17.56                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 17.56           |               | 0.00         |
| H U 191                | 154.64                | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 154.64          |               | 0.00         |
| <b>District Totals</b> | <b>833.30</b>         | <b>140.03</b>                     | <b>2.55</b>           | <b>16.30</b>   | <b>15.49</b>  | <b>4.96</b>  | <b>1.33</b>     | <b>40.73</b>            | <b>43.65</b>     | <b>1,089.50</b> | <b>917.67</b> | <b>0.00</b>  |
| K I 040                | 145.69                | 145.60                            |                       | 12.76          | 13.45         | 3.57         | 0.13            | 35.69                   | 24.51            | 377.70          |               | 0.00         |
| K S 066                | 66.51                 | 5.28                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 71.78           |               | 0.00         |
| K S 068                | 27.52                 | 20.88                             |                       | 0.81           | 0.90          | 0.00         | 0.00            | 0.00                    | 0.00             | 50.12           |               | 0.00         |
| K S 071                | 0.00                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.00            |               | 0.00         |
| K S 089                | 16.99                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 16.99           |               | 0.00         |
| K S 095                | 63.56                 | 2.23                              |                       | 0.08           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 65.87           |               | 0.00         |
| K S 096                | 17.77                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 17.77           |               | 0.00         |
| K S 097                | 10.90                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 10.90           |               | 0.00         |
| K SB040(0)             | 0.55                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.55            |               | 0.00         |
| K SB040(1)             | 4.25                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 4.25            |               | 0.00         |
| K SB040(2)             | 1.49                  | 0.93                              | 0.93                  | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 2.42            |               | 0.00         |
| K SS095(3)             | 0.77                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.77            |               | 0.00         |
| K U 093                | 160.49                | 80.61                             |                       | 1.75           | 1.46          | 0.00         | 0.00            | 0.00                    | 0.00             | 244.31          |               | 0.00         |
| <b>District Totals</b> | <b>516.49</b>         | <b>255.53</b>                     | <b>0.93</b>           | <b>15.40</b>   | <b>15.80</b>  | <b>3.57</b>  | <b>0.13</b>     | <b>35.69</b>            | <b>24.51</b>     | <b>863.43</b>   | <b>576.69</b> | <b>0.00</b>  |



**Table V(b)**  
**Centerline Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006  
Time: 3:09:51PM

| District<br>and Route  | Miles in              |                                   | Non<br>Card<br>In Cpm | Miles of Ramps |               |              |                 | Miles of Frontage Roads |                  |                 | HPMS<br>CPM   | Un-<br>paved |
|------------------------|-----------------------|-----------------------------------|-----------------------|----------------|---------------|--------------|-----------------|-------------------------|------------------|-----------------|---------------|--------------|
|                        | Cardinal<br>Direction | Opposite<br>Direction<br>Dual Hwy |                       | Card<br>Dir    | N-Card<br>Dir | Cross<br>Dir | Ramps<br>In Cpm | Cardinal<br>Side        | Non-Card<br>Side | Total           |               |              |
| M I 010                | 63.84                 | 63.86                             |                       | 25.22          | 24.52         | 6.73         | 5.63            | 3.07                    | 3.16             | 183.66          |               | 0.00         |
| M I 017                | 38.17                 | 38.20                             |                       | 9.32           | 10.14         | 4.30         | 3.82            | 24.12                   | 26.53            | 146.49          |               | 0.00         |
| M S 051                | 16.68                 | 16.12                             |                       | 7.24           | 8.38          | 2.00         | 1.82            | 0.00                    | 0.00             | 48.43           |               | 0.00         |
| M S 074                | 8.47                  | 0.00                              |                       | 0.42           | 0.00          | 0.00         | 0.42            | 0.26                    | 0.00             | 9.15            |               | 0.00         |
| M S 085(2)             | 5.99                  | 2.53                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 8.52            |               | 0.00         |
| M S 087                | 46.00                 | 43.28                             |                       | 0.09           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 89.37           |               | 0.00         |
| M S 088                | 18.86                 | 0.00                              |                       | 0.06           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 18.92           |               | 0.00         |
| M S 101                | 61.00                 | 59.92                             |                       | 27.56          | 26.48         | 7.81         | 7.32            | 22.30                   | 22.29            | 219.54          |               | 0.00         |
| M S 143                | 3.93                  | 3.93                              |                       | 1.96           | 1.69          | 0.28         | 0.28            | 0.90                    | 0.45             | 12.86           |               | 0.00         |
| M S 153                | 2.12                  | 2.12                              |                       | 0.16           | 1.01          | 0.16         | 0.08            | 0.00                    | 0.00             | 5.41            |               | 0.00         |
| M S 202                | 37.47                 | 37.37                             |                       | 19.73          | 18.99         | 11.24        | 9.92            | 1.63                    | 1.91             | 117.10          |               | 0.00         |
| M S 303                | 15.44                 | 1.74                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 17.18           |               | 0.00         |
| M S 303(1)             | 0.43                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.43            |               | 0.00         |
| M S 347                | 5.13                  | 5.14                              |                       | 0.00           | 0.00          | 2.02         | 2.02            | 0.00                    | 0.00             | 10.27           |               | 0.00         |
| M S 587                | 5.78                  | 0.24                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 6.01            |               | 0.00         |
| M SS202                | 1.91                  | 1.73                              |                       | 0.32           | 0.86          | 0.09         | 0.00            | 0.00                    | 0.00             | 4.82            |               | 0.00         |
| M U 060                | 58.32                 | 57.95                             |                       | 12.85          | 14.31         | 9.87         | 9.57            | 1.76                    | 0.00             | 145.19          |               | 0.00         |
| M UX060                | 1.91                  | 1.76                              |                       | 0.19           | 0.17          | 0.00         | 0.00            | 0.00                    | 0.00             | 4.03            |               | 0.00         |
| M UX060(1)             | 5.02                  | 5.02                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 10.04           |               | 0.00         |
| <b>District Totals</b> | <b>396.48</b>         | <b>340.92</b>                     | <b>0.00</b>           | <b>105.12</b>  | <b>106.54</b> | <b>44.50</b> | <b>40.89</b>    | <b>54.03</b>            | <b>54.33</b>     | <b>1,057.42</b> | <b>504.84</b> | <b>0.00</b>  |
| P I 017                | 66.58                 | 66.45                             |                       | 6.54           | 7.11          | 2.27         | 1.17            | 0.67                    | 2.51             | 149.86          |               | 0.00         |
| P S 069                | 33.88                 | 17.61                             |                       | 0.12           | 0.00          | 0.26         | 0.26            | 1.72                    | 1.19             | 54.52           |               | 0.00         |
| P S 071                | 24.16                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 24.16           |               | 0.00         |
| P S 072                | 0.01                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.01            |               | 0.00         |
| P S 074                | 22.10                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 22.10           |               | 0.00         |
| P S 087                | 69.79                 | 31.70                             |                       | 1.33           | 0.00          | 0.24         | 1.34            | 0.38                    | 0.00             | 103.20          |               | 0.00         |
| P S 089                | 85.42                 | 5.24                              |                       | 0.06           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 90.72           |               | 0.00         |
| P S 169                | 15.16                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 15.16           |               | 0.00         |
| P S 188                | 11.20                 | 0.00                              |                       | 0.42           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 11.63           |               | 0.00         |
| P S 260                | 96.21                 | 10.63                             |                       | 0.00           | 0.13          | 0.39         | 0.33            | 0.93                    | 0.58             | 108.47          |               | 0.00         |
| P SA089                | 35.89                 | 6.56                              | 0.18                  | 1.29           | 1.45          | 0.39         | 0.39            | 0.00                    | 0.00             | 45.19           |               | 0.00         |
| P SAS89                | 1.80                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.80            |               | 0.00         |
| P SX260(1)             | 2.02                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 2.02            |               | 0.00         |
| P SX260(2)             | 0.43                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.43            |               | 0.00         |
| P SY089                | 0.10                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.10            |               | 0.00         |
| P U 060                | 88.82                 | 25.57                             |                       | 0.00           | 0.00          | 0.87         | 0.87            | 4.94                    | 0.00             | 119.33          |               | 0.00         |
| P U 093                | 16.77                 | 0.38                              |                       | 0.47           | 0.08          | 0.00         | 0.00            | 0.00                    | 0.00             | 17.69           |               | 0.00         |
| <b>District Totals</b> | <b>570.35</b>         | <b>164.14</b>                     | <b>0.18</b>           | <b>10.23</b>   | <b>8.76</b>   | <b>4.43</b>  | <b>4.36</b>     | <b>8.63</b>             | <b>4.28</b>      | <b>766.39</b>   | <b>583.26</b> | <b>0.00</b>  |

**Table V(b)**  
**Centerline Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006  
Time: 3:09:51PM

| District<br>and Route  | Miles in              |                                   | Non<br>Card<br>In Cpm | Miles of Ramps |               |              |                 | Miles of Frontage Roads |                  |               | HPMS<br>CPM   | Un-<br>paved |
|------------------------|-----------------------|-----------------------------------|-----------------------|----------------|---------------|--------------|-----------------|-------------------------|------------------|---------------|---------------|--------------|
|                        | Cardinal<br>Direction | Opposite<br>Direction<br>Dual Hwy |                       | Card<br>Dir    | N-Card<br>Dir | Cross<br>Dir | Ramps<br>In Cpm | Cardinal<br>Side        | Non-Card<br>Side | Total         |               |              |
| S I 010                | 103.02                | 103.04                            |                       | 10.06          | 10.85         | 2.58         | 1.12            | 13.97                   | 22.15            | 263.09        |               | 0.00         |
| S S 075                | 19.39                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 19.39         |               | 0.00         |
| S S 078                | 19.47                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 19.47         |               | 0.00         |
| S S 080                | 120.11                | 8.78                              |                       | 1.53           | 0.00          | 0.22         | 0.15            | 0.00                    | 0.00             | 130.42        |               | 0.00         |
| S S 082                | 16.29                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 16.29         |               | 0.00         |
| S S 090                | 46.77                 | 20.64                             |                       | 0.11           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 67.51         |               | 0.00         |
| S S 092                | 33.91                 | 0.14                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 34.05         |               | 0.00         |
| S S 181                | 26.80                 | 0.00                              |                       | 0.17           | 0.00          | 0.00         | 0.17            | 0.00                    | 0.00             | 26.98         |               | 0.00         |
| S S 186                | 32.68                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 32.68         |               | 0.00         |
| S S 266                | 19.18                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 19.18         |               | 0.00         |
| S S 366                | 28.22                 | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 28.22         |               | 5.37         |
| S SB010(3)             | 3.50                  | 0.52                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 4.02          |               | 0.00         |
| S SB010(4)             | 8.33                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 8.33          |               | 0.00         |
| S SB010(5)             | 4.32                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 4.32          |               | 0.00         |
| S SB010(6)             | 3.89                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 3.89          |               | 0.00         |
| S SS090(1)             | 0.12                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.12          |               | 0.00         |
| S SS090(2)             | 0.40                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.40          |               | 0.00         |
| S SS266                | 3.03                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 3.03          |               | 0.00         |
| S U 070                | 86.79                 | 0.00                              |                       | 0.22           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 87.01         |               | 0.00         |
| S U 191                | 183.48                | 12.05                             |                       | 0.41           | 0.00          | 0.08         | 0.29            | 0.00                    | 0.00             | 195.94        |               | 0.00         |
| S UB191                | 1.15                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.15          |               | 0.00         |
| S UX191                | 14.32                 | 0.00                              |                       | 0.15           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 14.47         |               | 0.00         |
| S UY191(1)             | 3.51                  | 0.00                              |                       | 0.07           | 0.00          | 0.00         | 0.07            | 0.00                    | 0.00             | 3.58          |               | 0.00         |
| <b>District Totals</b> | <b>778.68</b>         | <b>145.16</b>                     | <b>0.00</b>           | <b>12.72</b>   | <b>10.85</b>  | <b>2.89</b>  | <b>1.80</b>     | <b>13.97</b>            | <b>22.15</b>     | <b>983.53</b> | <b>814.80</b> | <b>5.37</b>  |

**Table V(b)**  
**Centerline Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006  
Time: 3:09:51PM

| District<br>and Route  | Miles in                          |                                   | Non<br>Card<br>In Cpm | Miles of Ramps |               |              |                 | Miles of Frontage Roads |                  |                 | HPMS<br>CPM   | Un-<br>paved |
|------------------------|-----------------------------------|-----------------------------------|-----------------------|----------------|---------------|--------------|-----------------|-------------------------|------------------|-----------------|---------------|--------------|
|                        | Miles in<br>Cardinal<br>Direction | Opposite<br>Direction<br>Dual Hwy |                       | Card<br>Dir    | N-Card<br>Dir | Cross<br>Dir | Ramps<br>In Cpm | Cardinal<br>Side        | Non-Card<br>Side | Total           |               |              |
| T I 008                | 30.72                             | 30.71                             |                       | 3.38           | 2.91          | 1.02         | 0.26            | 0.46                    | 0.00             | 68.19           |               | 0.00         |
| T I 010                | 112.89                            | 113.13                            |                       | 16.52          | 18.27         | 8.31         | 7.63            | 41.38                   | 40.22            | 342.41          |               | 0.00         |
| T I 019                | 63.70                             | 63.61                             |                       | 11.58          | 10.69         | 4.41         | 2.61            | 33.28                   | 32.73            | 215.60          |               | 0.00         |
| T S 077                | 54.88                             | 20.98                             |                       | 0.70           | 0.06          | 0.12         | 0.35            | 0.00                    | 0.00             | 76.63           |               | 0.00         |
| T S 079                | 43.10                             | 0.64                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 43.74           |               | 0.00         |
| T S 082                | 49.44                             | 0.53                              |                       | 0.47           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 50.45           |               | 0.00         |
| T S 083                | 53.42                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 53.42           |               | 20.66        |
| T S 084                | 23.69                             | 1.99                              |                       | 0.22           | 0.74          | 0.00         | 0.18            | 0.00                    | 0.00             | 26.64           |               | 0.00         |
| T S 085(1)             | 48.04                             | 0.07                              |                       | 0.34           | 0.00          | 0.00         | 0.32            | 0.00                    | 0.07             | 48.52           |               | 0.00         |
| T S 086                | 118.11                            | 3.95                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 122.06          |               | 0.00         |
| T S 087                | 43.34                             | 0.13                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 43.47           |               | 0.00         |
| T S 187                | 5.43                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 5.43            |               | 0.00         |
| T S 189                | 3.74                              | 0.45                              |                       | 0.59           | 0.13          | 0.00         | 0.27            | 0.00                    | 0.00             | 4.91            |               | 0.00         |
| T S 210                | 4.44                              | 4.34                              |                       | 0.71           | 0.76          | 0.09         | 0.00            | 0.00                    | 0.00             | 10.25           |               | 0.00         |
| T S 238                | 20.27                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 20.27           |               | 0.00         |
| T S 286                | 45.04                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 45.04           |               | 0.00         |
| T S 287                | 22.20                             | 0.99                              |                       | 0.05           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 23.24           |               | 0.00         |
| T S 289                | 10.33                             | 0.37                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 10.70           |               | 0.00         |
| T S 347                | 23.37                             | 21.64                             |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 45.01           |               | 0.00         |
| T S 386                | 11.88                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 11.88           |               | 0.00         |
| T S 387                | 15.71                             | 5.37                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.49                    | 0.00             | 21.56           |               | 0.00         |
| T S 587                | 0.32                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.32            |               | 0.00         |
| T SB019(1)             | 5.74                              | 2.58                              | 0.43                  | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 8.32            |               | 0.00         |
| T SB079                | 2.05                              | 0.64                              |                       | 0.04           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 2.74            |               | 0.00         |
| T SY086                | 0.23                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.23            |               | 0.00         |
| <b>District Totals</b> | <b>812.08</b>                     | <b>272.12</b>                     | <b>0.43</b>           | <b>34.62</b>   | <b>33.56</b>  | <b>13.95</b> | <b>11.62</b>    | <b>75.61</b>            | <b>73.02</b>     | <b>1,301.00</b> | <b>960.71</b> | <b>20.66</b> |
| Y I 008                | 147.56                            | 147.64                            |                       | 13.87          | 13.18         | 3.18         | 2.08            | 34.19                   | 36.03            | 392.48          |               | 0.00         |
| Y I 010                | 112.23                            | 112.19                            |                       | 9.77           | 9.81          | 2.78         | 1.86            | 4.40                    | 4.52             | 252.93          |               | 0.00         |
| Y S 072                | 36.73                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 36.73           |               | 0.00         |
| Y S 085(1)             | 32.11                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 32.11           |               | 0.00         |
| Y S 085(2)             | 28.82                             | 17.80                             |                       | 0.65           | 0.87          | 0.78         | 0.40            | 2.23                    | 0.56             | 50.94           |               | 0.00         |
| Y S 095                | 52.91                             | 0.16                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 53.07           |               | 0.00         |
| Y S 195                | 4.49                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 4.49            |               | 0.00         |
| Y S 280                | 1.46                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 1.46            |               | 0.00         |
| Y SB008(1)             | 11.04                             | 3.06                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 14.10           |               | 0.00         |
| Y SB008(3)             | 5.60                              | 0.63                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 6.24            |               | 0.00         |
| Y SB010(1)             | 2.93                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 2.93            |               | 0.00         |
| Y SS095(1)             | 0.85                              | 0.00                              |                       | 0.13           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 0.99            |               | 0.00         |
| Y SS095(2)             | 0.86                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.86            |               | 0.00         |
| Y U 060                | 18.68                             | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 18.68           |               | 0.00         |
| Y U 095                | 104.23                            | 0.09                              |                       | 0.18           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 104.50          |               | 0.00         |
| Y UT095                | 0.45                              | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.45            |               | 0.00         |
| <b>District Totals</b> | <b>560.96</b>                     | <b>281.57</b>                     | <b>0.00</b>           | <b>24.61</b>   | <b>23.87</b>  | <b>6.73</b>  | <b>4.34</b>     | <b>40.83</b>            | <b>41.11</b>     | <b>972.95</b>   | <b>642.91</b> | <b>0.00</b>  |

**Table V(b)**  
**Centerline Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006  
Time: 3:09:51PM

| District<br>and Route  | Miles in              |                                   | Non<br>Card<br>In Cpm | Miles of Ramps |               |              |                 | Miles of Frontage Roads |                  |                 | HPMS<br>CPM     | Un-<br>paved |
|------------------------|-----------------------|-----------------------------------|-----------------------|----------------|---------------|--------------|-----------------|-------------------------|------------------|-----------------|-----------------|--------------|
|                        | Cardinal<br>Direction | Opposite<br>Direction<br>Dual Hwy |                       | Card<br>Dir    | N-Card<br>Dir | Cross<br>Dir | Ramps<br>In Cpm | Cardinal<br>Side        | Non-Card<br>Side | Total           |                 |              |
| Z I 008                | 0.00                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.00            |                 | 0.00         |
| Z I 015                | 0.00                  | 0.00                              |                       | 0.10           | 0.10          | 0.00         | 0.00            | 0.00                    | 0.00             | 0.20            |                 | 0.00         |
| Z I 040                | 0.00                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 0.00            |                 | 0.00         |
| Z S 078                | 0.00                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.00            |                 | 0.00         |
| Z S 085(1)             | 0.00                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         | 0.00            | 0.00                    | 0.00             | 0.00            |                 |              |
| Z SB008(1)             | 0.00                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.00            |                 | 0.00         |
| Z SS095(1)             | 0.00                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.00            |                 | 0.00         |
| Z U 093                | 0.00                  | 0.00                              |                       | 0.00           | 0.00          | 0.00         |                 | 0.00                    | 0.00             | 0.00            |                 | 0.00         |
| <b>District Totals</b> | <b>0.00</b>           | <b>0.00</b>                       | <b>0.00</b>           | <b>0.10</b>    | <b>0.10</b>   | <b>0.00</b>  | <b>0.00</b>     | <b>0.00</b>             | <b>0.00</b>      | <b>0.21</b>     | <b>0.00</b>     | <b>0.00</b>  |
| <b>Arizona Totals</b>  | <b>6,157.00</b>       | <b>1,793.54</b>                   | <b>4.08</b>           | <b>241.96</b>  | <b>234.10</b> | <b>86.19</b> | <b>67.48</b>    | <b>289.56</b>           | <b>282.57</b>    | <b>8,998.73</b> | <b>6,800.69</b> | <b>90.02</b> |

HPMS CPM Target: 6,157.00 +4.08 +67.48 + 289.56 + 282.57 = **6,800.69** miles -- (Ownership=1, Puf<2, and Update<>"D")

**2005 Notes:**

1. The 2005 CPM figure of 6,800.34 was measured in June 2005 for the HPMS report. A natural discrepancy between this Log-based value and that HPMS value is less than a mile. This Highway Log report is considered more current. The Log final value will grow again in CY2006 and beyond as the more E-ramps are cataloged into the Highway Log.
2. As of EOY-2005, the ramp and frontage road system still has not been updated to reflect real conditions. However, localized efforts have been made in cooperation iwht ADOT Right-of-way Titles. The numbers still largely reflect the legacy Highway Log plus any changes that have resulted from new construction projects since 1993. Photo Log imagery on the ramps and frontages and additional right-of-way research (frontages and E-ramps, not on/off ramps) is still critical in confirming the extent of the declared State Highway System.

**Table X(b)**  
**Through Lane Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006

Time: 3:07:07PM

| District and Route     | Lane Miles      | Lane Miles in Non-Card on Dual Highway | Ramp Lane Miles |              |              | Frontage Lane Miles |              | Aux/Pass Lane Miles |             |             | Travel Lanes Total | Shoulder Lanes Miles |               | Unpaved       |
|------------------------|-----------------|--|-----------------|--------------|--------------|---------------------|--------------|---------------------|-------------|-------------|--------------------|----------------------|---------------|---------------|
|                        | Cardinal        |  | Card            | N-Card       | Cross        | Cardinal            | Non-Card     | Card                | N-Card      | Cross       |                    | Cardinal             | Non-Card      |               |
| F I 015                | 58.87           | 58.73                                  | 2.52            | 2.50         | 1.08         | 0.00                | 1.63         | 0.00                | 0.00        | 0.00        | 125.34             | 34.10                | 34.79         |               |
| F I 017                | 82.73           | 81.70                                  | 6.17            | 5.54         | 1.69         | 2.23                | 1.02         | 0.00                | 0.20        | 0.00        | 181.27             | 50.51                | 52.10         |               |
| F I 040                | 167.74          | 167.86                                 | 11.81           | 12.14        | 7.81         | 34.78               | 35.65        | 3.37                | 1.10        | 0.00        | 442.25             | 107.32               | 107.50        |               |
| F S 064                | 219.56          | 0.36                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 8.49                | 0.00        | 0.17        | 228.58             | 91.03                | 0.10          |               |
| F S 067                | 61.62           | 0.00                                   | 0.12            | 0.00         | 0.00         | 0.00                | 0.00         | 2.33                | 0.00        | 0.00        | 64.07              | 10.27                | 0.00          |               |
| F S 098                | 114.84          | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 2.54                | 0.00        | 0.00        | 117.38             | 47.85                | 0.00          |               |
| F S 179                | 30.04           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 3.07                | 0.00        | 0.00        | 33.11              | 7.66                 | 0.00          |               |
| F S 264                | 36.11           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.28                | 0.00        | 0.00        | 36.39              | 3.01                 | 0.00          |               |
| F S 389                | 65.16           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 1.44                | 0.00        | 0.00        | 66.60              | 26.98                | 0.00          |               |
| F SA089                | 99.84           | 27.95                                  | 0.21            | 0.15         | 0.21         | 0.00                | 0.71         | 0.96                | 0.28        | 0.00        | 130.31             | 27.87                | 15.66         |               |
| F SB040(4)             | 27.90           | 1.03                                   | 0.11            | 0.31         | 0.00         | 0.00                | 0.00         | 3.19                | 0.00        | 0.00        | 32.54              | 4.41                 | 0.24          |               |
| F SB040(5)             | 1.91            | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 1.91               | 1.28                 | 0.00          |               |
| F ST089                | 2.28            | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 2.28               | 0.00                 | 0.00          | 2.28          |
| F U 089                | 296.11          | 29.71                                  | 0.66            | 0.21         | 0.00         | 0.00                | 0.00         | 36.78               | 3.00        | 0.00        | 366.47             | 157.32               | 14.34         |               |
| F U 160                | 93.91           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 4.44                | 0.00        | 0.00        | 98.34              | 41.49                | 0.00          |               |
| F U 180                | 99.68           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 2.59                | 0.00        | 0.00        | 102.27             | 14.59                | 0.00          |               |
| F UA089                | 181.26          | 0.00                                   | 0.23            | 0.00         | 0.00         | 0.00                | 0.00         | 0.12                | 0.00        | 0.00        | 181.61             | 20.12                | 0.00          |               |
| <b>District Totals</b> | <b>1,639.55</b> | <b>367.34</b>                          | <b>21.83</b>    | <b>20.86</b> | <b>10.78</b> | <b>37.00</b>        | <b>39.01</b> | <b>69.59</b>        | <b>4.59</b> | <b>0.17</b> | <b>2,210.70</b>    | <b>645.81</b>        | <b>224.74</b> | <b>2.28</b>   |
| G S 061                | 84.94           | 0.00                                   | 0.41            | 0.00         | 0.00         | 0.00                | 0.00         | 1.27                | 0.00        | 0.00        | 86.62              | 4.64                 | 0.00          |               |
| G S 073                | 102.68          | 0.00                                   | 0.00            | 0.00         | 0.00         | 1.54                | 0.00         | 7.13                | 0.00        | 0.00        | 111.35             | 24.07                | 0.00          |               |
| G S 077                | 138.66          | 0.00                                   | 0.26            | 0.00         | 0.00         | 0.00                | 0.00         | 7.32                | 0.00        | 0.00        | 146.24             | 51.04                | 0.00          |               |
| G S 079                | 30.60           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.91                | 0.00        | 0.00        | 31.52              | 19.48                | 0.00          |               |
| G S 088                | 53.61           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 53.61              | 0.33                 | 0.00          | 39.82         |
| G S 177                | 63.92           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 63.92              | 18.27                | 0.00          |               |
| G S 188                | 107.51          | 0.00                                   | 0.00            | 0.00         | 0.00         | 1.35                | 0.00         | 8.59                | 0.00        | 0.00        | 117.45             | 50.49                | 0.00          |               |
| G S 260                | 232.46          | 5.50                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 7.18                | 0.28        | 0.00        | 245.42             | 52.61                | 2.12          |               |
| G S 261                | 35.84           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 35.84              | 0.00                 | 0.00          |               |
| G S 273                | 38.60           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 38.60              | 4.64                 | 0.00          | 14.03         |
| G S 277                | 61.31           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 1.89                | 0.00        | 0.00        | 63.20              | 8.45                 | 0.00          |               |
| G S 288                | 104.84          | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 104.84             | 5.14                 | 0.00          | 70.15         |
| G S 373                | 8.91            | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.06                | 0.00        | 0.00        | 8.98               | 1.49                 | 0.00          |               |
| G S 473                | 19.81           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 19.81              | 0.00                 | 0.00          | 1.70          |
| G SA180                | 22.39           | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 22.39              | 3.91                 | 0.00          |               |
| G SS277                | 2.40            | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | 2.40               | 0.00                 | 0.00          |               |
| G U 060                | 412.85          | 15.38                                  | 2.57            | 0.84         | 0.00         | 0.10                | 0.00         | 38.91               | 0.67        | 0.00        | 471.32             | 161.97               | 8.79          |               |
| G U 070                | 72.87           | 0.00                                   | 0.36            | 0.00         | 0.00         | 0.00                | 0.00         | 2.91                | 0.00        | 0.00        | 76.13              | 30.20                | 0.00          |               |
| G U 180                | 196.36          | 0.00                                   | 0.28            | 0.00         | 0.00         | 0.00                | 0.00         | 6.37                | 0.00        | 0.00        | 203.01             | 100.11               | 0.00          |               |
| G U 191                | 115.70          | 0.00                                   | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.57                | 0.00        | 0.00        | 116.27             | 11.45                | 0.00          |               |
| <b>District Totals</b> | <b>1,906.27</b> | <b>20.88</b>                           | <b>3.88</b>     | <b>0.84</b>  | <b>0.00</b>  | <b>2.99</b>         | <b>0.00</b>  | <b>83.10</b>        | <b>0.95</b> | <b>0.00</b> | <b>2,018.92</b>    | <b>548.29</b>        | <b>10.91</b>  | <b>125.69</b> |

**Table X(b)**  
**Through Lane Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006

Time: 3:07:07PM

| District and Route     | Lane Miles      | Lane Miles in Non-Card on | Ramp Lane Miles |              |              | Frontage Lane Miles |              | Aux/Pass Lane Miles |              |             | Travel Lanes Total | Shoulder Lanes Miles |               | Unpaved     |
|------------------------|-----------------|---------------------------|-----------------|--------------|--------------|---------------------|--------------|---------------------|--------------|-------------|--------------------|----------------------|---------------|-------------|
|                        | Cardinal        | Dual Highway              | Card            | N-Card       | Cross        | Cardinal            | Non-Card     | Card                | N-Card       | Cross       |                    | Cardinal             | Non-Card      |             |
| H I 040                | 259.11          | 259.24                    | 16.14           | 15.66        | 10.24        | 80.81               | 85.72        | 1.58                | 1.55         | 0.00        | 730.05             | 171.69               | 175.62        |             |
| H S 077                | 85.13           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 4.89                | 0.00         | 0.00        | 90.01              | 12.15                | 0.00          |             |
| H S 087                | 227.23          | 2.12                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 2.17                | 0.00         | 0.00        | 231.52             | 51.65                | 1.06          |             |
| H S 098                | 18.87           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.11                | 0.00         | 0.00        | 18.98              | 7.86                 | 0.00          |             |
| H S 099                | 68.77           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00         | 0.00        | 68.77              | 7.31                 | 0.00          |             |
| H S 264                | 282.00          | 11.41                     | 0.00            | 0.00         | 0.00         | 0.65                | 1.58         | 10.38               | 0.97         | 0.00        | 306.98             | 34.80                | 6.91          |             |
| H S 377                | 67.65           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.08                | 0.00         | 0.00        | 67.73              | 0.11                 | 0.00          |             |
| H S 564                | 18.33           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00         | 0.00        | 18.33              | 1.53                 | 0.00          |             |
| H SB040(6)             | 7.27            | 6.30                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.39                | 0.14         | 0.00        | 14.10              | 4.26                 | 4.04          |             |
| H SB040(7)             | 6.60            | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.08                | 0.00         | 0.00        | 6.69               | 2.72                 | 0.00          |             |
| H SB040(8)             | 15.47           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 1.22                | 0.00         | 0.00        | 16.69              | 3.25                 | 0.00          |             |
| H SS040                | 3.76            | 0.65                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.05                | 0.08         | 0.00        | 4.54               | 2.40                 | 0.33          |             |
| H U 064                | 8.28            | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.07                | 0.00         | 0.00        | 8.35               | 3.45                 | 0.00          |             |
| H U 160                | 226.26          | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 4.39                | 0.00         | 0.00        | 230.65             | 93.95                | 0.00          |             |
| H U 163                | 50.71           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.26                | 0.00         | 0.00        | 50.97              | 3.47                 | 0.00          |             |
| H U 180                | 35.12           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.26                | 0.00         | 0.00        | 35.38              | 21.75                | 0.00          |             |
| H U 191                | 311.70          | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 3.18                | 0.00         | 0.00        | 314.89             | 41.36                | 0.00          |             |
| <b>District Totals</b> | <b>1,692.26</b> | <b>279.72</b>             | <b>16.14</b>    | <b>15.66</b> | <b>10.24</b> | <b>81.45</b>        | <b>87.30</b> | <b>29.12</b>        | <b>2.74</b>  | <b>0.00</b> | <b>2,214.62</b>    | <b>463.71</b>        | <b>187.96</b> | <b>0.00</b> |
| K I 040                | 291.38          | 291.21                    | 13.05           | 13.93        | 7.02         | 71.38               | 49.02        | 1.96                | 4.79         | 0.00        | 743.74             | 183.94               | 181.51        |             |
| K S 066                | 133.82          | 9.79                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 10.07               | 1.95         | 0.00        | 155.63             | 86.19                | 5.31          |             |
| K S 068                | 68.27           | 41.76                     | 0.81            | 0.90         | 0.00         | 0.00                | 0.00         | 2.49                | 1.34         | 0.00        | 115.56             | 31.96                | 21.85         |             |
| K S 071                | 0.00            | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00         | 0.00        | 0.00               | 0.00                 | 0.00          |             |
| K S 089                | 33.98           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.33                | 0.00         | 0.00        | 34.31              | 21.77                | 0.00          |             |
| K S 095                | 193.82          | 4.45                      | 0.17            | 0.00         | 0.00         | 0.00                | 0.00         | 14.73               | 0.27         | 0.00        | 213.44             | 39.02                | 2.60          |             |
| K S 096                | 35.55           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.85                | 0.00         | 0.00        | 36.40              | 6.60                 | 0.00          |             |
| K S 097                | 21.80           | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00         | 0.00        | 21.80              | 4.16                 | 0.00          |             |
| K SB040(0)             | 2.19            | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.07                | 0.00         | 0.00        | 2.26               | 0.44                 | 0.00          |             |
| K SB040(1)             | 9.99            | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.14                | 0.00         | 0.00        | 10.13              | 4.91                 | 0.00          |             |
| K SB040(2)             | 2.98            | 1.86                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00         | 0.00        | 4.84               | 2.33                 | 0.93          |             |
| K SS095(3)             | 1.55            | 0.00                      | 0.00            | 0.00         | 0.00         | 0.00                | 0.00         | 0.00                | 0.00         | 0.00        | 1.55               | 0.00                 | 0.00          |             |
| K U 093                | 335.22          | 147.68                    | 1.96            | 2.02         | 0.00         | 0.00                | 0.00         | 15.59               | 3.34         | 0.00        | 505.81             | 123.17               | 92.97         |             |
| <b>District Totals</b> | <b>1,130.54</b> | <b>496.76</b>             | <b>15.99</b>    | <b>16.85</b> | <b>7.02</b>  | <b>71.38</b>        | <b>49.02</b> | <b>46.23</b>        | <b>11.69</b> | <b>0.00</b> | <b>1,845.47</b>    | <b>504.48</b>        | <b>305.16</b> | <b>0.00</b> |

**Table X(b)**  
**Through Lane Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006

Time: 3:07:07PM

| District and Route     | Lane Miles      | Lane Miles in Non-Card on | Ramp Lane Miles |               |               | Frontage Lane Miles |               | Aux/Pass Lane Miles |               |              | Travel Lanes Total | Shoulder Lanes Miles |               | Unpaved     |
|------------------------|-----------------|---------------------------|-----------------|---------------|---------------|---------------------|---------------|---------------------|---------------|--------------|--------------------|----------------------|---------------|-------------|
|                        | Cardinal        | Dual Highway              | Card            | N-Card        | Cross         | Cardinal            | Non-Card      | Card                | N-Card        | Cross        |                    | Cardinal             | Non-Card      |             |
| M I 010                | 213.53          | 210.86                    | 41.85           | 39.41         | 24.62         | 6.14                | 6.31          | 18.91               | 19.31         | 9.76         | 590.71             | 112.79               | 110.31        |             |
| M I 017                | 111.18          | 111.94                    | 12.06           | 13.44         | 19.67         | 44.86               | 50.77         | 13.96               | 15.02         | 4.86         | 397.78             | 58.84                | 58.77         |             |
| M S 051                | 61.00           | 61.67                     | 13.49           | 13.61         | 9.99          | 0.00                | 0.00          | 6.84                | 6.98          | 3.60         | 177.18             | 29.45                | 28.46         |             |
| M S 074                | 17.39           | 0.00                      | 0.84            | 0.00          | 0.00          | 0.51                | 0.00          | 0.94                | 0.00          | 0.00         | 19.68              | 11.75                | 0.00          |             |
| M S 085(2)             | 10.93           | 3.72                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.84                | 0.32          | 0.00         | 15.82              | 7.74                 | 2.61          |             |
| M S 087                | 99.83           | 87.08                     | 0.09            | 0.00          | 0.00          | 0.00                | 0.00          | 6.20                | 3.77          | 0.00         | 196.97             | 39.64                | 46.74         |             |
| M S 088                | 42.42           | 0.00                      | 0.06            | 0.00          | 0.00          | 0.00                | 0.00          | 1.67                | 0.00          | 0.04         | 44.19              | 3.65                 | 0.00          |             |
| M S 101                | 188.34          | 184.70                    | 45.79           | 44.74         | 32.90         | 44.36               | 44.61         | 23.39               | 23.56         | 18.39        | 650.77             | 114.56               | 114.23        |             |
| M S 143                | 9.41            | 9.52                      | 3.25            | 3.04          | 1.41          | 1.80                | 0.90          | 1.46                | 0.98          | 0.46         | 32.24              | 7.17                 | 7.46          |             |
| M S 153                | 5.77            | 5.78                      | 0.16            | 1.05          | 0.49          | 0.00                | 0.00          | 0.25                | 0.34          | 0.00         | 13.83              | 3.53                 | 3.54          |             |
| M S 202                | 122.66          | 122.37                    | 33.65           | 31.03         | 53.12         | 3.26                | 3.63          | 12.33               | 12.62         | 4.58         | 399.24             | 73.56                | 76.57         |             |
| M S 303                | 31.61           | 3.48                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 1.78                | 0.09          | 0.33         | 37.29              | 7.61                 | 2.03          |             |
| M S 303(1)             | 1.62            | 0.00                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.00                | 0.00          | 0.00         | 1.62               | 0.22                 | 0.00          |             |
| M S 347                | 10.27           | 10.28                     | 0.00            | 0.00          | 4.04          | 0.00                | 0.00          | 0.37                | 0.32          | 0.00         | 25.28              | 5.99                 | 6.00          |             |
| M S 587                | 11.51           | 0.24                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.73                | 0.18          | 0.00         | 12.65              | 6.66                 | 0.20          |             |
| M SS202                | 5.42            | 4.86                      | 0.32            | 0.86          | 0.18          | 0.00                | 0.00          | 0.20                | 0.71          | 0.00         | 12.53              | 2.23                 | 2.89          |             |
| M U 060                | 178.94          | 171.82                    | 21.55           | 23.84         | 33.66         | 3.51                | 0.00          | 16.83               | 18.11         | 6.54         | 474.80             | 77.70                | 85.64         |             |
| M UX060                | 5.39            | 5.29                      | 0.19            | 0.17          | 0.00          | 0.00                | 0.00          | 0.28                | 0.20          | 0.00         | 11.52              | 1.17                 | 1.24          |             |
| M UX060(1)             | 15.06           | 15.06                     | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.88                | 0.90          | 0.00         | 31.91              | 1.48                 | 1.48          |             |
| <b>District Totals</b> | <b>1,142.28</b> | <b>1,008.65</b>           | <b>173.30</b>   | <b>171.19</b> | <b>180.08</b> | <b>104.44</b>       | <b>106.23</b> | <b>107.86</b>       | <b>103.41</b> | <b>48.57</b> | <b>3,146.02</b>    | <b>565.74</b>        | <b>548.17</b> | <b>0.00</b> |
| P I 017                | 133.15          | 132.91                    | 7.19            | 7.72          | 5.44          | 1.33                | 5.02          | 0.60                | 0.60          | 0.00         | 293.96             | 83.85                | 86.14         |             |
| P S 069                | 100.64          | 35.22                     | 0.12            | 0.00          | 0.26          | 3.44                | 2.39          | 11.91               | 3.18          | 0.00         | 157.16             | 36.12                | 20.50         |             |
| P S 071                | 48.33           | 0.00                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.35                | 0.00          | 0.00         | 48.68              | 8.11                 | 0.00          |             |
| P S 072                | 0.02            | 0.00                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.00                | 0.00          | 0.00         | 0.02               | 0.00                 | 0.00          |             |
| P S 074                | 45.01           | 0.00                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 1.39                | 0.00          | 0.00         | 46.40              | 28.67                | 0.00          |             |
| P S 087                | 147.89          | 63.40                     | 2.56            | 0.00          | 0.48          | 0.77                | 0.00          | 6.71                | 1.34          | 0.00         | 223.15             | 43.92                | 27.33         |             |
| P S 089                | 194.73          | 7.04                      | 0.12            | 0.00          | 0.00          | 0.00                | 0.00          | 11.65               | 0.07          | 0.00         | 213.61             | 76.51                | 4.28          |             |
| P S 169                | 30.31           | 0.00                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.40                | 0.00          | 0.00         | 30.71              | 12.67                | 0.00          |             |
| P S 188                | 22.41           | 0.00                      | 0.85            | 0.00          | 0.00          | 0.00                | 0.00          | 1.00                | 0.00          | 0.00         | 24.25              | 11.47                | 0.00          |             |
| P S 260                | 227.04          | 20.88                     | 0.00            | 0.13          | 0.78          | 1.85                | 1.15          | 24.67               | 1.90          | 0.00         | 278.41             | 73.03                | 10.81         |             |
| P SA089                | 76.48           | 12.77                     | 1.62            | 1.45          | 0.78          | 0.00                | 0.00          | 1.51                | 0.69          | 0.00         | 95.30              | 17.22                | 7.63          |             |
| P SAS89                | 3.60            | 0.00                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.19                | 0.00          | 0.00         | 3.79               | 2.10                 | 0.00          |             |
| P SX260(1)             | 4.03            | 0.00                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.49                | 0.00          | 0.00         | 4.52               | 0.67                 | 0.00          |             |
| P SX260(2)             | 0.87            | 0.00                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.00                | 0.00          | 0.00         | 0.87               | 0.36                 | 0.00          |             |
| P SY089                | 0.20            | 0.00                      | 0.00            | 0.00          | 0.00          | 0.00                | 0.00          | 0.00                | 0.00          | 0.00         | 0.20               | 0.07                 | 0.00          |             |
| P U 060                | 189.60          | 51.13                     | 0.00            | 0.00          | 1.75          | 9.87                | 0.00          | 9.30                | 3.58          | 0.00         | 265.23             | 95.79                | 29.28         |             |
| P U 093                | 34.80           | 0.76                      | 0.68            | 0.08          | 0.00          | 0.00                | 0.00          | 0.52                | 0.00          | 0.00         | 36.84              | 22.22                | 0.33          |             |
| <b>District Totals</b> | <b>1,259.12</b> | <b>324.10</b>             | <b>13.15</b>    | <b>9.38</b>   | <b>9.48</b>   | <b>17.26</b>        | <b>8.56</b>   | <b>70.71</b>        | <b>11.36</b>  | <b>0.00</b>  | <b>1,723.11</b>    | <b>512.78</b>        | <b>186.30</b> | <b>0.00</b> |

**Table X(b)**  
**Through Lane Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006

Time: 3:07:07PM

| District<br>and<br>Route | Lane<br>Miles   | Lane Miles in<br>Non-Card on<br>Dual Highway | Ramp Lane Miles |              |             | Frontage Lane Miles |              | Aux/Pass Lane Miles |             |             | Travel<br>Lanes<br>Total | Shoulder Lanes Miles |               | Unpaved      |
|--------------------------|-----------------|--|-----------------|--------------|-------------|---------------------|--------------|---------------------|-------------|-------------|--------------------------|----------------------|---------------|--------------|
|                          |                 |  | Card            | N-Card       | Cross       | Cardinal            | Non-Card     | Card                | N-Card      | Cross       |                          | Cardinal             | Non-Card      |              |
| S I 010                  | 206.04          | 206.07                                       | 10.06           | 10.85        | 5.16        | 27.93               | 44.31        | 0.68                | 1.34        | 0.00        | <b>512.45</b>            | 132.36               | 137.52        |              |
| S S 075                  | 38.92           | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.14                | 0.00        | 0.00        | <b>39.06</b>             | 16.53                | 0.00          |              |
| S S 078                  | 38.93           | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.08                | 0.00        | 0.00        | <b>39.01</b>             | 3.51                 | 0.00          |              |
| S S 080                  | 248.61          | 16.93  | 1.58            | 0.00         | 0.45        | 0.00                | 0.00         | 5.58                | 1.83        | 0.00        | <b>274.99</b>            | 110.12               | 10.20         |              |
| S S 082                  | 32.59           | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 1.07                | 0.00        | 0.00        | <b>33.66</b>             | 1.68                 | 0.00          |              |
| S S 090                  | 113.82          | 41.27  | 0.11            | 0.00         | 0.00        | 0.00                | 0.00         | 8.85                | 3.60        | 0.00        | <b>167.64</b>            | 49.76                | 24.07         |              |
| S S 092                  | 82.00           | 0.28   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 4.95                | 0.00        | 0.00        | <b>87.23</b>             | 39.13                | 0.00          |              |
| S S 181                  | 53.61           | 0.00   | 0.17            | 0.00         | 0.00        | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | <b>53.78</b>             | 4.57                 | 0.00          |              |
| S S 186                  | 67.78           | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.07                | 0.00        | 0.00        | <b>67.85</b>             | 19.02                | 0.00          |              |
| S S 266                  | 38.37           | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | <b>38.37</b>             | 6.39                 | 0.00          |              |
| S S 366                  | 56.44           | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | <b>56.44</b>             | 1.93                 | 0.00          | <b>10.75</b> |
| S SB010(3)               | 9.81            | 0.61   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.26                | 0.00        | 0.00        | <b>10.69</b>             | 3.43                 | 0.05          |              |
| S SB010(4)               | 16.66           | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.16                | 0.00        | 0.00        | <b>16.83</b>             | 9.03                 | 0.00          |              |
| S SB010(5)               | 9.87            | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | <b>9.87</b>              | 4.65                 | 0.00          |              |
| S SB010(6)               | 7.78            | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.22                | 0.00        | 0.00        | <b>8.00</b>              | 4.45                 | 0.00          |              |
| S SS090(1)               | 0.24            | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.19                | 0.00        | 0.00        | <b>0.43</b>              | 0.20                 | 0.00          |              |
| S SS090(2)               | 0.79            | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.34                | 0.00        | 0.00        | <b>1.13</b>              | 0.66                 | 0.00          |              |
| S SS266                  | 6.05            | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.00                | 0.00        | 0.00        | <b>6.05</b>              | 1.01                 | 0.00          |              |
| S U 070                  | 192.90          | 0.00   | 0.25            | 0.00         | 0.00        | 0.00                | 0.00         | 4.17                | 0.00        | 0.00        | <b>197.32</b>            | 96.59                | 0.00          |              |
| S U 191                  | 376.99          | 23.80  | 0.67            | 0.00         | 0.17        | 0.00                | 0.00         | 12.01               | 0.46        | 0.00        | <b>414.09</b>            | 112.19               | 9.36          |              |
| S UB191                  | 4.60            | 0.00   | 0.00            | 0.00         | 0.00        | 0.00                | 0.00         | 0.27                | 0.00        | 0.00        | <b>4.87</b>              | 0.88                 | 0.00          |              |
| S UX191                  | 30.82           | 0.00   | 0.15            | 0.00         | 0.00        | 0.00                | 0.00         | 1.43                | 0.00        | 0.00        | <b>32.40</b>             | 8.85                 | 0.00          |              |
| S UY191(1)               | 7.02            | 0.00   | 0.07            | 0.00         | 0.00        | 0.00                | 0.00         | 0.18                | 0.00        | 0.00        | <b>7.27</b>              | 3.09                 | 0.00          |              |
| <b>District Totals</b>   | <b>1,640.62</b> | <b>288.97</b>                                | <b>13.06</b>    | <b>10.85</b> | <b>5.77</b> | <b>27.93</b>        | <b>44.31</b> | <b>40.65</b>        | <b>7.24</b> | <b>0.00</b> | <b>2,079.41</b>          | <b>630.04</b>        | <b>181.20</b> | <b>10.75</b> |



**Table X(b)**  
**Through Lane Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006

Time: 3:07:07PM

| District<br>and<br>Route | Lane Miles      | Lane Miles in<br>Non-Card on | Ramp Lane Miles |              |              | Frontage Lane Miles |               |              | Aux/Pass Lane Miles |             |                 | Travel<br>Lanes<br>Total | Shoulder Lanes Miles |              | Unpaved |
|--------------------------|-----------------|------------------------------|-----------------|--------------|--------------|---------------------|---------------|--------------|---------------------|-------------|-----------------|--------------------------|----------------------|--------------|---------|
|                          | Cardinal        | Dual Highway                 | Card            | N-Card       | Cross        | Cardinal            | Non-Card      | Card         | N-Card              | Cross       | Cardinal        |                          | Non-Card             |              |         |
| T I 008                  | 61.44           | 61.43                        | 3.38            | 2.91         | 2.04         | 0.92                | 0.00          | 0.00         | 0.00                | 0.00        | <b>132.12</b>   | 38.00                    | 35.64                |              |         |
| T I 010                  | 242.24          | 242.18                       | 17.81           | 20.16        | 18.77        | 79.12               | 77.37         | 2.42         | 2.68                | 0.59        | <b>703.33</b>   | 168.28                   | 168.00               |              |         |
| T I 019                  | 128.38          | 128.36                       | 12.99           | 11.77        | 10.38        | 66.33               | 65.46         | 2.47         | 1.93                | 1.00        | <b>429.06</b>   | 94.61                    | 85.92                |              |         |
| T S 077                  | 131.15          | 49.92                        | 0.70            | 0.06         | 0.25         | 0.00                | 0.00          | 4.60         | 2.93                | 0.00        | <b>189.61</b>   | 51.65                    | 13.93                |              |         |
| T S 079                  | 88.01           | 0.64                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.62         | 0.00                | 0.00        | <b>89.27</b>    | 24.69                    | 0.32                 |              |         |
| T S 082                  | 101.90          | 1.06                         | 0.47            | 0.00         | 0.00         | 0.00                | 0.00          | 0.96         | 0.00                | 0.00        | <b>104.40</b>   | 28.25                    | 0.28                 |              |         |
| T S 083                  | 106.84          | 0.00                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.22         | 0.00                | 0.00        | <b>107.05</b>   | 15.91                    | 0.00                 | <b>41.32</b> |         |
| T S 084                  | 52.11           | 3.98                         | 0.22            | 0.74         | 0.00         | 0.00                | 0.00          | 0.42         | 0.05                | 0.00        | <b>57.53</b>    | 23.08                    | 1.31                 |              |         |
| T S 085(1)               | 96.08           | 0.13                         | 0.63            | 0.00         | 0.00         | 0.00                | 0.07          | 1.92         | 0.00                | 0.00        | <b>98.84</b>    | 8.10                     | 0.00                 |              |         |
| T S 086                  | 239.28          | 7.89                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 2.35         | 0.31                | 0.00        | <b>249.83</b>   | 41.06                    | 3.88                 |              |         |
| T S 087                  | 91.09           | 0.13                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 2.68         | 0.00                | 0.00        | <b>93.90</b>    | 39.24                    | 0.06                 |              |         |
| T S 187                  | 10.86           | 0.00                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.00         | 0.00                | 0.00        | <b>10.86</b>    | 1.81                     | 0.00                 |              |         |
| T S 189                  | 14.03           | 0.91                         | 1.07            | 0.00         | 0.00         | 0.00                | 0.00          | 1.79         | 0.00                | 0.00        | <b>17.79</b>    | 3.52                     | 0.27                 |              |         |
| T S 210                  | 10.78           | 10.23                        | 0.71            | 0.76         | 0.17         | 0.00                | 0.00          | 0.38         | 0.00                | 0.00        | <b>23.03</b>    | 5.15                     | 5.03                 |              |         |
| T S 238                  | 40.53           | 0.00                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.67         | 0.00                | 0.00        | <b>41.20</b>    | 6.76                     | 0.00                 |              |         |
| T S 286                  | 90.07           | 0.00                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.00         | 0.00                | 0.00        | <b>90.07</b>    | 4.98                     | 0.00                 |              |         |
| T S 287                  | 52.71           | 1.91                         | 0.05            | 0.00         | 0.00         | 0.00                | 0.00          | 2.84         | 0.11                | 0.00        | <b>57.62</b>    | 21.08                    | 0.98                 |              |         |
| T S 289                  | 20.58           | 0.37                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.25         | 0.00                | 0.00        | <b>21.20</b>    | 1.46                     | 0.00                 |              |         |
| T S 347                  | 49.02           | 44.46                        | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 1.42         | 1.08                | 0.00        | <b>95.97</b>    | 27.31                    | 25.19                |              |         |
| T S 386                  | 23.75           | 0.00                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.00         | 0.00                | 0.00        | <b>23.75</b>    | 3.96                     | 0.00                 |              |         |
| T S 387                  | 37.43           | 10.74                        | 0.00            | 0.00         | 0.00         | 0.97                | 0.00          | 1.22         | 0.73                | 0.00        | <b>51.10</b>    | 16.15                    | 6.23                 |              |         |
| T S 587                  | 0.64            | 0.00                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.00         | 0.00                | 0.00        | <b>0.64</b>     | 0.43                     | 0.00                 |              |         |
| T SB019(1)               | 17.55           | 5.17                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.99         | 0.36                | 0.00        | <b>24.07</b>    | 5.16                     | 2.81                 |              |         |
| T SB079                  | 4.69            | 0.64                         | 0.04            | 0.00         | 0.00         | 0.00                | 0.00          | 0.08         | 0.00                | 0.00        | <b>5.46</b>     | 0.72                     | 0.60                 |              |         |
| T SY086                  | 0.46            | 0.00                         | 0.00            | 0.00         | 0.00         | 0.00                | 0.00          | 0.00         | 0.00                | 0.00        | <b>0.46</b>     | 0.04                     | 0.00                 |              |         |
| <b>District Totals</b>   | <b>1,711.62</b> | <b>570.16</b>                | <b>38.10</b>    | <b>36.39</b> | <b>31.61</b> | <b>147.33</b>       | <b>142.90</b> | <b>28.30</b> | <b>10.17</b>        | <b>1.59</b> | <b>2,718.17</b> | <b>631.38</b>            | <b>350.46</b>        | <b>41.32</b> |         |

**Table X(b)**  
**Through Lane Miles of Roadway by District/Route**  
**as of December 31, 2005**

Generated: 10/17/2006  
 Time: 3:07:07PM

| District and Route     | Lane Miles       | Lane Miles in Non-Card on | Ramp Lane Miles |               |        | Frontage Lane Miles |               | Aux/Pass Lane Miles |               |       | Travel Lanes Total | Shoulder Lanes Miles |                 | Unpaved       |
|------------------------|------------------|---------------------------|-----------------|---------------|--------|---------------------|---------------|---------------------|---------------|-------|--------------------|----------------------|-----------------|---------------|
|                        | Cardinal         | Dual Highway              | Card            | N-Card        | Cross  | Cardinal            | Non-Card      | Card                | N-Card        | Cross |                    | Cardinal             | Non-Card        |               |
| Y I 008                | 295.12           | 295.29                    | 15.21           | 13.80         | 6.50   | 68.38               | 72.20         | 0.58                | 0.64          | 0.00  | 767.72             | 187.88               | 184.18          |               |
| Y I 010                | 224.46           | 224.38                    | 9.15            | 9.44          | 5.56   | 8.80                | 9.03          | 1.51                | 1.55          | 0.00  | 493.89             | 135.88               | 134.12          |               |
| Y S 072                | 73.46            | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.68                | 0.00          | 0.00  | 74.14              | 4.58                 | 0.00            |               |
| Y S 085(1)             | 64.22            | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.00                | 0.00          | 0.00  | 64.22              | 18.90                | 0.00            |               |
| Y S 085(2)             | 57.64            | 32.74                     | 0.73            | 0.96          | 1.56   | 4.47                | 1.13          | 6.56                | 0.83          | 0.00  | 106.60             | 38.93                | 24.55           |               |
| Y S 095                | 113.89           | 0.16                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 12.60               | 0.06          | 0.00  | 126.71             | 34.88                | 0.03            |               |
| Y S 195                | 10.20            | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.32                | 0.00          | 0.00  | 10.52              | 4.57                 | 0.00            |               |
| Y S 280                | 3.96             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 1.10                | 0.00          | 0.00  | 5.06               | 1.51                 | 0.00            |               |
| Y SB008(1)             | 40.72            | 8.83                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 3.61                | 0.51          | 0.00  | 53.66              | 1.86                 | 0.18            |               |
| Y SB008(3)             | 15.38            | 1.26                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.72                | 0.00          | 0.00  | 17.37              | 4.00                 | 0.43            |               |
| Y SB010(1)             | 8.77             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.33                | 0.00          | 0.00  | 9.09               | 1.03                 | 0.00            |               |
| Y SS095(1)             | 2.72             | 0.00                      | 0.13            | 0.00          | 0.00   | 0.00                | 0.00          | 0.12                | 0.00          | 0.00  | 2.97               | 0.57                 | 0.00            |               |
| Y SS095(2)             | 1.72             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.00                | 0.00          | 0.00  | 1.72               | 0.72                 | 0.00            |               |
| Y U 060                | 37.37            | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.36                | 0.00          | 0.00  | 37.73              | 23.71                | 0.00            |               |
| Y U 095                | 272.42           | 0.09                      | 0.18            | 0.00          | 0.00   | 0.00                | 0.00          | 12.68               | 0.00          | 0.00  | 285.37             | 73.68                | 0.08            |               |
| Y UT095                | 0.91             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.10                | 0.00          | 0.00  | 1.01               | 0.38                 | 0.00            |               |
| <b>District Totals</b> | <b>1,222.95</b>  | <b>562.75</b>             | <b>25.40</b>    | <b>24.19</b>  | 13.62  | <b>81.66</b>        | <b>82.36</b>  | <b>41.28</b>        | <b>3.59</b>   | 0.00  | <b>2,057.79</b>    | <b>533.07</b>        | <b>343.56</b>   | <b>0.00</b>   |
| Z I 008                | 0.00             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.00                | 0.00          | 0.00  | 0.00               | 0.00                 | 0.00            |               |
| Z I 015                |                  |                           |                 |               |        |                     |               |                     |               |       |                    | 0.00                 | 0.00            |               |
| Z I 040                | 0.00             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.00                | 0.00          | 0.00  | 0.00               | 0.00                 | 0.00            |               |
| Z S 078                | 0.00             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.00                | 0.00          | 0.00  | 0.00               | 0.00                 | 0.00            |               |
| Z S 085(1)             | 0.00             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.00                | 0.00          | 0.00  | 0.00               | 0.00                 |                 |               |
| Z SB008(1)             | 0.00             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.00                | 0.00          | 0.00  | 0.00               | 0.00                 | 0.00            |               |
| Z SS095(1)             | 0.01             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.00                | 0.00          | 0.00  | 0.01               | 0.00                 | 0.00            |               |
| Z U 093                | 0.00             | 0.00                      | 0.00            | 0.00          | 0.00   | 0.00                | 0.00          | 0.00                | 0.00          | 0.00  | 0.00               | 0.00                 | 0.00            |               |
| <b>District Totals</b> | <b>0.01</b>      | <b>0.00</b>               | <b>0.00</b>     | <b>0.00</b>   | 0.00   | <b>0.00</b>         | <b>0.00</b>   | <b>0.00</b>         | <b>0.00</b>   | 0.00  | <b>0.01</b>        | <b>0.00</b>          | <b>0.00</b>     | <b>0.00</b>   |
| <b>Arizona Totals</b>  | <b>13,345.22</b> | <b>3,919.33</b>           | <b>320.83</b>   | <b>306.21</b> | 268.61 | <b>571.45</b>       | <b>559.69</b> | <b>516.84</b>       | <b>155.73</b> | 50.32 | <b>20,014.22</b>   | <b>5,035.30</b>      | <b>2,338.47</b> | <b>180.04</b> |

**2005 Notes:**

- Lane mileages in this report are indeed more accurate than those produced in the HPMS and no comparison should be attempted due to the FHWA rules for reporting "though" lanes in HPMS.
- In 2005 great strides were made in accounting for mainline turning lane mileage statewide. However, many lane values on ramp and frontage systems are still unknown and some are estimated.
- As of EOY-2005, the ramp and frontage road system still has not been updated to reflect real conditions. The numbers still reflect the legacy Highway Log plus any changes that have resulted from new construction projects since 1993. Photo Log imagery on the ramps and frontages and right-of-way research (frontages, not ramps) is still critical in confirming the extent of the declared State Highway System.
- Shoulder laneage numbers are experimental. They attempt to quantify the lane equivalency (12-foot assumed) of the shoulders contribution to total pavement area.

## Route Naming Conventions

The SHS Log labels nearly all routes with a variation of the ATIS nomenclature. Except for transient routes that have not yet been numbered, or have yet to be abandoned to local government, most routes can be described with a 5-character code.

The 5-char code encompasses the route system, system qualifier, and a 3-digit route number.

### Route Systems

I – Interstate Highway  
S – State Highway  
U – United States Highway

### System Qualifiers

null – no qualifier  
A – Alternate  
B – Business  
S – Spur  
T – Truck Route  
X – Temporary  
Y – Wye

### Route Numbers

All routes less than 3-digits are left-packed with zeros

## Junction Turn Codes

Updated July 8, 2004

Turn codes are used to describe how the roadway widens to accommodate intersecting routes. The log does not keep track of the length of each added lane.

By tracking the geometries at intersections, inferences can be made about the amount of pavement surface contributed by a turn lane.

The cardinal direction is that of increasing milepost. All J entries are recorded from the perspective of the cardinal direction. For example, the **L** and **R** intersecting street codes below are oriented to the cardinal traveller. For a non-interstate divided highway, a road to the right from the cardinal direction is also coded as a road to the right - even for the non-cardinal entry. (If this is confusing, this is an aspect that can be corrected en masse at a later date when time allows – with a bulk update query).

Turn codes are up to 5 characters long, encapsulated with square brackets [ ]. The first character designates whether the intersection is all the way across the inventory route (i.e. both or B), to the right only (R), to the left only (L), or a median crossover (U) only for making U turns.

Characters that follow indicate which turn movements are accommodated at the intersection.

[ ] Intersection Geometrics Descriptor  
B Intersecting Street to Left and Right (both)  
L Intersecting Street to Left only  
R Intersecting Street to Right only  
U Median Cross-over only

- 1 Right-turn lane in Cardinal Direction
- 2 Left-turn lane in Cardinal Direction
- 3 Right-turn lane in non-Cardinal Direction
- 4 Left-turn lane in non-Cardinal Direction

Junction Turn codes have not fully evolved for all of the SHS Log. They are put into the Log as new projects dictate, but an effort to update the entire state has not yet commenced.

## Symbol (Sym) Types Abbreviation - Description

AL – Auxiliary Lane  
BR – Bridge  
CG – Curb and Gutter  
CW – Crosswalk  
EB – Eastbound Carriage Way of Divided Highway  
EQ – Equation of mileposting  
FR – Frontage Road  
IS – Inspection Station  
J – Junction  
JB – Jurisdictional Boundary  
LT – Left Turn Lane  
MD – Median  
NB – Northbound Carriage Way of Divided Highway  
OP – Overpass  
PL – Passing Lane  
RA – Rest Area  
RT – Right Turn Lane  
SB – Southbound Carriage Way of Divided Highway  
SC – Striping Change  
SVP – Slow Vehicle Pullout  
TCS – Traffic Count Station  
TI – Traffic Interchange Ramp  
TN – Tunnel  
TR – Truck Escape Ramp  
UB – Urban Boundary  
UH – Undivided Highway Project  
UP – Underpass  
WB – Westbound Carriage Way of Divided Highway  
WS – Weigh Station  
X – Other Informational Item

## Surface & Shoulder Pavement Types

### Abbreviation - Description

AC – Asphaltic Concrete

AC/PCC – Thin layer of AC over PCC subpavement. (AC may be rubberized but rubberization is not signified in the Highway Log database)

AC/SAMI – AC over Asphalt-Rubber Stress-Absorbing Membrane. (AC may be rubberized but rubberization is not signified in the Highway Log)

ARSAM – Asphalt-Rubber Stress-Absorbing Membrane

BST – Bituminous Surface Treated

CCMB – Combination Concrete and Mixed Bituminous

CRCP – Continuously Reinforced Concrete Pavement

MBH – Mixed Bituminous, High Type

MBL – Mixed Bituminous, Low Type

PCC – Portland Cement Concrete

UTW – Ultra Thin Whitetopping. (A concrete mixture similar to PCC with steel shard additives to reduce cracking)

Gravel – non-paved

## Other Abbreviations

### Abbreviation - Description

aka – also known as

AADT – Average Annual Daily Traffic

Ave – Avenue

Beg – Begin

Blvd – Boulevard

*dir* CL – City Limit

*dir* UB – Urban Boundary

Dr – Drive

Elev – Elevation

Fwy – Freeway

GS – Grade Separated Highway Crossing

Hwy – Highway

IR – Indian Reservation

MI – Theoretical Route Mile

MR – Military Reservation

NF – National Forest

NM – National Monument

NP – National Park

Ovlp – Overlap

Rd – Road

RR – Railroad

St – Street

TI – Traffic Interchange

CY – Calendar Year

Where *dir* = E

for East, N for North, S for South, W for West

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 008 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on I 008**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 008 - Cardinal (low to higher reference marker)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.08   | M000 +0.00                     | C   | J (EB) Begin I 008 at AZ/CA State Line        |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB Inside Yuma Urbanized Area                 |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB Inside Yuma, Yuma County                   |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB <a href="#">Projects spanning M0 to M1</a> | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.58  | 78             |                    |                 |
|  |                                | C   | MD Concrete Median Barrier                    |              |               |            |                     |               |                      | 0.38  |                |                    |                 |
|  |                                | C   | CG Curb to Left and Right                     |              |               |            |                     |               |                      | 0.38  |                |                    |                 |
| 0.46   | +0.38                          | C   | MD Variable Soil Median                       |              |               |            |                     |               |                      | 65.55 |                |                    |                 |
| 0.59   | +0.50                          | C   | OP (EB) Exit #1 at Giss Pkwy                  |              |               |            |                     |               |                      |       | 1976           | 205 ft Concrete    |                 |
| 0.66   | +0.58                          | C   | EB <a href="#">Projects spanning M0 to M1</a> | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.52  | 76             |                    |                 |
| 0.70   | +0.62                          | C   | TI (EB) Giss Pkwy (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.28  | 76             |                    |                 |
| 0.93   | +0.85                          | C   | WS (EB) Weigh Station (off)                   | Unk          | Unk           |            |                     |               | ?                    | 0.15  |                |                    |                 |
| 0.94   | +0.86                          | C   | TI (EB) Giss Pkwy (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.53  | 76             |                    |                 |
| 1.06   | M001 +0.06                     | C   | FR Two Way Frontage Rd Right                  | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.46  |                |                    |                 |
| 1.08   | +0.08                          | C   | WS (EB) Weigh Station                         | Unk          | Unk           |            |                     |               | ?                    | 0.06  |                |                    |                 |
| 1.14   | +0.14                          | C   | WS (EB) Weigh Station (on)                    | Unk          | Unk           |            |                     |               | ?                    | 0.15  |                |                    |                 |
| 1.18   | +0.18                          | C   | EB <a href="#">Projects spanning M1 to M2</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 1.30  | 76             |                    |                 |
| 1.98   | +0.99                          | C   | TI (EB) U 095 (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | 70             |                    |                 |
| 1.99   | M002 +0.00                     | C   | VMS (EB) Variable Message Sign #1 (Proposed)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 2.21   | +0.21                          | C   | TI (EB) U 095 (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 70             |                    |                 |
| 2.23   | +0.23                          | A   | UP Exit #2 at 16th St (US-95)                 |              |               |            |                     |               |                      |       | 1970           |                    | 16'-04"         |
| 2.24   | +0.24                          | A   | UP 16th St Pedestrian OP                      |              |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 2.48   | +0.48                          | C   | EB <a href="#">Projects spanning M2 to M3</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 1.08  | 72             |                    |                 |
| 2.96   | +0.96                          | A   | UP Ave 2E                                     |              |               |            |                     |               |                      |       | 1970           |                    | 16'-06"         |
| 3.56   | M003 +0.55                     | C   | EB <a href="#">Projects spanning M3 to M4</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.08  | 28 Aug 2004    |                    |                 |
| 3.64   | +0.63                          | C   | EB  | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.11  | 28 Aug 2004    |                    |                 |
| 3.75   | +0.75                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.44  | 28 Aug 2004    |                    |                 |
|  |                                | C   | TI (EB) Ave 3E (off)                          | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.08  | 28 Aug 2004    |                    |                 |
| 3.83   | +0.83                          | C   | TI (EB) Ave 3E (off)                          | AC           | AC            | 2.5        | 2                   | 30            | 5                    | 0.05  | 28 Aug 2004    |                    |                 |
| 3.89   | +0.88                          | C   | TI (EB) Ave 3E (off)                          | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.10  | 28 Aug 2004    |                    |                 |
| 3.97   | +0.97                          | C   | JB Temp Leaving Yuma                          |              |               |            |                     |               |                      |       |                |                    |                 |
| 3.98   |                                | C   | OP (EB) Exit #3 at S 280                      |              |               |            |                     |               |                      |       | 28 Aug 2004    | 213 ft Concrete    |                 |
| 3.99   | +0.98                          | C   | TI (EB) Ave 3E (on)                           | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.03  | 28 Aug 2004    |                    |                 |
| 4.02   | M004 +0.00                     | C   | TI (EB) Ave 3E (on)                           | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.07  | 28 Aug 2004    |                    |                 |
| 4.08   | +0.07                          | C   | TI (EB) Ave 3E (on)                           | AC           | AC            | 1.5        | 4                   | 18            | 6                    | 0.10  | 28 Aug 2004    |                    |                 |
| 4.19   | +0.17                          | C   | TI (EB) Ave 3E (on)                           | AC           | AC            | 1          | 6                   | 12            | 10                   | 0.01  | 28 Aug 2004    |                    |                 |
| 4.20   | +0.18                          | C   | EB <a href="#">Projects spanning M4 to M5</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.13  | 28 Aug 2004    |                    |                 |
| 4.32   | +0.31                          | C   | EB  | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.06  | 28 Aug 2004    |                    |                 |

**I 008 at M004+0.31**

**M004+0.31 on I 008**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 008 at M004+0.37**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M004+0.37 on I 008**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 4.38           | M004+0.37                      | C   | EB   | <a href="#">Projects spanning M4 to M5</a>                        | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.08           | 72                 |                 |
| 4.46           | +0.44                          | C   | EB   |   | AC            | MBH        | 2                   | 4             | 24                   | 10    | 5.78           | 72                 |                 |
| 5.12           | M005+0.07                      | C   | FR   | Two Way Frontage Rd Right   | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 2.54           |                    |                 |
| 5.57           | +0.51                          | C   | JB   | Reenter Yuma  |               |            |                     |               |                      |       |                |                    |                 |
| 7.35           | M007+0.29                      | C   | TI   | (EB) Araby Rd (off)   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.31           | 19 Sep 2003        |                 |
| 7.65           | +0.59                          | C   | FR   | Two Way Frontage Rd Right   | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.52           |                    |                 |
|                |                                | C   | TI   | (EB) Araby Rd (on)  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.30           | 19 Sep 2003        |                 |
| 7.66           | +0.60                          | C   | UB   | EUB Yuma / WUB Fortuna Foothills                                  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP   | (EB) Exit #7 at Araby Rd  |               |            |                     |               |                      |       |                | 1968               | 147 ft Concrete |
| 8.69           | M008+0.63                      | C   | OP   | (EB) Union Pacific RR   |               |            |                     |               |                      |       |                | 1968               | 281 ft Steel    |
| 9.44           | M009+0.40                      | C   | OP   | (EB) Exit #9 at SB008(1)  |               |            |                     |               |                      |       |                | 1968               | 313 ft Concrete |
|                | +0.41                          | A   | TI   | (NB/SB) Avenue 8E Crossing  | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.08           | 2002               |                 |
|                |                                | A   | TI   | (EB/WB) Avenue 8E Frontage  | Unk           | Unk        | 2                   |               | 24                   |       | 0.05           | 2002               |                 |
| 9.67           | +0.63                          | C   | TI   | (EB) East Yuma (off)  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           | 68                 |                 |
| 9.82           | +0.78                          | C   | TI   | (EB) East Yuma (on)   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.39           | 68                 |                 |
| 10.24          | M010+0.19                      | C   | EB   | <a href="#">Projects spanning M10 to M11</a>                      | AC            | MBH        | 2                   | 4             | 24                   | 10    | 1.41           | 68                 |                 |
| 10.48          | +0.43                          | C   | JB   | Temp Leave Yuma   |               |            |                     |               |                      |       |                |                    |                 |
| 10.70          | +0.65                          | C   | JB   | Reenter Yuma  |               |            |                     |               |                      |       |                |                    |                 |
| 11.25          | M011+0.20                      | C   | VMS  | (EB) Variable Message Sign #302 (Operational)                     |               |            |                     |               |                      |       |                | 2002               |                 |
| 11.27          | +0.21                          | C   | JB   | ECL Yuma  |               |            |                     |               |                      |       |                |                    |                 |
| 11.65          | +0.59                          | C   | EB   | <a href="#">Projects spanning M11 to M12</a>                      | AC            | MBH        | 2                   | 4             | 24                   | 10    | 2.18           | 67                 |                 |
| 12.05          | +0.99                          | C   | TI   | (EB) Fortuna Rd (off)   | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 0.26           | 1997               |                 |
| 12.27          | M012+0.22                      | A   | UP   | Exit #12 at Fortuna Rd  |               |            |                     |               |                      |       |                | 1997               | 16'-00"         |
|                |                                | A   | TI   | (NB/SB) Fortuna Rd Crossing                                       | Unk           | Unk        | 2                   |               | 24                   |       | 0.26           |                    |                 |
|                |                                | C   | TI   | (EB) Fortuna Rd (on)  | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 0.28           | 1997               |                 |
| 13.83          | M013+0.78                      | C   | EB   | <a href="#">Projects spanning M13 to M14</a>                      | AC            | MBH        | 2                   | 4             | 24                   | 10    | 1.13           | 89                 |                 |
| 14.05          | M014+0.00                      | C   | TI   | (EB) Foothills Blvd (off)   | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.24           | 88                 |                 |
| 14.28          | +0.23                          | A   | UP   | Exit #14 at Foothills Blvd  |               |            |                     |               |                      |       |                | 1988               | 16'-06"         |
|                |                                | A   | TI   | (NB/SB) Foothills Blvd Crossing                                   | Unk           | Unk        | 2                   |               | 24                   |       | 0.22           |                    |                 |
|                | +0.24                          | C   | TI   | (EB) Foothills Blvd (on)  | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.26           | 88                 |                 |
| 14.91          | +0.86                          | C   | BR   | (EB) Fortuna Wash   |               |            |                     |               |                      |       |                | 1967               | 215 ft Concrete |
|                | +0.87                          | C   | UB   | EUB Fortuna Foothills   |               |            |                     |               |                      |       |                |                    |                 |
| 14.96          | +0.91                          | C   | EB   | <a href="#">Projects spanning M14 to M15</a>                      | AC            | MBH        | 2                   | 4             | 24                   | 10    | 4.77           | 67                 |                 |
| 16.62          | M016+0.58                      | C   | IS   | (EB) Border Patrol Inspection Station (off)                       | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 0.78           |                    |                 |
| 16.69          | +0.66                          | C   | X    | (EB) Mainline Paving Closed - All Traffic thru Inspection Station |               |            |                     |               |                      |       |                |                    |                 |
| 17.38          | M017+0.34                      | C   | IS   | (EB) Border Patrol Inspection Station (on)                        |               |            |                     |               |                      |       |                |                    |                 |
| 17.39          | +0.36                          | C   | X    | (EB) Resume Mainline Paving                                       |               |            |                     |               |                      |       |                |                    |                 |
| 18.90          | M018+0.87                      | C   | UP   | (EB) Telegraph Pass   |               |            |                     |               |                      |       |                | 1967               | 16'-04"         |
| 19.73          | M019+0.70                      | C   | EB   | <a href="#">Projects spanning M19 to M20</a>                      | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.50           | 07 May 2003        |                 |

**I 008 at M019+0.70**

**M019+0.70 on I 008**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 008 at M019+0.74**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M019+0.74 on I 008**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 19.78          | M019+0.74                      | C   | X    | Gila Mountains Divide                        |               |            |                     |               |                      |       |                |                    |                 |
| 20.23          | M020+0.20                      | C   | EB   | <a href="#">Projects spanning M20 to M21</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.19           | 67                 |                 |
| 20.39          | +0.36                          | C   | UP   | (EB) I 008 WB                                |               |            |                     |               |                      |       | 1967           |                    | 16'-03"         |
| 20.43          | +0.40                          | C   | EB   | <a href="#">Projects spanning M20 to M21</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.18           | 67                 |                 |
| 20.56          | +0.53                          | C   | TI   | (EB) Dome Valley Rd (off)                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.27           | 69                 |                 |
| 20.61          | +0.58                          | C   | EB   | <a href="#">Projects spanning M20 to M21</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 8.42           | 71                 |                 |
| 20.85          | +0.82                          | C   | TI   | (EB) Dome Valley Rd (on)                     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.11           | 69                 |                 |
| 21.06          | M021+0.03                      | A   | TI   | (NB/SB) Dome Valley Rd Crossing              | Unk           | Unk        | 2                   |               | 24                   |       | 0.51           |                    |                 |
|                |                                | C   | UP   | (EB) Exit #21 at Dome Valley Rd              |               |            |                     |               |                      |       | 1969           |                    | 19'-07"         |
| 22.14          | M022+0.12                      | C   | RA   | (EB) Ligurta Parking (off) (No Services)     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.12           |                    |                 |
| 22.26          | +0.23                          | C   | RA   | (EB) Ligurta Parking (No Services)           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.14           |                    |                 |
| 22.40          | +0.37                          | C   | RA   | (EB) Ligurta Parking (on) (No Services)      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.07           |                    |                 |
| 22.92          | +0.89                          | C   | BR   | (EB) Red Top Wash                            |               |            |                     |               |                      |       | 1969           | 157 ft Concrete    |                 |
| 24.13          | M024+0.10                      | C   | BR   | (EB) Ligurta Wash                            |               |            |                     |               |                      |       | 1969           | 469 ft Concrete    |                 |
| 26.75          | M026+0.71                      | C   | OP   | (EB) Adonde Rd                               |               |            |                     |               |                      |       | 1969           | 107 ft Concrete    |                 |
| 29.03          | M029+0.00                      | C   | EB   | <a href="#">Projects spanning M29 to M30</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.02           | 71                 |                 |
| 29.05          | +0.01                          | C   | EB   |  | AC            | MBH        | 2                   | 4             | 24                   | 10    | 2.40           | 89                 |                 |
| 29.32          | +0.28                          | C   | JB   | WCL Wellton (Island)                         |               |            |                     |               |                      |       |                |                    |                 |
| 29.81          | +0.77                          | C   | JB   | ECL Wellton (Island)                         |               |            |                     |               |                      |       |                |                    |                 |
| 30.54          | M030+0.50                      | C   | TI   | (EB) Wellton (off)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.30           | 69                 |                 |
| 30.80          | +0.77                          | C   | TI   | (EB) Wellton (on)                            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.29           | 69                 |                 |
| 30.84          | +0.80                          | A   | UP   | Exit #30 at Ave 29E                          |               |            |                     |               |                      |       | 1969           |                    | 16'-03"         |
|                |                                | A   | TI   | (NB/SB) Wellton Crossing                     | Unk           | Unk        | 2                   |               | 24                   |       | 0.27           |                    |                 |
| 31.45          | M031+0.42                      | C   | EB   | <a href="#">Projects spanning M31 to M32</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.02           | Feb 2000           |                 |
| 31.46          | +0.43                          | C   | BR   | (EB) Wellton Canal                           |               |            |                     |               |                      |       |                | Unknown            |                 |
| 31.47          | +0.44                          | C   | EB   | <a href="#">Projects spanning M31 to M32</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 4.81           | 89                 |                 |
| 32.92          | M032+0.88                      | A   | UP   | Ave 31E                                      |               |            |                     |               |                      |       | 1969           |                    | 16'-04"         |
| 34.94          | M034+0.91                      | A   | UP   | Ave 33E                                      |               |            |                     |               |                      |       | 1969           |                    | 20'-04"         |
| 36.28          | M036+0.24                      | C   | EB   | <a href="#">Projects spanning M36 to M37</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.24           | 21 Jan 2004        |                 |
| 36.42          | +0.38                          | C   | BR   | (EB) Mohawk Canal                            |               |            |                     |               |                      |       | 21 Jan 2004    | 252 ft Concrete    |                 |
| 36.52          | +0.48                          | C   | EB   | <a href="#">Projects spanning M36 to M37</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.57           | 89                 |                 |
| 37.09          | M037+0.05                      | C   | EB   | <a href="#">Projects spanning M37 to M38</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.52           | May 2000           |                 |
| 37.61          | +0.57                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.08           | May 2000           |                 |
| 37.69          | +0.66                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.04           | May 2000           |                 |
| 37.73          | +0.69                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.46           | May 2000           |                 |
| 37.74          | +0.70                          | C   | TI   | (EB) Roll (off)                              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.25           | 66                 |                 |
| 37.97          | +0.94                          | C   | TI   | (EB) Roll (on)                               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.23           | 66                 |                 |
| 37.99          | +0.95                          | A   | UP   | Exit #37 at Ave 36E                          |               |            |                     |               |                      |       | 1966           |                    | 16'-04"         |
|                |                                | A   | TI   | (NB/SB) Roll Crossing                        | Unk           | Unk        | 2                   |               | 24                   |       | 0.33           |                    |                 |

**I 008 at M037+0.95**

**M037+0.95 on I 008**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 008 at M038+0.15**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M038+0.15 on I 008**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 38.19          | M038 +0.15                     | C   | EB   | <a href="#">Projects spanning M38 to M39</a> | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.10           | May 2000           |                 |
| 38.29          | +0.25                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.10           | May 2000           |                 |
| 38.39          | +0.35                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 14.95          | May 2000           |                 |
| 41.86          | M041 +0.82                     | C   | TI   | (EB) Tacna (off)                             | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 0.24           | Jun 2000           |                 |
| 42.07          | M042 +0.04                     | C   | FR   | Frontage Rd Right                            | Unk           | Unk        | 2                   |               | 24                   |       | 0.28           |                    |                 |
| 42.08          |                                | C   | TI   | (EB) Tacna (on)                              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.24           | Jun 2000           |                 |
| 42.10          | +0.06                          | A   | UP   | Exit #42 at Ave 40E                          |               |            |                     |               |                      |       |                | Jun 2000           | 16'-08"         |
|                |                                | A   | TI   | (NB/SB) Tacna Crossing                       | Unk           | Unk        | 2                   |               | 24                   |       | 0.26           |                    |                 |
| 53.34          | M053 +0.33                     | C   | EB   | <a href="#">Projects spanning M53 to M54</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.20           | May 2000           |                 |
| 54.87          | M054 +0.83                     | C   | OP   | (EB) Union Pacific RR                        |               |            |                     |               |                      |       |                | 1966               | 153 ft Steel    |
| 54.96          | +0.92                          | A   | TI   | (EB/WB) Mohawk Crossing                      | Unk           | Unk        | 2                   |               | 24                   |       | 0.25           |                    |                 |
| 54.98          | +0.94                          | C   | OP   | (EB) Exit #54 at Ave 52E                     |               |            |                     |               |                      |       |                | 1963               | 158 ft Concrete |
| 55.05          | M055 +0.01                     | C   | TI   | (EB) Ave 52E (Mohawk Valley) (on)            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.31           | 63                 |                 |
| 55.12          | +0.08                          | C   | TI   | (EB) Ave 52E (Mohawk Valley) (off)           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           | 63                 |                 |
| 55.54          | +0.50                          | C   | EB   | <a href="#">Projects spanning M55 to M56</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.29           | May 2001           |                 |
| 55.96          | +0.92                          | C   | RA   | (EB) Mohawk Rest Area (off)                  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.11           |                    |                 |
| 56.07          | M056 +0.03                     | C   | RA   | (EB) Mohawk Rest Area                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.12           |                    |                 |
| 56.18          | +0.14                          | C   | RA   | (EB) Mohawk Rest Area (on)                   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.10           |                    |                 |
| 56.83          | +0.79                          | C   | EB   | <a href="#">Projects spanning M56 to M57</a> | AC            | AC         | 2                   | 6             | 24                   | 10    | 9.15           | May 2001           |                 |
| 62.74          | M062 +0.71                     | C   | FR   | Two Way Frontage Rd Right                    | Unk           | Gravel     | 2                   | 1             | 22                   | 1     | 3.29           |                    |                 |
| 65.98          | M065 +0.93                     | C   | EB   | <a href="#">Projects spanning M65 to M66</a> | AC            | AC         | 2                   | 6             | 24                   | 10    | 0.03           | 1995               |                 |
| 66.01          | +0.96                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.02           | 1995               |                 |
|                |                                | C   | MD   | 76 ft Soil Median                            |               |            |                     |               |                      |       | 6.08           |                    |                 |
| 66.03          | +0.98                          | C   | FR   | Two Way Frontage Rd Right                    | Unk           | Gravel     | 2                   | 1             | 22                   | 1     | 1.31           |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M65 to M66</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 6.06           | 1995               |                 |
| 67.24          | M067 +0.18                     | C   | TI   | (EB) Dateland (off)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.24           | 62                 |                 |
| 67.37          | +0.31                          | C   | FR   | Two Way Frontage Rd Right                    | Unk           | Gravel     | 2                   | 1             | 22                   | 1     | 6.13           |                    |                 |
| 67.48          | +0.42                          | C   | TI   | (EB) Dateland (on)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.34           | 62                 |                 |
| 67.49          | +0.43                          | C   | OP   | (EB) Exit #67 at Dateland (Ave 64E)          |               |            |                     |               |                      |       |                | 1962               | 107 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Dateland Crossing                    | Unk           | Unk        | 2                   |               | 24                   |       | 0.11           |                    |                 |
| 72.09          | M072 +0.04                     | C   | EB   | <a href="#">Projects spanning M72 to M73</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 9.96           | 79                 |                 |
|                |                                | C   | MD   | Variable Soil Median                         |               |            |                     |               |                      |       | 0.52           |                    |                 |
| 72.61          | +0.56                          | C   | MD   | 74 ft Soil Median                            |               |            |                     |               |                      |       | 7.33           |                    |                 |
| 73.29          | M073 +0.23                     | C   | TI   | (EB) Aztec Rd (off)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.24           | 62                 |                 |
| 73.53          | +0.48                          | C   | FR   | Two Way Frontage Rd Right                    | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 5.30           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #73 at Aztec Rd (Ave 70E)          |               |            |                     |               |                      |       |                | 1962               | 97 ft Concrete  |
|                |                                | A   | TI   | (NB/SB) Aztec Rd Crossing                    | Unk           | Unk        | 2                   |               | 24                   |       | 0.06           |                    |                 |
|                |                                | C   | TI   | (EB) Aztec Rd (on)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.25           | 62                 |                 |
| 78.23          | M078 +0.18                     | C   | TI   | (EB) Spot Rd (off)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.28           | 62                 |                 |

**I 008 at M078+0.18**

**M078+0.18 on I 008**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 008 at M078+0.46**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M078+0.46 on I 008**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 78.51          | M078 +0.46                     | C   | OP   | (EB) Exit #78 at Spot Rd (Ave 75E)             |               |            |                     |               |                      |       | 1962           | 97 ft Concrete     |                 |
|                |                                | A   | TI   | (NB/SB) Spot Rd Crossing                       | Unk           | Unk        | 2                   | 24            |                      | 0.06  |                |                    |                 |
|                |                                | C   | TI   | (EB) Spot Rd (on)                              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.32           | 62                 |                 |
| 79.90          | M079 +0.85                     | C   | JB   | Maricopa County                                |               |            |                     |               |                      |       |                |                    |                 |
| 79.94          | +0.89                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      | 8.20  |                |                    |                 |
| 82.05          | M082 +0.00                     | C   | EB   | <a href="#">Projects spanning M82 to M83</a>   | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.99           | Sep 1999           |                 |
| 83.79          | M083 +0.74                     | C   | RA   | (EB) Sentinel Rest Area (off)                  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.14           |                    |                 |
| 83.93          | +0.88                          | C   | RA   | (EB) Sentinel Rest Area                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.14           |                    |                 |
| 84.06          | M084 +0.00                     | C   | RA   | (EB) Sentinel Rest Area (on)                   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.10           |                    |                 |
| 86.83          | M086 +0.78                     | C   | TI   | (EB) Sentinel (off)                            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.27           | 62                 |                 |
| 87.10          | M087 +0.03                     | A   | TI   | (NB/SB) Sentinel Crossing                      | Unk           | Unk        | 2                   | 24            |                      | 0.06  |                |                    |                 |
|                |                                | C   | TI   | (EB) Sentinel (on)                             | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.27           | 62                 |                 |
|                |                                | C   | OP   | (EB) Exit #87 at Sentinel Rd                   |               |            |                     |               |                      |       | 1962           | 97 ft Concrete     |                 |
| 88.04          | M088 +0.00                     | C   | EB   | <a href="#">Projects spanning M88 to M89</a>   | AC            | AC         | 2                   | 4             | 24                   | 10    | 8.01           | Oct 1999           |                 |
| 88.14          | +0.09                          | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      | 7.80  |                |                    |                 |
| 95.94          | M095 +0.89                     | C   | MD   | 74 ft Soil Median                              |               |            |                     |               |                      | 10.14 |                |                    |                 |
| 96.05          | M096 +0.00                     | C   | EB   | <a href="#">Projects spanning M96 to M97</a>   | AC            | MBH        | 2                   | 4             | 24                   | 10    | 10.03          | 69                 |                 |
| 100.80         | M100 +0.74                     | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 1.55           |                    |                 |
| 102.08         | M102 +0.03                     | C   | TI   | (EB) Painted Rock (off)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.26           | 58                 |                 |
| 102.34         | +0.29                          | C   | OP   | (EB) Exit #102 at Painted Rock Dam Rd          |               |            |                     |               |                      |       | 1958           | 89 ft Concrete     |                 |
|                |                                | A   | TI   | (NB/SB) Painted Rock Crossing                  | Unk           | Unk        | 2                   | 24            |                      | 0.07  |                |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 4.22           |                    |                 |
| 102.48         | +0.43                          | C   | TI   | (EB) Painted Rock (on)                         | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.13           | 58                 |                 |
| 106.08         | M106 +0.03                     | C   | EB   | <a href="#">Projects spanning M106 to M107</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 9.07           | 1994               |                 |
|                |                                | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      | 9.18  |                |                    |                 |
| 106.32         | +0.27                          | C   | TI   | (EB) Paloma (off)                              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.25           | 60                 |                 |
| 106.56         | +0.51                          | A   | TI   | (NB/SB) Paloma Rd Crossing                     | Unk           | Unk        | 2                   | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | Unk           | Gravel     | 2                   | 1             | 22                   | 1     | 4.93           |                    |                 |
|                |                                | C   | TI   | (EB) Paloma (on)                               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.27           | 60                 |                 |
|                |                                | C   | OP   | (EB) Exit #106 at Paloma Rd                    |               |            |                     |               |                      |       | 1960           | 97 ft Concrete     |                 |
| 111.23         | M111 +0.18                     | C   | TI   | (EB) Citrus Valley (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.27           | 60                 |                 |
| 111.49         | +0.45                          | A   | TI   | (NB/SB) Citrus Valley Crossing                 | Unk           | Unk        | 2                   | 24            |                      | 0.08  |                |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | Unk           | BST        | 2                   | 1             | 24                   | 1     | 3.24           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #111 at Citrus Valley Rd             |               |            |                     |               |                      |       | 1960           | 97 ft Concrete     |                 |
|                |                                | C   | TI   | (EB) Citrus Valley (on)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.35           | 60                 |                 |
| 111.62         | +0.57                          | C   | JB   | WCL Gila Bend                                  |               |            |                     |               |                      |       |                |                    |                 |
| 114.38         | M114 +0.33                     | C   | TI   | (EB) W Gila Bend (off)                         | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.31           | 71                 |                 |
| 115.05         | M115 +0.00                     | C   | VMS  | (EB) Variable Message Sign #10 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 115.15         | +0.10                          | C   | EB   | <a href="#">Projects spanning M115 to M116</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 19.50          | Aug 1999           |                 |

**I 008 at M115+0.10**

**M115+0.10 on I 008**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 008 at M115+0.16**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M115+0.16 on I 008**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 115.21         | M115 +0.16                     | A   | OP   | Exit #115 at SB008(3) West                     |               |            |                     |               |                      |       | 1971           | 659 ft Concrete    |                 |
| 115.26         | +0.21                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      | 4.46  |                |                    |                 |
| 115.68         | +0.63                          | C   | OP   | (EB) Exit #116 at S 085                        |               |            |                     |               |                      |       | 1971           | 171 ft Concrete    |                 |
| 115.72         | +0.67                          | C   | TI   | (EB) S 085 (on)                                | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.16           | 71                 |                 |
| 115.76         | +0.71                          | C   | JB   | ECL Gila Bend                                  |               |            |                     |               |                      |       |                |                    |                 |
| 116.41         | M116 +0.36                     | C   | OP   | (EB) Tucson Cornelia & Gila Bend RR (Inactive) |               |            |                     |               |                      |       | 1969           | 120 ft Concrete    |                 |
| 116.85         | +0.80                          | C   | OP   | (EB) County Rd                                 |               |            |                     |               |                      |       | 1969           | 107 ft Concrete    |                 |
| 117.44         | M117 +0.39                     | C   | BR   | (EB) Sand Tanks Wash                           |               |            |                     |               |                      |       | 1969           | 201 ft Concrete    |                 |
| 119.17         | M119 +0.12                     | C   | TI   | (EB) E Gila Bend (off)                         | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.39           | 69                 |                 |
| 119.47         | +0.42                          | A   | UP   | Exit #119 at SB008(3) E                        |               |            |                     |               |                      |       | 1969           |                    | 16'-06"         |
| 119.54         | +0.48                          | C   | TI   | (EB) E Gila Bend (on)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.34           | 69                 |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | Unk           | BST        | 2                   | 1             | 24                   | 1     | 0.42           |                    |                 |
| 119.72         | +0.67                          | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      | 58.64 |                |                    |                 |
| 134.65         | M134 +0.60                     | C   | EB   | <a href="#">Projects spanning M134 to M135</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.04           | 81                 |                 |
| 134.69         | +0.64                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 6.58           | 92                 |                 |
| 140.68         | M140 +0.63                     | C   | TI   | (EB) Freeman Rd (off)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.18           | 58                 |                 |
| 140.86         | +0.81                          | A   | TI   | (NB/SB) Freeman Rd Crossing                    | Unk           | Unk        | 2                   |               | 24                   |       | 0.06           |                    |                 |
|                |                                | C   | TI   | (EB) Freeman Rd (on)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           | 58                 |                 |
|                |                                | C   | OP   | (EB) Exit #140 at Freeman Rd                   |               |            |                     |               |                      |       | 1958           | 29 ft Concrete     |                 |
| 141.27         | M141 +0.21                     | C   | EB   | <a href="#">Projects spanning M141 to M142</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 6.41           | 81                 |                 |
| 144.48         | M144 +0.43                     | C   | TI   | (EB) Vekol Rd (off)                            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.08           | 59                 |                 |
| 144.54         | +0.50                          | C   | TI   | (EB) Vekol Rd (on)                             | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.05           | 59                 |                 |
| 144.60         | +0.56                          | A   | UP   | Exit #144 at Vekol Valley Rd                   |               |            |                     |               |                      |       | 1959           |                    | 16'-01"         |
|                |                                | A   | TI   | (NB/SB) Vekol Rd Crossing                      | Unk           | Unk        | 2                   |               | 24                   |       | 0.35           |                    |                 |
| 144.81         | +0.76                          | C   | BR   | (EB) Vekol Wash                                |               |            |                     |               |                      |       | 1959           | 190 ft Concrete    |                 |
| 147.64         | M147 +0.59                     | C   | JB   | Pinal County                                   |               |            |                     |               |                      |       |                |                    |                 |
| 147.68         | +0.63                          | C   | EB   | <a href="#">Projects spanning M147 to M148</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 13.17          | 90                 |                 |
| 151.54         | M151 +0.49                     | C   | FR   | Two Way Frontage Rd Right                      | Unk           | Unk        | 2                   | 1             | 24                   | 1     | 0.17           |                    |                 |
|                | +0.50                          | C   | BR   | (EB) Mendell Wash                              |               |            |                     |               |                      |       | 1961           | Unknown            |                 |
| 151.56         | +0.51                          | C   | TI   | (EB) Maricopa Rd (off)                         | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.16           | 62                 |                 |
| 151.72         | +0.67                          | C   | TI   | (EB) Maricopa Rd (on)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.19           | 62                 |                 |
| 151.73         | +0.68                          | A   | UP   | Exit #151 at S 084                             |               |            |                     |               |                      |       | 1962           |                    | 16'-00"         |
| 153.49         | M153 +0.45                     | C   | BR   | (EB) Unknown Wash                              |               |            |                     |               |                      |       |                | Unknown            |                 |
| 157.61         | M157 +0.56                     | C   | OP   | (EB) Smith Rd                                  |               |            |                     |               |                      |       | 1962           | 90 ft Concrete     |                 |
| 160.85         | M160 +0.80                     | C   | EB   | <a href="#">Projects spanning M160 to M161</a> | AC            | AC         | 2                   | 3             | 24                   | 9     | 9.22           | 1995               |                 |
| 161.61         | M161 +0.52                     | A   | TI   | (NB/SB) Stanfield Rd Crossing                  | Unk           | Unk        | 2                   |               | 24                   |       | 0.22           |                    |                 |
|                |                                | C   | TI   | (EB) Stanfield Rd (on)                         | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.34           | 65                 |                 |
|                |                                | A   | UP   | Exit #161 at Stanfield Rd                      |               |            |                     |               |                      |       | 1965           |                    | 16'-03"         |
| 161.68         | +0.59                          | C   | TI   | (EB) Stanfield Rd (off)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.26           | 65                 |                 |

**I 008 at M161+0.59**

**M161+0.59 on I 008**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 008 at M162+0.53**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M162+0.53 on I 008**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 162.61         | M162 +0.53                     | A   | UP   | Murphy Rd   |               |            |                     |               |                      |       | 1965           |                    | 16'-04"         |
| 163.14         | M163 +0.06                     | C   | BR   | (EB) Santa Rosa Wash                                      |               |            |                     |               |                      |       | 1965           | 620 ft Concrete    |                 |
| 164.61         | M164 +0.53                     | A   | UP   | Russell Rd  |               |            |                     |               |                      |       | 1965           |                    | 16'-01"         |
| 166.61         | M166                           | A   | UP   | Midway Rd   |               |            |                     |               |                      |       | 1966           |                    | 16'-06"         |
| 166.99         | +0.91                          | C   | BR   | (EB) Greenes Wash   |               |            |                     |               |                      |       | 1966           | 471 ft Concrete    |                 |
| 167.46         | M167 +0.38                     | C   | TI   | (EB) Montgomery Rd (off)                                  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           | 66                 |                 |
| 167.61         | +0.53                          | A   | UP   | Exit #167 at Montgomery Rd                                |               |            |                     |               |                      |       | 1966           |                    | 16'-03"         |
|                |                                | A   | TI   | (NB/SB) Montgomery Rd Crossing                            | Unk           | Unk        | 2                   |               | 24                   |       | 0.11           |                    |                 |
|                |                                | C   | TI   | (EB) Montgomery Rd (on)                                   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.16           | 66                 |                 |
| 169.62         | M169 +0.54                     | A   | TI   | (NB/SB) Bianco Rd Crossing                                | Unk           | Unk        | 2                   |               | 24                   |       | 0.28           |                    |                 |
|                |                                | C   | TI   | (EB) Bianco Rd (on)                                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.31           | 66                 |                 |
|                |                                | A   | UP   | Exit #169 at Bianco Rd                                    |               |            |                     |               |                      |       | 1966           |                    | 16'-06"         |
| 169.72         | +0.64                          | C   | TI   | (EB) Bianco Rd (off)                                      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.22           | 66                 |                 |
| 170.07         | +0.99                          | C   | EB   | <a href="#">Projects spanning M169 to M170</a>            | AC            | MBH        | 2                   | 3             | 24                   | 9     | 0.04           | 70                 |                 |
| 170.11         | M170 +0.03                     | C   | EB   | <a href="#">Projects spanning M170 to M171</a>            | AC            | AC         | 2                   | 6             | 24                   | 10    | 7.94           | 21 Jun 2002        |                 |
| 171.02         | +0.94                          | C   | BR   | (EB) Santa Cruz Wash                                      |               |            |                     |               |                      |       | 1966           | 351 ft Concrete    |                 |
| 172.62         | M172 +0.54                     | A   | TI   | (NB/SB) Thornton Rd Crossing                              | Unk           | Unk        | 2                   |               | 24                   |       | 0.26           |                    |                 |
|                |                                | C   | TI   | (EB) Thornton Rd (on)                                     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.32           | 67                 |                 |
|                |                                | A   | UP   | Exit #172 at Thornton Rd                                  |               |            |                     |               |                      |       | 1967           |                    | 15'-10"         |
| 172.70         | +0.62                          | C   | TI   | (EB) Thornton Rd (off)                                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.24           | 67                 |                 |
| 173.61         | M173 +0.53                     | A   | UP   | Chuichu Rd  |               |            |                     |               |                      |       | 1967           |                    | 15'-11"         |
| 174.44         | M174 +0.36                     | C   | TI   | (EB) Trezell Rd (off)                                     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.17           | 67                 |                 |
| 174.60         | +0.52                          | C   | TI   | (EB) Trezell Rd (on)                                      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.22           | 67                 |                 |
| 174.62         | +0.53                          | A   | TI   | (NB/SB) Trezell Rd Crossing                               | Unk           | Unk        | 2                   |               | 24                   |       | 0.15           |                    |                 |
|                |                                | A   | UP   | Exit #174 at Trezell Rd                                   |               |            |                     |               |                      |       | 1967           |                    | 15'-11"         |
| 175.07         | M175 +0.00                     | C   | VMS  | (EB) Variable Message Sign #13 (Proposed)                 |               |            |                     |               |                      |       |                |                    |                 |
| 175.72         | +0.65                          | C   | JB   | WCL Casa Grande Elev 1405                                 |               |            |                     |               |                      |       |                |                    |                 |
| 175.73         | +0.66                          | C   | OP   | (EB) Peart Rd   |               |            |                     |               |                      |       | 1967           | 95 ft Concrete     |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                                 | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 0.29           |                    |                 |
| 178.01         | M177 +0.93                     | C   | TI   | (EB) Exit # 178 (Arizola TI) to I 010 EB (off)            | Unk           | Unk        | 1                   |               | 12                   |       | 0.63           | 66                 |                 |
| 178.05         | +0.97                          | C   | EB   | <a href="#">Projects spanning M177 to M178</a>            | AC            | MBH        | 2                   | 6             | 24                   | 10    | 0.31           | 21 Jun 2002        |                 |
| 178.33         | M178 +0.25                     | C   | OP   | (EB) I 010 EB   |               |            |                     |               |                      |       | 1967           | 286 ft Steel       |                 |
| 178.36         | +0.28                          | C   | J    | (EB) End I 008 at I 010 on OP                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | (EB) Exit # 178 (Arizola TI) ramp merge to I 010 WB (off) |               |            |                     |               |                      |       |                |                    |                 |

**I 008 at M178+0.28**

**M178+0.28 on I 008**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 008 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on I 008**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 008 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.09  | M000 +0.00                     | N   | J (WB) Begin I 008 at AZ/CA State Line        |              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | WB <a href="#">Projects spanning M0 to M1</a> | PCC          | PCC           | 2          | 10                  | 24            | 4                    | 0.58  | 78             |                    |                 |
| 0.59  | +0.50                          | N   | OP (WB) Exit #1 at Giss Pkwy                  |              |               |            |                     |               |                      |       | 1976           | 204 ft Concrete    |                 |
| 0.67  | +0.58                          | N   | WB <a href="#">Projects spanning M0 to M1</a> | PCC          | PCC           | 2          | 10                  | 24            | 4                    | 0.52  | 76             |                    |                 |
| 0.78  | +0.69                          | N   | TI (WB) Giss Pkwy (on)                        | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.14  | 76             |                    |                 |
| 0.92  | +0.83                          | N   | TI (WB) Giss Pkwy (off)                       | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.19  | 76             |                    |                 |
| 1.19  | M001 +0.18                     | N   | WB <a href="#">Projects spanning M1 to M2</a> | AC           | MBH           | 2          | 10                  | 24            | 4                    | 1.30  | 76             |                    |                 |
| 1.37  | +0.36                          | N   | WS (WB) Weigh Station (on)                    | Unk          | Unk           |            |                     | ?             |                      | 0.10  |                |                    |                 |
| 1.54  | +0.53                          | N   | WS (WB) Weigh Station                         | Unk          | Unk           |            |                     | ?             |                      | 0.17  |                |                    |                 |
| 1.63  | +0.62                          | N   | WS (WB) Weigh Station (off)                   | Unk          | Unk           |            |                     | ?             |                      | 0.10  |                |                    |                 |
| 2.28  | M002 +0.27                     | N   | TI (WB) U 095 (on)                            | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.24  | 70             |                    |                 |
| 2.48  | +0.47                          | N   | TI (WB) U 095 (off)                           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.21  | 70             |                    |                 |
| 2.49  | +0.48                          | N   | WB <a href="#">Projects spanning M2 to M3</a> | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.90  | 72             |                    |                 |
| 3.39  | M003 +0.38                     | N   | WB <a href="#">Projects spanning M3 to M4</a> | AC           | MBH           | 2          | 10                  | 30            | 4                    | 0.15  | 72             |                    |                 |
| 3.54  | +0.53                          | N   | WB  | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.03  | 28 Aug 2004    |                    |                 |
| 3.57  | +0.56                          | N   | WB  | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.11  | 28 Aug 2004    |                    |                 |
| 3.68  | +0.68                          | N   | WB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.60  | 28 Aug 2004    |                    |                 |
| 3.69  |                                | N   | TI (WB) Ave 3E (on)                           | AC           | AC            | 1          | 10                  | 12            | 6                    | 0.01  | 28 Aug 2004    |                    |                 |
| 3.79  | +0.79                          | N   | TI (WB) Ave 3E (on)                           | AC           | AC            | 1.5        | 6                   | 18            | 4                    | 0.10  | 28 Aug 2004    |                    |                 |
| 3.90  | +0.89                          | N   | TI (WB) Ave 3E (on)                           | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.10  | 28 Aug 2004    |                    |                 |
| 3.91  | +0.90                          | N   | TI (WB) Ave 3E (on)                           | AC           | AC            | 2          | 5                   | 24            | 2                    | 0.01  | 28 Aug 2004    |                    |                 |
| 3.94  | +0.93                          | N   | FR Two Way Frontage Rd Left                   | AC           | AC            | 2          | 4                   | 24            | 4                    | 0.47  | 28 Aug 2004    |                    |                 |
| 3.95  | +0.95                          | N   | TI (WB) Ave 3E (on)                           | AC           | AC            | 2          | 8                   | 24            | 2                    | 0.05  | 28 Aug 2004    |                    |                 |
| 3.96  |                                | N   | OP (WB) Exit #3 at S 280                      |              |               |            |                     |               |                      |       | 28 Aug 2004    | 213 ft Concrete    |                 |
| 4.06  | M004 +0.06                     | N   | TI (WB) Ave 3E (off)                          | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.11  | 28 Aug 2004    |                    |                 |
| 4.08  | +0.08                          | N   | TI (WB) Ave 3E (off)                          | AC           | AC            | 2.5        | 5                   | 30            | 2                    | 0.02  | 28 Aug 2004    |                    |                 |
| 4.12  | +0.12                          | N   | TI (WB) Ave 3E (off)                          | AC           | AC            | 2.5        | 8                   | 30            | 2                    | 0.04  | 28 Aug 2004    |                    |                 |
| 4.28  | +0.28                          | N   | TI (WB) Ave 3E (off)                          | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.17  | 28 Aug 2004    |                    |                 |
|   |                                | N   | WB <a href="#">Projects spanning M4 to M5</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.10  | 28 Aug 2004    |                    |                 |
| 4.38  | +0.38                          | N   | WB  | AC           | MBH           | 2          | 10                  | 36            | 4                    | 0.01  | 72             |                    |                 |
|   |                                | N   | WB  | AC           | MBH           | 2          | 10                  | 30            | 4                    | 0.13  | 72             |                    |                 |
| 4.39  | +0.39                          | N   | FR Two Way Frontage Rd Left                   | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.81  |                |                    |                 |
| 4.52  | +0.52                          | N   | WB <a href="#">Projects spanning M4 to M5</a> | AC           | MBH           | 2          | 10                  | 24            | 4                    | 5.73  | 72             |                    |                 |
| 7.64  | M007 +0.64                     | N   | OP (WB) Exit #7 at Araby Rd                   |              |               |            |                     |               |                      |       | 1968           | 147 ft Concrete    |                 |
| 7.66  | +0.65                          | N   | TI (WB) Araby Rd (on)                         | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.42  | 19 Sep 2003    |                    |                 |
| 7.93  | +0.93                          | N   | TI (WB) Araby Rd (off)                        | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.29  | 19 Sep 2003    |                    |                 |
| 8.71  | M008 +0.70                     | N   | OP (WB) Union Pacific RR                      |              |               |            |                     |               |                      |       | 1968           | 281 ft Steel       |                 |

**I 008 at M008+0.70**

**M008+0.70 on I 008**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 008 at M009+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M009+0.43 on I 008**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 9.46           | M009 +0.43                     | N   | OP   | (WB) Exit #9 at SB008(1)                     |               |            |                     |               |                      |       | 1968           | 313 ft Concrete    |                 |
| 9.75           | +0.72                          | N   | FR   | Two Way Frontage Rd Left                     | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.12           | 2002               |                 |
| 9.81           | +0.78                          | N   | TI   | (WB) East Yuma (on)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.15           | 68                 |                 |
| 9.95           | +0.92                          | N   | TI   | (WB) East Yuma (off)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.14           | 68                 |                 |
| 10.25          | M010 +0.24                     | N   | WB   | <a href="#">Projects spanning M10 to M11</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 1.41           | 68                 |                 |
| 11.66          | M011 +0.65                     | N   | WB   | <a href="#">Projects spanning M11 to M12</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 2.18           | 67                 |                 |
| 12.25          | M012 +0.24                     | N   | TI   | (WB) Fortuna Rd (on)                         | Unk           | Unk        | 1                   | 6             | 14                   | 2     | 0.27           | 1997               |                 |
| 12.48          | +0.47                          | N   | TI   | (WB) Fortuna Rd (off)                        | Unk           | Unk        | 1                   | 6             | 14                   | 2     | 0.26           | 1997               |                 |
| 13.84          | M013 +0.83                     | N   | WB   | <a href="#">Projects spanning M13 to M14</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 1.13           | 89                 |                 |
| 14.25          | M014 +0.24                     | N   | TI   | (WB) Foothills Blvd (on)                     | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.20           | 88                 |                 |
| 14.52          | +0.51                          | N   | TI   | (WB) Foothills Blvd (off)                    | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.27           | 88                 |                 |
| 14.89          | +0.87                          | N   | BR   | (WB) Fortuna Wash                            |               |            |                     |               |                      |       | 1967           | 215 ft Concrete    |                 |
| 14.97          | +0.96                          | N   | WB   | <a href="#">Projects spanning M14 to M15</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 2.33           | 67                 |                 |
| 16.45          | M016 +0.44                     | N   | BR   | (WB) Dry Wash                                |               |            |                     |               |                      |       | 2000           | 215 ft Concrete    |                 |
| 17.30          | M017 +0.30                     | N   | WB   | <a href="#">Projects spanning M17 to M18</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.40           | 07 May 2003        |                 |
| 18.70          | M018 +0.70                     | N   | WB   | <a href="#">Projects spanning M18 to M19</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 1.71           | 67                 |                 |
| 18.82          | +0.82                          | N   | OP   | (WB) Telegraph Pass                          |               |            |                     |               |                      |       | 1967           | 267 ft Steel       |                 |
| 20.37          | M020 +0.35                     | N   | OP   | (WB) I 008 EB                                |               |            |                     |               |                      |       | 1967           | 249 ft Steel       |                 |
| 20.41          | +0.40                          | N   | WB   | <a href="#">Projects spanning M20 to M21</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.21           | 67                 |                 |
| 20.62          | +0.60                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 8.44           | 71                 |                 |
| 21.19          | M021 +0.05                     | N   | UP   | (WB) Exit #21 at Dome Valley Rd              |               |            |                     |               |                      |       |                |                    | 16'-03"         |
| 21.25          | +0.12                          | N   | TI   | (WB) Dome Valley Rd (on)                     | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.31           | 69                 |                 |
| 21.40          | +0.26                          | N   | TI   | (WB) Dome Valley Rd (off)                    | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.28           | 69                 |                 |
| 22.42          | M022 +0.28                     | N   | RA   | (WB) Ligurta Parking (on) (No Services)      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.09           |                    |                 |
| 22.56          | +0.42                          | N   | RA   | (WB) Ligurta Parking (No Services)           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.14           |                    |                 |
| 22.68          | +0.54                          | N   | RA   | (WB) Ligurta Parking (off) (No Services)     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.13           |                    |                 |
| 23.03          | +0.89                          | N   | BR   | (WB) Red Top Wash                            |               |            |                     |               |                      |       | 1969           | 157 ft Concrete    |                 |
| 24.24          | M024 +0.11                     | N   | BR   | (WB) Ligurta Wash                            |               |            |                     |               |                      |       | 1969           | 469 ft Concrete    |                 |
| 24.68          | +0.54                          | N   | FR   | Two Way Frontage Rd Left                     | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 2.36           |                    |                 |
| 26.85          | M026 +0.71                     | N   | OP   | (WB) Adonde Rd                               |               |            |                     |               |                      |       | 1969           | 107 ft Concrete    |                 |
| 29.06          | M028 +0.93                     | N   | WB   | <a href="#">Projects spanning M28 to M29</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.07           | 89                 |                 |
| 29.13          | M029 +0.00                     | N   | WB   | <a href="#">Projects spanning M29 to M30</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 7.33           | 89                 |                 |
| 30.96          | M030 +0.83                     | N   | TI   | (WB) Wellton (on)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.25           | 69                 |                 |
| 31.19          | M031 +0.06                     | N   | TI   | (WB) Wellton (off)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.25           | 69                 |                 |
| 31.62          | +0.49                          | N   | BR   | (WB) Wellton Canal                           |               |            |                     |               |                      |       |                | Unknown            |                 |
| 36.45          | M036 +0.32                     | N   | WB   | <a href="#">Projects spanning M36 to M37</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.24           | 21 Jan 2004        |                 |
| 36.54          | +0.41                          | N   | BR   | (WB) Mohawk Canal                            |               |            |                     |               |                      |       | 30 May 2003    | 253 ft Concrete    |                 |
| 36.69          | +0.56                          | N   | WB   | <a href="#">Projects spanning M36 to M37</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.49           | 89                 |                 |
| 37.19          | M037 +0.06                     | N   | WB   | <a href="#">Projects spanning M37 to M38</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.45           | May 2000           |                 |

**I 008 at M037+0.06**

**M037+0.06 on I 008**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 008 at M037+0.51**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M037+0.51 on I 008**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 37.64          | M037 +0.51                     | N   | WB   | <a href="#">Projects spanning M37 to M38</a> | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.13           | May 2000           |                 |
| 37.78          | +0.64                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.12           | May 2000           |                 |
| 37.89          | +0.76                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.47           | May 2000           |                 |
| 38.13          | M038 +0.00                     | N   | TI   | (WB) Roll (on)                               | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.28           | 66                 |                 |
| 38.36          | +0.23                          | N   | TI   | (WB) Roll (off)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.27           | 66                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M38 to M39</a> | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.04           | May 2000           |                 |
| 38.40          | +0.27                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.08           | May 2000           |                 |
| 38.48          | +0.35                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 14.95          | May 2000           |                 |
| 42.22          | M042 +0.08                     | N   | TI   | (WB) Tacna (on)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.27           | Jun 2000           |                 |
|                | +0.09                          | N   | FR   | Frontage Rd Left                             | Unk           | Unk        | 2                   |               | 24                   |       | 1.00           |                    |                 |
| 42.46          | +0.33                          | N   | TI   | (WB) Tacna (off)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.28           | Jun 2000           |                 |
| 53.43          | M053                           | N   | WB   | <a href="#">Projects spanning M53 to M54</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 2.20           | May 2000           |                 |
| 54.94          | M054 +0.81                     | N   | OP   | (WB) Union Pacific RR                        |               |            |                     |               |                      |       |                | 1966               | 153 ft Steel    |
| 55.01          | +0.88                          | N   | FR   | Two Way Frontage Rd Left                     | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 12.67          |                    |                 |
| 55.05          | +0.92                          | N   | OP   | (WB) Exit #54 at Ave 52E                     |               |            |                     |               |                      |       |                | 1963               | 158 ft Concrete |
| 55.38          | M055 +0.24                     | N   | TI   | (WB) Ave 52E (Mohawk Valley) (on)            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.13           | 63                 |                 |
| 55.60          | +0.46                          | N   | TI   | (WB) Ave 52E (Mohawk Valley) (off)           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.27           | 63                 |                 |
| 55.63          | +0.50                          | N   | WB   | <a href="#">Projects spanning M55 to M56</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 10.41          | May 2001           |                 |
| 56.26          | M056 +0.12                     | N   | RA   | (WB) Mohawk Rest Area (on)                   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.11           |                    |                 |
| 56.37          | +0.23                          | N   | RA   | (WB) Mohawk Rest Area                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.11           |                    |                 |
| 56.50          | +0.36                          | N   | RA   | (WB) Mohawk Rest Area (off)                  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.13           |                    |                 |
| 66.04          | M065 +0.89                     | N   | WB   | <a href="#">Projects spanning M65 to M66</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.03           | May 2001           |                 |
| 66.07          | +0.93                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 6.03           | 1995               |                 |
| 67.59          | M067 +0.44                     | N   | OP   | (WB) Exit #67 at Dateland (Ave 64E)          |               |            |                     |               |                      |       |                | 1962               | 107 ft Concrete |
| 67.60          | +0.45                          | N   | TI   | (WB) Dateland (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.31           | 62                 |                 |
| 67.61          | +0.46                          | N   | FR   | Two Way Frontage Rd Left                     | Unk           | Gravel     | 2                   | 1             | 22                   | 1     | 5.21           |                    |                 |
| 67.87          | +0.73                          | N   | TI   | (WB) Dateland (off)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.28           | 62                 |                 |
| 72.10          | M071 +0.95                     | N   | WB   | <a href="#">Projects spanning M71 to M72</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 7.85           | 79                 |                 |
| 73.62          | M073 +0.48                     | N   | FR   | Two Way Frontage Rd Left                     | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 1.30           |                    |                 |
|                |                                | N   | OP   | (WB) Exit #73 at Aztec Rd (Ave 70E)          |               |            |                     |               |                      |       |                | 1962               | 97 ft Concrete  |
|                |                                | N   | TI   | (WB) Aztec Rd (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.26           | 62                 |                 |
| 73.86          | +0.71                          | N   | TI   | (WB) Aztec Rd (off)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.24           | 62                 |                 |
| 74.92          | M074 +0.77                     | N   | FR   | Two Way Frontage Rd Left                     | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 0.60           |                    |                 |
| 75.52          | M075 +0.37                     | N   | FR   | Two Way Frontage Rd Left                     | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 3.08           |                    |                 |
| 78.60          | M078 +0.46                     | N   | FR   | Two Way Frontage Rd Left                     | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 3.37           |                    |                 |
|                |                                | N   | TI   | (WB) Spot Rd (on)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.27           | 62                 |                 |
|                |                                | N   | OP   | (WB) Exit #78 at Spot Rd (Ave 75E)           |               |            |                     |               |                      |       |                | 1962               | 97 ft Concrete  |
| 78.86          | +0.71                          | N   | TI   | (WB) Spot Rd (off)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.26           | 62                 |                 |
| 79.95          | M079 +0.80                     | N   | WB   | <a href="#">Projects spanning M79 to M80</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 2.19           | 78                 |                 |

**I 008 at M079+0.80**

**M079+0.80 on I 008**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 008 at M082+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M082+0.00 on I 008**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 82.14          | M082 +0.00                     | N   | WB   | <a href="#">Projects spanning M82 to M83</a>   | AC            | AC         | 2          | 10            | 24                   | 4     | 5.99           | Sep 1999           |                 |
| 84.78          | M084 +0.64                     | N   | RA   | (WB) Sentinel Rest Area (on)                   | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.12           |                    |                 |
| 84.91          | +0.76                          | N   | RA   | (WB) Sentinel Rest Area                        | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.12           |                    |                 |
| 85.02          | +0.88                          | N   | RA   | (WB) Sentinel Rest Area (off)                  | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.12           |                    |                 |
| 85.53          | M085 +0.38                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Unk        | 2          | 0             | 24                   | 0     | 0.48           |                    |                 |
| 86.00          | +0.86                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24                   | 1     | 0.12           |                    |                 |
| 86.12          | +0.98                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Unk        | 2          | 0             | 24                   | 0     | 1.64           |                    |                 |
| 87.19          | M087 +0.04                     | N   | TI   | (WB) Sentinel (on)                             | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.29           | 62                 |                 |
|                |                                | N   | OP   | (WB) Exit #87 at Sentinel Rd                   |               |            |            |               |                      |       |                | 1962               | 97 ft Concrete  |
| 87.44          | +0.29                          | N   | TI   | (WB) Sentinel (off)                            | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.25           | 62                 |                 |
| 88.14          | M088 +0.00                     | N   | WB   | <a href="#">Projects spanning M88 to M89</a>   | AC            | AC         | 2          | 10            | 24                   | 4     | 8.00           | Oct 1999           |                 |
| 96.14          | M096                           | N   | WB   | <a href="#">Projects spanning M96 to M97</a>   | AC            | MBH        | 2          | 10            | 24                   | 4     | 3.95           | 69                 |                 |
| 100.09         | M099 +0.94                     | N   | WB   | <a href="#">Projects spanning M99 to M100</a>  | AC            | MBH        | 2          | 10            | 24                   | 4     | 6.00           | 86                 |                 |
| 102.43         | M102 +0.29                     | N   | OP   | (WB) Exit #102 at Painted Rock Dam Rd          |               |            |            |               |                      |       |                | 1958               | 89 ft Concrete  |
|                |                                | N   | TI   | (WB) Painted Rock (on)                         | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.27           | 58                 |                 |
| 102.70         | +0.56                          | N   | TI   | (WB) Painted Rock (off)                        | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.27           | 58                 |                 |
| 106.09         | M105 +0.94                     | N   | WB   | <a href="#">Projects spanning M105 to M106</a> | AC            | AC         | 2          | 10            | 24                   | 4     | 9.15           | 1994               |                 |
| 106.18         | M106 +0.03                     | N   | FR   | Frontage Rd Left                               | Unk           | Unk        | 2          |               | 24                   |       | 0.48           |                    |                 |
| 106.65         | +0.51                          | N   | OP   | (WB) Exit #106 at Paloma Rd                    |               |            |            |               |                      |       |                | 1960               | 97 ft Concrete  |
|                |                                | N   | TI   | (WB) Paloma (on)                               | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.31           | 60                 |                 |
| 106.66         |                                | N   | FR   | Frontage Rd Left                               | Unk           | Unk        | 2          |               | 24                   |       | 0.47           |                    |                 |
| 106.89         | +0.74                          | N   | TI   | (WB) Paloma (off)                              | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.23           | 60                 |                 |
| 111.58         | M111 +0.44                     | N   | OP   | (WB) Exit #111 at Citrus Valley Rd             |               |            |            |               |                      |       |                | 1960               | 97 ft Concrete  |
|                |                                | N   | TI   | (WB) Citrus Valley (on)                        | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.32           | 60                 |                 |
| 111.86         | +0.72                          | N   | TI   | (WB) Citrus Valley (off)                       | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.28           | 60                 |                 |
| 113.77         | M113 +0.62                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | BST        | 2          | 1             | 24                   | 1     | 1.85           |                    |                 |
| 114.98         | M114 +0.84                     | N   | TI   | (WB) W Gila Bend (on)                          |               |            |            |               |                      |       |                |                    |                 |
| 115.24         | M115 +0.10                     | N   | WB   | <a href="#">Projects spanning M115 to M116</a> | AC            | AC         | 2          | 10            | 24                   | 4     | 19.51          | Aug 1999           |                 |
| 115.44         | +0.30                          | N   | TI   | (EB) W Gila Bend (off)                         | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.47           | 71                 |                 |
| 115.77         | +0.63                          | N   | OP   | (WB) Exit #116 at S 085                        |               |            |            |               |                      |       |                | 1971               | 171 ft Concrete |
| 115.95         | +0.81                          | N   | TI   | (WB) S 085 (off)                               | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.21           | 71                 |                 |
| 116.51         | M116 +0.39                     | N   | OP   | (WB) Tucson Cornelia & Gila Bend RR (Inactive) |               |            |            |               |                      |       |                | 1969               | 120 ft Concrete |
| 116.95         | +0.83                          | N   | OP   | (WB) County Rd                                 |               |            |            |               |                      |       |                | 1969               | 107 ft Concrete |
| 117.52         | M117 +0.37                     | N   | BR   | (WB) Sand Tanks Wash                           |               |            |            |               |                      |       |                | 1969               | 201 ft Concrete |
| 119.51         | M119 +0.36                     | N   | TI   | (WB) E Gila Bend (on)                          | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.21           | 69                 |                 |
| 119.87         | +0.72                          | N   | TI   | (WB) E Gila Bend (off)                         | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.37           | 69                 |                 |
| 121.04         | M120 +0.90                     | N   | VMS  | (WB) Variable Message Sign #312 (Operational)  |               |            |            |               |                      |       |                | 2002               |                 |
| 134.74         | M134 +0.60                     | N   | WB   | <a href="#">Projects spanning M134 to M135</a> | AC            | AC         | 2          | 10            | 24                   | 4     | 6.53           | 92                 |                 |
| 140.95         | M140 +0.81                     | N   | TI   | (WB) Freeman Rd (on)                           | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.22           | 58                 |                 |

**I 008 at M140+0.81**

**M140+0.81 on I 008**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 008 at M140+0.81**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M140+0.81 on I 008**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes    | Shoulder    |               | Shoulder    |               | Miles         | Year/Date Open         | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|-------------|---------------|-------------|---------------|---------------|------------------------|--------------------|-----------------|
|   |                                |     |      |  |               |               | Width Left  | Surface Width | Width Right |               |               |                        |                    |                 |
| 140.95                                    | M140 +0.81                     | N   | OP   | (WB) Exit #140 at Freeman Rd                       |               |               |             |               |             |               |               | 1958                   | 29 ft Concrete     |                 |
| 141.07                                    | +0.92                          | N   | TI   | (WB) Freeman Rd (off)                              | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.12          |                        | 58                 |                 |
| 141.28                                    | M141 +0.12                     | N   | WB   | <a href="#">Projects spanning M141 to M142</a>     | AC            | MBH           | 2           | 10            | 24          | 4             | 6.41          |                        | 81                 |                 |
| 144.68                                    | M144 +0.54                     | N   | TI   | (WB) Vekol Rd (on)                                 | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.24          |                        | 59                 |                 |
| 144.81                                    | +0.66                          | N   | TI   | (WB) Vekol Rd (off)                                | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.11          |                        | 59                 |                 |
| 144.89                                    | +0.75                          | N   | BR   | (WB) Vekol Wash                                    |               |               |             |               |             |               |               | 1954                   | 188 ft Concrete    |                 |
| 147.69                                    | M147 +0.55                     | N   | WB   | <a href="#">Projects spanning M147 to M148</a>     | AC            | MBH           | 2           | 10            | 24          | 4             | 0.05          |                        | 74                 |                 |
| 147.74                                    | +0.60                          | N   | WB   |  | AC            | AC            | 2           | 9.5           | 24          | 3.5           | 13.30         | 03 Mar 1997            |                    |                 |
| 151.64                                    | M151 +0.50                     | N   | BR   | (WB) Mendell Wash                                  |               |               |             |               |             |               |               | 1961                   | 152 ft Concrete    |                 |
| 151.92                                    | +0.77                          | N   | TI   | (WB) Maricopa Rd (on)                              | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.34          |                        | 62                 |                 |
| 152.00                                    | +0.86                          | N   | TI   | (WB) Maricopa Rd (off)                             | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.15          |                        | 62                 |                 |
| 152.04                                    | +0.90                          | N   | BR   | (WB) Vekol Wash                                    |               |               |             |               |             |               |               | 1954                   | 188 ft Concrete    |                 |
| 153.59                                    | M153 +0.45                     | N   | BR   | (WB) Unknown Wash                                  |               |               |             |               |             |               |               | 1961                   | 153 ft Concrete    |                 |
| 157.70                                    | M157 +0.56                     | N   | OP   | (WB) Smith Rd                                      |               |               |             |               |             |               |               | 1962                   | 90 ft Concrete     |                 |
| 161.03                                    | M160 +0.90                     | N   | WB   | <a href="#">Projects spanning M160 to M161</a>     | AC            | AC            | 2           | 9             | 24          | 3             | 9.04          | 1995                   |                    |                 |
| 161.70                                    | M161 +0.52                     | N   | TI   | (WB) Stanfield Rd (on)                             | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.23          |                        | 65                 |                 |
| 161.97                                    | +0.79                          | N   | TI   | (WB) Stanfield Rd (off)                            | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.30          |                        | 65                 |                 |
| 163.23                                    | M163 +0.06                     | N   | BR   | (WB) Santa Rosa Wash                               |               |               |             |               |             |               |               | 1965                   | 620 ft Concrete    |                 |
| 167.08                                    | M166 +0.91                     | N   | BR   | (WB) Greenes Wash                                  |               |               |             |               |             |               |               | 1966                   | 471 ft Concrete    |                 |
| 167.70                                    | M167 +0.53                     | N   | TI   | (WB) Montgomery Rd (on)                            | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.17          |                        | 66                 |                 |
| 167.85                                    | +0.68                          | N   | TI   | (WB) Montgomery Rd (off)                           | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.15          |                        | 66                 |                 |
| 169.61                                    | M169 +0.44                     | N   | TI   | (WB) Bianco Rd (off)                               | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.23          |                        | 66                 |                 |
| 169.71                                    | +0.54                          | N   | TI   | (WB) Bianco Rd (on)                                | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.30          |                        | 66                 |                 |
| 170.08                                    | +0.91                          | N   | WB   | <a href="#">Projects spanning M169 to M170</a>     | AC            | MBH           | 2           | 10            | 24          | 4             | 0.04          |                        | 70                 |                 |
| 170.12                                    | +0.95                          | N   | WB   |  | AC            | AC            | 2           | 10            | 24          | 4             | 0.08          | 1995                   |                    |                 |
| 170.20                                    | M170 +0.03                     | N   | WB   | <a href="#">Projects spanning M170 to M171</a>     | AC            | AC            | 2           | 10            | 24          | 4             | 7.86          | 21 Jun 2002            |                    |                 |
| 171.11                                    | +0.94                          | N   | BR   | (WB) Santa Cruz Wash                               |               |               |             |               |             |               |               | 1966                   | 351 ft Concrete    |                 |
| 172.72                                    | M172 +0.54                     | N   | TI   | (WB) Thornton Rd (on)                              | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.30          |                        | 67                 |                 |
| 173.04                                    | +0.86                          | N   | TI   | (WB) Thornton Rd (off)                             | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.34          |                        | 67                 |                 |
| 174.72                                    | M174 +0.54                     | N   | TI   | (WB) Trezell Rd (on)                               | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.23          |                        | 67                 |                 |
| 174.90                                    | +0.71                          | N   | TI   | (WB) Trezell Rd (off)                              | Unk           | Unk           | 1           | 8             | 12          | 2             | 0.18          |                        | 67                 |                 |
| 175.82                                    | M175 +0.66                     | N   | OP   | (WB) Peart Rd                                      |               |               |             |               |             |               |               | 1967                   | 95 ft Concrete     |                 |
| 178.06                                    | M177 +0.87                     | N   | WB   | <a href="#">Projects spanning M177 to M178</a>     | AC            | MBH           | 2           | 10            | 24          | 4             | 0.39          | 21 Jun 2002            |                    |                 |
| 178.19                                    | M178 +0.01                     | N   | TI   | (WB) Exit # 178 (Arizola TI) from I 010 EB (on)    |               |               |             |               |             |               |               |                        |                    |                 |
| 178.45                                    | +0.27                          | N   | J    | (WB) End I 008 at I 010 on OP                      |               |               |             |               |             |               |               |                        |                    |                 |
|   |                                | N   | TI   | (WB) Ramp from I 010 WB frontage and I 010 WB (on) |               |               |             |               |             |               |               |                        |                    |                 |
|   |                                | N   | OP   | (WB) I 010 WB                                      |               |               |             |               |             |               |               | 1966                   | 286 ft Steel       |                 |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |  |               | <b>356.54</b> | <b>4.14</b> | <b>24.04</b>  | <b>9.95</b> | <b>178.27</b> | <b>1989.7</b> | 178.28 Miles of Median |                    |                 |

**I 008 at M178+0.27**

**M178+0.27 on I 008**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 008 at M178+0.27**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M178+0.27 on I 008**

| GIS<br>Route<br>Mile                                | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles         | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|-----------------|------------------|---------------|---------------------------|------------------|----------------------------|---------------|----------------|-----------------------|--------------------|
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                      |     |      |                 |                  | <b>356.70</b> | <b>9.91</b>               | <b>24.04</b>     | <b>3.91</b>                | <b>178.35</b> | <b>1990.9</b>  |                       |                    |
| <b>Frontage Roads Averages/Totals:</b>              |                                      |     |      |                 |                  | <b>69.30</b>  | <b>0.71</b>               | <b>23.10</b>     | <b>0.71</b>                | <b>34.65</b>  |                |                       |                    |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                      |     |      |                 |                  | <b>72.06</b>  | <b>0.28</b>               | <b>23.71</b>     | <b>0.28</b>                | <b>36.03</b>  |                |                       |                    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on I 010**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 010 - Cardinal (low to higher reference marker)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.01   | M000 +0.00                     | C   | J (EB) Begin I 010 at AZ/CA State line        |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB La Paz County                              |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB <a href="#">Projects spanning M0 to M1</a> | AC           | AC            | 2          | 10                  | 24            | 12                   | 0.84  | Dec 1998       | Unknown            |                 |
|  |                                | A   | BR Ehrenberg Colorado River                   |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD Concrete Curbed Barrier                    |              |               |            |                     |               |                      | 0.09  |                |                    |                 |
|  |                                | C   | CG Curb to Left and Right                     |              |               |            |                     |               |                      | 0.09  |                |                    |                 |
| 0.10   | +0.09                          | C   | MD Concrete Median Barrier                    |              |               |            |                     |               |                      | 0.75  |                |                    |                 |
| 0.16   | +0.15                          | C   | FR Two Way Frontage Rd Right                  | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.57  |                |                    |                 |
| 0.53   | +0.51                          | C   | TI (EB) Poston Rd (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.20  | Dec 1998       |                    |                 |
| 0.72   | +0.70                          | A   | UP Exit #1 at Poston Rd                       |              |               |            |                     |               |                      |       | Dec 1998       |                    | 16'-08"         |
|  |                                | A   | TI (NB/SB) Poston Rd Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.45  |                |                    |                 |
|  |                                | C   | TI (EB) Poston Rd (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | Dec 1998       |                    |                 |
|  |                                | C   | FR Two Way Frontage Rd Right                  | Unk          | BST           | 2          | 1                   | 24            | 1                    | 0.69  |                |                    |                 |
| 0.85   | +0.84                          | C   | EB <a href="#">Projects spanning M0 to M1</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.92  | Dec 1998       |                    |                 |
|  |                                | C   | MD Variable Median Barrier                    |              |               |            |                     |               |                      | 0.79  |                |                    |                 |
| 1.64   | M001 +0.68                     | C   | MD Variable Soil Median                       |              |               |            |                     |               |                      | 9.69  |                |                    |                 |
| 1.77   | +0.81                          | C   | EB <a href="#">Projects spanning M1 to M2</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.35  | 05 Aug 2004    |                    |                 |
| 2.72   | M002 +0.70                     | C   | X WIM Unit (right lane)                       |              |               |            |                     |               |                      |       |                |                    |                 |
| 3.11   | M003 +0.09                     | C   | EB <a href="#">Projects spanning M3 to M4</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.03  | 05 Aug 2004    |                    |                 |
| 3.14   | +0.12                          | C   | EB  | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.06  | 05 Aug 2004    |                    |                 |
| 3.20   | +0.18                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.71  | 05 Aug 2004    |                    |                 |
|  |                                | C   | IS (EB) Weigh Station (off)                   | AC           | AC            |            |                     | ?             |                      | 0.40  | 05 Aug 2004    |                    |                 |
| 3.60   | +0.58                          | C   | IS (EB) Weigh Station (straight)              | AC           | AC            |            |                     | ?             |                      | 0.09  | 05 Aug 2004    |                    |                 |
| 3.69   | +0.67                          | C   | IS (EB) Weigh Station (on)                    | AC           | AC            |            |                     | ?             |                      | 0.22  | 05 Aug 2004    |                    |                 |
|  |                                | C   | IS (EB) Weigh Station (loop)                  | AC           | AC            | 1          |                     | 12            |                      | 0.27  | 05 Aug 2004    |                    |                 |
| 3.91   | +0.89                          | C   | EB <a href="#">Projects spanning M3 to M4</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.15  | 05 Aug 2004    |                    |                 |
| 4.06   | M004 +0.04                     | C   | EB <a href="#">Projects spanning M4 to M5</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.14  | 05 Aug 2004    |                    |                 |
| 4.19   | +0.17                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.25  | 05 Aug 2004    |                    |                 |
| 4.44   | +0.42                          | C   | EB  | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.04  | 05 Aug 2004    |                    |                 |
| 4.48   | +0.46                          | C   | EB  | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.06  | 05 Aug 2004    |                    |                 |
| 4.54   | +0.52                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.35  | 05 Aug 2004    |                    |                 |
|  |                                | C   | RA (EB) Ehrenberg Rest Area (off)             | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.13  | 05 Aug 2004    |                    |                 |
| 4.66   | +0.64                          | C   | RA (EB) Ehrenberg Rest Area                   | AC           | AC            | 2          |                     | 24            |                      | 0.09  | 05 Aug 2004    |                    |                 |
| 4.75   | +0.73                          | C   | RA (EB) Ehrenberg Rest Area (on)              | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.13  | 05 Aug 2004    |                    |                 |
| 4.88   | +0.86                          | C   | EB <a href="#">Projects spanning M4 to M5</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.08  | 05 Aug 2004    |                    |                 |
| 4.96   | +0.94                          | C   | EB  | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.17  | 05 Aug 2004    |                    |                 |
| 5.13   | M005 +0.11                     | C   | EB <a href="#">Projects spanning M5 to M6</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.47  | 05 Aug 2004    |                    |                 |

**I 010 at M005+0.11**

**M005+0.11 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M005+0.58**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M005+0.58 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 5.60           | M005 +0.58                     | C   | EB   | <a href="#">Projects spanning M5 to M6</a>    | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.05           | 05 Aug 2004        |                 |
| 5.65           | +0.63                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.06           | 05 Aug 2004        |                 |
| 5.71           | +0.69                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.29           | 05 Aug 2004        |                 |
|                |                                | C   | TI   | (EB) Tom Wells (off)                          | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.16           | 05 Aug 2004        |                 |
| 5.76           | +0.74                          | C   | FR   | Frontage Rd Right                             | Unk           | Unk        | 2                   |               | 24                   |       | 0.03           |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                     | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.13           | 05 Aug 2004        |                 |
| 5.87           | +0.85                          | A   | TI   | (NB/SB) Tom Wells Crossing                    | AC            | AC         | 2                   |               | 24                   |       | 0.08           | 05 Aug 2004        |                 |
|                |                                | C   | TI   | (EB) Tom Wells (on)                           | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.13           | 05 Aug 2004        |                 |
|                |                                | A   | UP   | Exit #5 at Tom Wells Rd                       |               |            |                     |               |                      |       |                | 1963               | 16'-02"         |
| 6.00           | +0.98                          | C   | EB   | <a href="#">Projects spanning M5 to M6</a>    | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.04           | 05 Aug 2004        |                 |
| 6.04           | +1.02                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.15           | 05 Aug 2004        |                 |
| 6.19           | M006 +0.12                     | C   | EB   | <a href="#">Projects spanning M6 to M7</a>    | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.47           | 05 Aug 2004        |                 |
| 11.33          | M011 +0.31                     | C   | MD   | 76 ft Soil Median                             |               |            |                     |               |                      |       | 12.68          |                    |                 |
| 11.66          | +0.64                          | C   | EB   | <a href="#">Projects spanning M11 to M12</a>  | AC            | AC         | 2                   | 3             | 24                   | 9     | 0.08           | 1999               |                 |
| 11.74          | +0.72                          | C   | EB   |   | AC            | AC         | 2                   | 3             | 30                   | 9     | 0.07           | 1999               |                 |
| 11.81          | +0.79                          | C   | EB   |   | AC            | AC         | 2                   | 3             | 36                   | 9     | 0.07           | 1999               |                 |
| 11.88          | +0.86                          | C   | EB   |   | AC            | AC         | 2                   | 3             | 24                   | 9     | 0.23           | 1999               |                 |
|                |                                | C   | TI   | (EB) Dome Rock (off)                          | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.11           | 1999               |                 |
| 11.99          | +0.97                          | C   | FR   | One Way Frontage Rd EB                        | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.16           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #11 at Dome Rock Rd                 |               |            |                     |               |                      |       |                | 1999               | 89 ft Concrete  |
|                |                                | A   | TI   | (NB/SB) Dome Rock Crossing                    | Unk           | Unk        | 2                   |               | 24                   |       | 0.05           |                    |                 |
| 12.04          | M012 +0.02                     | C   | TI   | (EB) Dome Rock (on)                           | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.08           | 1999               |                 |
| 12.12          | +0.10                          | C   | EB   | <a href="#">Projects spanning M12 to M13</a>  | AC            | AC         | 2                   | 3             | 36                   | 9     | 0.04           | 1999               |                 |
| 12.16          | +0.14                          | C   | EB   |   | AC            | AC         | 2                   | 3             | 30                   | 9     | 0.12           | 1999               |                 |
| 12.27          | +0.26                          | C   | EB   |   | AC            | AC         | 2                   | 3             | 24                   | 9     | 11.74          | 1999               |                 |
| 12.42          | +0.41                          | A   | J    | Median Cross-Over -- [U]                      |               |            |                     |               |                      |       |                |                    |                 |
| 15.63          | M015 +0.60                     | C   | VMS  | (EB) Variable Message Sign #305 (Operational) |               |            |                     |               |                      |       |                | 2002               |                 |
| 15.90          | +0.87                          | C   | JB   | WCL Quartzsite                                |               |            |                     |               |                      |       |                |                    |                 |
| 16.61          | M016 +0.59                     | A   | J    | Median Cross-Over -- [U]                      |               |            |                     |               |                      |       |                |                    |                 |
| 16.95          | +0.93                          | C   | FR   | Two Way Frontage Rd Right                     | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.62           |                    |                 |
| 17.38          | M017 +0.34                     | C   | TI   | (EB) Exit # 17 (off)                          | Unk           | Unk        | 1                   | 2             | 14                   | 2     | 0.16           | 1999               |                 |
| 17.53          | +0.50                          | C   | FR   | Two Way Frontage Rd Right                     | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.86           |                    |                 |
| 17.54          |                                | A   | UP   | Exit #17 at SB010(1)                          |               |            |                     |               |                      |       |                | 1999               | ??'-??"         |
|                |                                | C   | TI   | (EB) Exit # 17 (on)                           | Unk           | Unk        | 1                   | 2             | 14                   | 2     | 0.22           | 1999               |                 |
| 18.13          | M018 +0.10                     | A   | UP   | Pedestrian OP                                 |               |            |                     |               |                      |       |                | 1964               | 16'-07"         |
| 18.25          | +0.21                          | A   | J    | Median Cross-Over -- [U]                      |               |            |                     |               |                      |       |                |                    |                 |
| 18.56          | +0.53                          | C   | BR   | (EB) Tyson Wash                               |               |            |                     |               |                      |       |                | 1964               | 410 ft Concrete |
| 18.93          | +0.89                          | A   | UP   | U 095   |               |            |                     |               |                      |       |                | 1964               | 16'-04"         |
|                |                                | A   | J    | Median Cross-Over -- [U]                      |               |            |                     |               |                      |       |                |                    |                 |

**I 010 at M018+0.89**

**M018+0.89 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M019+0.64**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M019+0.64 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 19.67          | M019 +0.64                     | C   | TI (EB) Exit # 19 (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | 2002           |                    |                 |
| 19.94          | +0.91                          | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.58  |                |                    |                 |
|                |                                | C   | TI (EB) Exit # 19 (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | 2002           |                    |                 |
|                |                                | A   | UP Exit #19 at SB010(1)                           |              |               |            |                     |               |                      |       | Feb 2002       |                    | ??'-??"         |
| 20.78          | M020 +0.75                     | A   | J Median Cross-Over -- [U]                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 21.97          | M021 +0.93                     | C   | JB ECL Quartzsite Elev 870                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 22.83          | M022 +0.81                     | A   | J Median Cross-Over -- [U]                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 24.01          | M023 +0.98                     | C   | EB <a href="#">Projects spanning M23 to M24</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 5.85  | 1995           |                    |                 |
|                |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 5.85  |                |                    |                 |
| 26.47          | M026 +0.43                     | C   | TI (EB) Gold Nugget (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 3                    | 0.22  | 63             |                    |                 |
| 26.68          | +0.64                          | A   | TI (NB/SB) Gold Nugget Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.06  |                |                    |                 |
|                |                                | C   | TI (EB) Gold Nugget (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 3                    | 0.12  | 63             |                    |                 |
|                |                                | A   | UP Exit #26 at Old Hwy 60 & Gold Nugget Rd        |              |               |            |                     |               |                      |       | 1963           |                    | 16'-10"         |
| 29.86          | M029 +0.84                     | C   | EB <a href="#">Projects spanning M29 to M30</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 11.92 | 1996           |                    |                 |
|                |                                | C   | MD 168 ft Soil Median                             |              |               |            |                     |               |                      | 12.08 |                |                    |                 |
| 30.70          | M030 +0.69                     | C   | TI (EB) U 060 (off)                               | Unk          | Unk           | 1          | 4                   | 12            | 8                    | 0.22  | 67             |                    |                 |
| 30.90          | +0.90                          | C   | TI (EB) U 060 (on)                                | Unk          | Unk           | 1          | 4                   | 12            | 8                    | 0.11  | 67             |                    |                 |
| 31.18          | M031 +0.17                     | A   | UP Exit #31 at U 060                              |              |               |            |                     |               |                      |       | 1967           |                    | 17'-10"         |
| 33.82          | M033 +0.80                     | A   | UP Ramsey Mine Rd                                 |              |               |            |                     |               |                      |       | 1967           |                    | 16'-03"         |
| 37.13          | M037 +0.12                     | C   | BR (EB) Unknown Wash                              |              |               |            |                     |               |                      |       | 1967           | 164 ft Concrete    |                 |
| 39.36          | M039 +0.34                     | C   | BR (EB) New Water Mountain Rd                     |              |               |            |                     |               |                      |       | 1967           | 111 ft Concrete    |                 |
| 41.78          | M041 +0.76                     | C   | EB <a href="#">Projects spanning M41 to M42</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.16  | 1996           |                    |                 |
| 41.94          | +0.92                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 17.23 | 1993           |                    |                 |
|                |                                | C   | MD 68 ft Soil Median                              |              |               |            |                     |               |                      | 17.23 |                |                    |                 |
| 45.16          | M045 +0.14                     | C   | TI (EB) Vicksburg Rd (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.29  | 67             |                    |                 |
| 45.38          | +0.36                          | A   | UP Exit #45 at Vicksburg Rd                       |              |               |            |                     |               |                      |       | 1967           |                    | 16'-01"         |
|                |                                | A   | TI (NB/SB) Vicksburg Rd Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.31  |                |                    |                 |
| 45.41          | +0.39                          | C   | TI (EB) Vicksburg Rd (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 67             |                    |                 |
| 49.42          | M049 +0.40                     | C   | VMS (EB) Variable Message Sign #411 (Operational) |              |               |            |                     |               |                      |       | 2002           |                    |                 |
| 52.27          | M052 +0.26                     | C   | RA (EB) Bouse Wash Rest Area (off)                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.08  |                |                    |                 |
| 52.36          | +0.34                          | C   | RA (EB) Bouse Wash Rest Area                      | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.29  |                |                    |                 |
| 52.59          | +0.58                          | C   | RA (EB) Bouse Wash Rest Area (on)                 | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.12  |                |                    |                 |
| 53.72          | M053 +0.69                     | C   | TI (EB) Hovatter Rd (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.30  | 70             |                    |                 |
| 53.98          | +0.96                          | A   | UP Exit #53 at Hovatter Rd                        |              |               |            |                     |               |                      |       | 1970           |                    | 16'-03"         |
|                |                                | A   | TI (NB/SB) Hovatter Rd Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.30  |                |                    |                 |
|                |                                | C   | TI (EB) Hovatter Rd (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.31  | 70             |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                      | Unk          | Unk           | 2          | 0                   | 24            | 0                    | 0.30  |                |                    |                 |
| 59.17          | M059 +0.15                     | C   | EB <a href="#">Projects spanning M59 to M60</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 11.58 | 1994           |                    |                 |
|                |                                | C   | MD 168 ft Soil Median                             |              |               |            |                     |               |                      | 11.58 |                |                    |                 |

**I 010 at M059+0.15**

**M059+0.15 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M059+0.47**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M059+0.47 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 59.49          | M059 +0.47                     | A   | UP   | Sore Finger Rd                               |               |            |                     |               |                      |       | 1968           |                    | 17'-01"         |
| 69.46          | M069 +0.44                     | C   | TI   | (EB) Ave 75E (off)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.29           | 68                 |                 |
| 69.69          | +0.67                          | A   | TI   | (NB/SB) Ave 75E Crossing                     | Unk           | Unk        | 2                   |               | 24                   |       | 0.30           |                    |                 |
|                |                                | A   | UP   | Exit #69 at Ave 75E                          |               |            |                     |               |                      |       | 1968           |                    | 16'-07"         |
| 69.71          | +0.69                          | C   | TI   | (EB) Ave 75E (on)                            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.27           | 68                 |                 |
| 70.75          | M070 +0.72                     | C   | EB   | <a href="#">Projects spanning M70 to M71</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.02           | 72                 |                 |
|                |                                | C   | MD   | Variable Soil Median                         |               |            |                     |               |                      |       | 9.27           |                    |                 |
| 70.77          | +0.74                          | C   | EB   | <a href="#">Projects spanning M70 to M71</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 9.24           | 91                 |                 |
| 70.78          | +0.75                          | C   | JB   | Maricopa County                              |               |            |                     |               |                      |       |                |                    |                 |
| 72.74          | M072 +0.71                     | A   | UP   | Aguila Rd                                    |               |            |                     |               |                      |       | 1967           |                    | 17'-05"         |
| 80.01          | M079 +0.98                     | C   | EB   | <a href="#">Projects spanning M79 to M80</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.01           | 89                 |                 |
| 80.02          | M080 +0.00                     | C   | EB   | <a href="#">Projects spanning M80 to M81</a> | AC            | AC         | 2                   | 3.5           | 25                   | 9.5   | 0.86           | 16 Jun 2005        |                 |
|                |                                | C   | MD   | 168 ft Soil Median                           |               |            |                     |               |                      |       | 10.00          |                    |                 |
| 80.84          | +0.82                          | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 125 ft Concrete    |                 |
| 80.88          | +0.86                          | C   | EB   | <a href="#">Projects spanning M80 to M81</a> | AC            | AC         | 2                   | 3.5           | 31                   | 9.5   | 0.04           | 16 Jun 2005        |                 |
| 80.90          | +0.88                          | C   | FR   | Frontage Rd Right                            | Unk           | Unk        | 2                   |               | 24                   |       | 0.46           |                    |                 |
| 80.91          | +0.89                          | C   | EB   | <a href="#">Projects spanning M80 to M81</a> | AC            | AC         | 2                   | 3.5           | 37                   | 9.5   | 0.06           | 16 Jun 2005        |                 |
| 80.97          | +0.95                          | C   | EB   |  | AC            | AC         | 2                   | 3.5           | 25                   | 9.5   | 0.60           | 16 Jun 2005        |                 |
|                |                                | C   | TI   | (EB) Salome Rd (off)                         | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.38           | 16 Jun 2005        |                 |
| 81.24          | M081 +0.23                     | A   | UP   | Exit #81 Salome Hwy                          |               |            |                     |               |                      |       | 1969           |                    | 16'-03"         |
|                |                                | A   | TI   | (NB/SB) Salome Rd Crossing                   | Unk           | Unk        | 2                   |               | 24                   |       | 0.02           |                    |                 |
|                |                                | A   | TI   | (NB/SB) Salome Rd Crossing                   | AC            | AC         | 2                   | 0             | 28                   | 0     | 0.33           | 16 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Salome Rd Crossing                   | Unk           | Unk        | 2                   |               | 24                   |       | 0.04           |                    |                 |
| 81.31          | +0.30                          | C   | TI   | (EB) Salome Rd (on)                          | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.28           | 16 Jun 2005        |                 |
| 81.33          | +0.32                          | C   | RA   | (EB) Salome TI Ramp Truck Parking Area       | AC            | Unk        | 1                   |               | 4                    |       | 0.24           | 16 Jun 2005        |                 |
| 81.57          | +0.56                          | C   | EB   | <a href="#">Projects spanning M81 to M82</a> | AC            | AC         | 2                   | 3.5           | 37                   | 9.5   | 0.12           | 16 Jun 2005        |                 |
| 81.66          | +0.65                          | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 37 ft Concrete     |                 |
| 81.69          | +0.68                          | C   | EB   | <a href="#">Projects spanning M81 to M82</a> | AC            | AC         | 2                   | 3.5           | 31                   | 9.5   | 0.14           | 16 Jun 2005        |                 |
| 81.71          | +0.70                          | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 37 ft Concrete     |                 |
| 81.77          | +0.76                          | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 37 ft Concrete     |                 |
| 81.83          | +0.82                          | C   | EB   | <a href="#">Projects spanning M81 to M82</a> | AC            | AC         | 2                   | 3.5           | 25                   | 9.5   | 4.16           | 16 Jun 2005        |                 |
| 82.00          | +0.99                          | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 82.10          | M082 +0.06                     | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 82.21          | +0.16                          | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 82.31          | +0.27                          | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 82.56          | +0.52                          | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 21 ft Concrete     |                 |
| 82.75          | +0.71                          | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 24 ft Concrete     |                 |
| 83.26          | M083 +0.22                     | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 84.40          | M084 +0.38                     | C   | BR   | (EB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |

**I 010 at M084+0.38**

**M084+0.38 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M084+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M084+0.44 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|
| 84.46          | M084 +0.44                     | C   | BR (EB) RCB                                     |              |               |            |                     |                        |                      |       |                | 32 ft Concrete     |                 |
| 85.49          | M085 +0.48                     | C   | BR (EB) RCB                                     |              |               |            |                     |                        |                      |       |                | 24 ft Concrete     |                 |
| 85.99          | +0.97                          | C   | EB <a href="#">Projects spanning M85 to M86</a> | AC           | AC            | 2          | 3.5                 | 31                     | 9.5                  | 0.04  | 16 Jun 2005    |                    |                 |
| 86.03          | M086 +0.00                     | C   | EB <a href="#">Projects spanning M86 to M87</a> | AC           | AC            | 2          | 3.5                 | 37                     | 9.5                  | 0.09  | 16 Jun 2005    |                    |                 |
| 86.12          | +0.09                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 25                     | 9.5                  | 0.43  | 16 Jun 2005    |                    |                 |
|                |                                | C   | RA (EB) Burnt Well Rest Area (off)              | Unk          | Unk           | 1          | 2                   | 12                     | 8                    | 0.16  |                |                    |                 |
| 86.27          | +0.25                          | C   | RA (EB) Burnt Well Rest Area                    | Unk          | Unk           | 1          | 2                   | 12                     | 8                    | 0.13  |                |                    |                 |
| 86.40          | +0.38                          | C   | RA (EB) Burnt Well Rest Area (on)               | Unk          | Unk           | 1          | 2                   | 12                     | 8                    | 0.14  |                |                    |                 |
| 86.55          | +0.52                          | C   | EB <a href="#">Projects spanning M86 to M87</a> | AC           | AC            | 2          | 3.5                 | 37                     | 9.5                  | 0.14  | 16 Jun 2005    |                    |                 |
| 86.69          | +0.66                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 31                     | 9.5                  | 0.12  | 16 Jun 2005    |                    |                 |
| 86.81          | +0.78                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 25                     | 9.5                  | 3.21  | 16 Jun 2005    |                    |                 |
| 86.83          | +0.80                          | C   | BR (EB) RCB                                     |              |               |            |                     |                        |                      |       |                | 74 ft Concrete     |                 |
| 87.10          | M087 +0.08                     | C   | BR (EB) RCB                                     |              |               |            |                     |                        |                      |       |                | 64 ft Concrete     |                 |
| 88.12          | M088 +0.07                     | C   | BR (EB) RCB                                     |              |               |            |                     |                        |                      |       |                | 24 ft Concrete     |                 |
| 89.26          | M089 +0.23                     | C   | BR (EB) RCB                                     |              |               |            |                     |                        |                      |       |                | 72 ft Concrete     |                 |
| 89.47          | +0.44                          | C   | BR (EB) RCB                                     |              |               |            |                     |                        |                      |       |                | 21 ft Concrete     |                 |
| 89.62          | +0.58                          | C   | BR (EB) RCB                                     |              |               |            |                     |                        |                      |       |                | 37 ft Concrete     |                 |
| 90.02          | +0.98                          | C   | EB <a href="#">Projects spanning M89 to M90</a> | AC           | AC            | 2          | 4                   | 24                     | 10                   | 0.99  | 1994           |                    |                 |
|                |                                | C   | MD 76 ft Soil Median                            |              |               |            |                     |                        |                      | 0.99  |                |                    |                 |
| 91.01          | M091 +0.00                     | C   | EB <a href="#">Projects spanning M91 to M92</a> | AC           | AC            | 2          | 4                   | 24                     | 10                   | 3.72  | 92             |                    |                 |
|                |                                | C   | MD Variable Soil Median                         |              |               |            |                     |                        |                      | 21.33 |                |                    |                 |
| 93.95          | M093 +0.93                     | C   | TI (EB) 411th Ave (off)                         | Unk          | Unk           | 1          | 2                   | 12                     | 8                    | 0.30  | 71             |                    |                 |
| 94.01          | M094 +0.00                     | C   | VMS (EB) Variable Message Sign #7 (Proposed)    |              |               |            |                     |                        |                      |       |                |                    |                 |
| 94.18          | +0.17                          | A   | TI (NB/SB) 411th Ave Crossing                   | Unk          | Unk           | 2          |                     | 24                     |                      | 0.31  |                |                    |                 |
|                |                                | A   | UP Exit #94 at 411th Ave (Tonopah)              |              |               |            |                     |                        |                      |       | 1971           |                    | 16'-10"         |
| 94.22          | +0.20                          | C   | TI (EB) 411th Ave (on)                          | Unk          | Unk           | 1          | 2                   | 12                     | 8                    | 0.30  | 71             |                    |                 |
| 94.73          | +0.72                          | C   | EB <a href="#">Projects spanning M94 to M95</a> | AC           | AC            | 2          | 4                   | 24                     | 10                   | 17.61 | 1994           |                    |                 |
| 96.25          | M096 +0.22                     | A   | UP Belmont Rd                                   |              |               |            |                     |                        |                      |       | 1971           |                    | 17'-00"         |
| 96.55          | +0.53                          | C   | BR (EB) Coyote Wash                             |              |               |            |                     |                        |                      |       | 1971           | 107 ft Concrete    |                 |
| 97.93          | M097 +0.90                     | C   | TI (EB) Wintersburg (off)                       | Unk          | Unk           | 1          | 2                   | 12                     | 8                    | 0.45  | 71             |                    |                 |
| 98.32          | M098 +0.29                     | A   | UP Exit #98 at Wintersburg Rd                   |              |               |            |                     |                        |                      |       | 1971           |                    | 17'-02"         |
|                |                                | A   | TI (NB/SB) Wintersburg Crossing                 | Unk          | Unk           | 2          |                     | 24                     |                      | 0.29  |                |                    |                 |
| 98.35          | +0.33                          | C   | TI (EB) Wintersburg (on)                        | Unk          | Unk           | 1          | 2                   | 12                     | 8                    | 0.35  | 71             |                    |                 |
| 101.42         | M101 +0.40                     | A   | UP 355th Ave                                    |              |               |            |                     |                        |                      |       | 1975           |                    | 16'-10"         |
| 103.20         | M103 +0.18                     | C   | TI (EB) 339th Ave (off)                         | Unk          | Unk           | 1          | 2                   | 12                     | 8                    | 0.28  | 74             |                    |                 |
| 103.47         | +0.45                          | A   | TI (NB/SB) 339th Ave Crossing                   | Unk          | Unk           | 2          |                     | 24                     |                      | 0.11  |                |                    |                 |
|                |                                | A   | UP Exit #103 at 339th Ave                       |              |               |            |                     |                        |                      |       | 1974           |                    | 17'-05"         |
| 103.48         | +0.46                          | C   | TI (EB) 339th Ave (on)                          | Unk          | Unk           | 1          | 2                   | 12                     | 8                    | 0.22  | 74             |                    |                 |
| 104.63         | M104 +0.61                     | C   | BR (EB) Hassayampa River                        |              |               |            |                     |                        |                      |       | 1974           | 1180 ft Concrete   |                 |

**I 010 at M104+0.61**

**M104+0.61 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M105+0.52**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M105+0.52 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 105.54         | M105 +0.52                     | C   | JB   | WCL Buckeye                                    |               |            |                     |               |                      |       |                |                    |                 |
| 107.62         | M107 +0.60                     | A   | UP   | Johnson Rd                                     |               |            |                     |               |                      |       | 1975           |                    | 16'-08"         |
| 109.46         | M109 +0.44                     | C   | TI   | (EB) Palo Verde Rd (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.26           | 75                 |                 |
| 109.70         | +0.68                          | A   | UP   | Exit #109 Palo Verde Rd                        |               |            |                     |               |                      |       | 1975           |                    | 16'-10"         |
|                |                                | A   | TI   | (NB/SB) Palo Verde Rd Crossing                 | Unk           | Unk        | 2                   |               | 24                   |       | 0.13           |                    |                 |
| 109.72         | +0.69                          | C   | TI   | (EB) Palo Verde Rd (on)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.23           | 75                 |                 |
| 112.34         | M112 +0.30                     | C   | EB   | <a href="#">Projects spanning M112 to M113</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.87           | 1995               |                 |
|                |                                | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 17.39          |                    |                 |
| 112.41         | +0.37                          | C   | UB   | WUB Buckeye                                    |               |            |                     |               |                      |       |                |                    |                 |
| 112.49         | +0.45                          | C   | TI   | (EB) I 010 to S 085(2) Ramp (off)              | Unk           | Unk        | 1                   | 6             | 12                   | 10    | 0.47           | 75                 |                 |
| 112.77         | +0.73                          | A   | UP   | Under I 010 WB to S 085(2) SB Flyover ramp     |               |            |                     |               |                      |       | 1976           |                    | 17'-05"         |
| 112.87         | +0.83                          | C   | TI   | (EB) S 085(2) to I 010 Ramp (on)               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.46           | 75                 |                 |
|                |                                | C   | FR   | Frontage Rd Right                              | Unk           | Unk        | 2                   |               | 24                   |       | 0.44           |                    |                 |
| 112.95         | +0.91                          | A   | UP   | Under S 085(2) NB to I 010 WB Flyover ramp     |               |            |                     |               |                      |       | 1976           |                    | 17'-06"         |
| 113.21         | M113 +0.19                     | C   | EB   | <a href="#">Projects spanning M113 to M114</a> | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.17           | 1995               |                 |
| 113.39         | +0.37                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.12           | 1995               |                 |
| 113.51         | +0.49                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.99           | 1995               |                 |
| 114.51         | M114 +0.48                     | C   | EB   | <a href="#">Projects spanning M114 to M115</a> | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.04           | 1995               |                 |
| 114.55         | +0.53                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.04           | 1995               |                 |
| 114.59         | +0.57                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.51           | 1995               |                 |
|                |                                | C   | TI   | (EB) Miller Rd (off)                           | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.28           | 75                 |                 |
| 114.60         | +0.58                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.26           |                    |                 |
| 114.85         | +0.83                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 2             | 24                   | 2     | 0.60           |                    |                 |
| 114.87         | +0.84                          | C   | TI   | (EB) Miller Rd (on)                            | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.24           | 75                 |                 |
| 114.88         | +0.86                          | C   | OP   | (EB) Exit #114 at Miller Rd                    |               |            |                     |               |                      |       | 1975           | 161 ft Concrete    |                 |
|                |                                | A   | TI   | (NB/SB) Miller Rd Crossing                     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.08           | 30 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Miller Rd Crossing                     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.03           | 30 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Miller Rd Crossing                     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.14           | 30 Jun 2005        |                 |
| 115.10         | M115 +0.08                     | C   | EB   | <a href="#">Projects spanning M115 to M116</a> | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.14           | 1995               |                 |
| 115.25         | +0.23                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.13           | 1995               |                 |
| 115.38         | +0.36                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.17           | 1995               |                 |
| 116.55         | M116 +0.55                     | C   | EB   | <a href="#">Projects spanning M116 to M117</a> | AC            | AC         | 2                   | 4             | 30                   | 9     | 0.06           | 14 Jan 2003        |                 |
| 116.61         | +0.60                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 36                   | 8     | 0.19           | 14 Jan 2003        |                 |
| 116.80         | +0.80                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 12    | 0.49           | 14 Jan 2003        |                 |
|                |                                | C   | TI   | (EB) Watson Rd (off)                           | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.11           | 30 Jun 2005        |                 |
| 116.91         | +0.91                          | C   | TI   | (EB) Watson Rd (off)                           | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.04           | 30 Jun 2005        |                 |
| 116.95         | +0.95                          | C   | TI   | (EB) Watson Rd (off)                           | PCC           | PCC        | 3                   | 2             | 36                   | 2     | 0.04           | 30 Jun 2005        |                 |
| 117.01         | +1.00                          | C   | TI   | (EB) Watson Rd (on)                            | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.01           | 30 Jun 2005        |                 |
|                | M117 +0.00                     | A   | TI   | (NB/SB) Watson Rd Crossing                     | PCC           | PCC        | 2                   |               | 24                   |       | 0.19           |                    |                 |

**I 010 at M117+0.00**

**M117+0.00 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M117+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M117+0.00 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 117.01         | M117 +0.00                     | C   | OP (EB) Exit #117 Watson Rd                       |              |               |            |                     |               |                      |       | 1975           | 142 ft Concrete    |                 |
| 117.02         | +0.01                          | C   | TI (EB) Watson Rd (on)                            | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.28  | 30 Jun 2005    |                    |                 |
| 117.29         | +0.28                          | C   | EB <a href="#">Projects spanning M117 to M118</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.01  | 14 Jan 2003    |                    |                 |
| 117.30         |                                | C   | EB  | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.23  | 14 Jan 2003    |                    |                 |
| 117.53         | +0.51                          | C   | EB  | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.06  | 14 Jan 2003    |                    |                 |
| 117.59         | +0.57                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 2.14  | 1995           |                    |                 |
| 118.66         | M118 +0.64                     | C   | UB EUB Buckeye / WUB Goodyear-North               |              |               |            |                     |               |                      |       |                |                    |                 |
| 119.72         | M119 +0.71                     | C   | EB <a href="#">Projects spanning M119 to M120</a> | AC           | AC            | 2          | 4                   | 24            | 9                    | 0.04  | 1995           |                    |                 |
| 119.76         | +0.75                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 9                    | 0.02  | 30 Jun 2003    |                    |                 |
| 119.78         | +0.76                          | C   | EB  | AC           | AC            | 2          | 4                   | 30            | 9                    | 0.02  | 30 Jun 2003    |                    |                 |
| 119.80         | +0.78                          | C   | EB  | AC           | AC            | 2          | 4                   | 30            | 8                    | 0.01  | 30 Jun 2003    |                    |                 |
| 119.81         | +0.79                          | C   | EB  | AC           | AC            | 2          | 4                   | 36            | 8                    | 0.18  | 30 Jun 2003    |                    |                 |
| 119.99         | +0.97                          | C   | EB  | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.01  | 30 Jun 2003    |                    |                 |
| 120.00         | +0.98                          | C   | TI (EB) Verrado Way (off)                         | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.14  | 30 Jun 2003    |                    |                 |
|                |                                | C   | EB <a href="#">Projects spanning M119 to M120</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.51  | 30 Jun 2003    |                    |                 |
| 120.14         | M120 +0.12                     | C   | TI (EB) Verrado Way (off)                         | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.09  | 30 Jun 2003    |                    |                 |
| 120.23         | +0.21                          | C   | TI (EB) Verrado Way (on)                          | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.03  | 30 Jun 2003    |                    |                 |
| 120.24         | +0.23                          | C   | UP (EB) Exit #120 at Verrado Way                  |              |               |            |                     |               |                      |       | 30 Jun 2003    |                    | ??'-??"         |
|                |                                | A   | TI (NB/SB) Verrado Way Crossing                   | PCC          | PCC           | 2          |                     | 24            |                      | 0.27  |                |                    |                 |
| 120.26         | +0.25                          | C   | TI (EB) Verrado Way (on)                          | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.25  | 30 Jun 2003    |                    |                 |
| 120.51         | +0.49                          | C   | EB <a href="#">Projects spanning M120 to M121</a> | AC           | AC            | 2          | 4                   | 36            | 8                    | 0.13  | 30 Jun 2003    |                    |                 |
| 120.63         | +0.62                          | C   | EB  | AC           | AC            | 2          | 4                   | 36            | 9                    | 0.01  | 30 Jun 2003    |                    |                 |
| 120.64         | +0.63                          | C   | EB  | AC           | AC            | 2          | 4                   | 30            | 9                    | 0.12  | 30 Jun 2003    |                    |                 |
| 120.76         | +0.74                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.55  | 1995           |                    |                 |
| 121.45         | M121 +0.42                     | C   | TI (EB) Jackrabbit Trail (off)                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | 75             |                    |                 |
| 121.72         | +0.70                          | C   | OP (EB) Exit #121 Jackrabbit Trail                |              |               |            |                     |               |                      |       | 1975           | 177 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Jackrabbit Trail Crossing              | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | TI (EB) Jackrabbit Trail (on)                     | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.32  | 75             |                    |                 |
| 122.31         | M122 +0.29                     | C   | EB <a href="#">Projects spanning M122 to M123</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 7.42  | 1993           |                    |                 |
| 122.72         | +0.70                          | C   | JB WCL Goodyear                                   |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP (EB) Perryville Rd                             |              |               |            |                     |               |                      |       | 1978           | 129 ft Concrete    |                 |
| 123.72         | M123                           | C   | OP (EB) Citrus Rd                                 |              |               |            |                     |               |                      |       | 1978           | 129 ft Concrete    |                 |
| 124.48         | M124 +0.46                     | C   | TI (EB) Cotton Lane (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 78             |                    |                 |
| 124.68         | +0.66                          | C   | UB EUB Goodyear-North / WUB Avondale              |              |               |            |                     |               |                      |       |                |                    |                 |
| 124.73         | +0.71                          | C   | OP (EB) Exit #124 at S 303 & Cotton Ln            |              |               |            |                     |               |                      |       | 1978           | 153 ft Concrete    |                 |
|                |                                | C   | TI (EB) Cotton Lane (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.24  | 78             |                    |                 |
| 125.26         | M125 +0.24                     | C   | BR (EB) Roosevelt Irrigation District Canal       |              |               |            |                     |               |                      |       | 1978           | 282 ft Concrete    |                 |
| 125.73         | +0.70                          | C   | OP (EB) Sarival Ave                               |              |               |            |                     |               |                      |       | 1978           | 129 ft Concrete    |                 |
| 126.35         | M126 +0.33                     | C   | TI (EB) Estrella Pkwy (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.36  | 78             |                    |                 |

**I 010 at M126+0.33**

**M126+0.33 on I 010**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M126+0.69**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M126+0.69 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 126.71         | M126 +0.69                     | C   | OP (EB) Exit #126 Pebble Creek & Estrella Pkwys   |              |               |            |                     |               |                      |       | 1978           | 153 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Estrella Pkwy Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | TI (EB) Estrella Pkwy (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  | 78             |                    |                 |
| 127.17         | M127 +0.15                     | C   | BR (EB) Airport Wash                              |              |               |            |                     |               |                      |       | 1978           | 202 ft Concrete    |                 |
| 127.71         | +0.69                          | C   | OP (EB) Bullard Ave                               |              |               |            |                     |               |                      |       | 1978           | 141 ft Concrete    |                 |
| 128.44         | M128 +0.42                     | C   | OP (EB) Union Pacific RR (Inactive)               |              |               |            |                     |               |                      |       | 1978           | 137 ft Concrete    |                 |
| 128.47         | +0.46                          | C   | TI (EB) Litchfield Rd (off)                       | Unk          | Unk           | 1          | 6                   | 12            | 12                   | 0.25  | 78             |                    |                 |
| 128.72         | +0.70                          | C   | OP (EB) Exit #128 at Litchfield Rd (Goodyear)     |              |               |            |                     |               |                      |       | 1978           | 163 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Litchfield Rd Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.15  |                |                    |                 |
|                |                                | C   | TI (EB) Litchfield Rd (on)                        | Unk          | Unk           | 1          | 6                   | 12            | 12                   | 0.16  | 78             |                    |                 |
| 129.49         | M129 +0.47                     | C   | TI (EB) Dysart Rd (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | 78             |                    |                 |
| 129.71         | +0.69                          | C   | JB WCL Avondale                                   |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI (NB/SB) Dysart Rd Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.10  |                |                    |                 |
|                |                                | C   | TI (EB) Dysart Rd (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 78             |                    |                 |
|                |                                | C   | OP (EB) Exit #129 at 8th St & Dysart Rd           |              |               |            |                     |               |                      |       | 1978           | 163 ft Concrete    |                 |
| 129.73         | +0.71                          | C   | EB <a href="#">Projects spanning M129 to M130</a> | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.27  | 84             |                    |                 |
|                |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 2.42  |                |                    |                 |
| 130.00         | +0.98                          | C   | EB <a href="#">Projects spanning M129 to M130</a> | PCC          | PCC           | 3          | 8                   | 36            | 10                   | 1.91  | 84             |                    |                 |
| 130.14         | M130 +0.13                     | C   | BR (EB) Agua Fria River                           |              |               |            |                     |               |                      |       | 1984           | 1502 ft Concrete   |                 |
| 131.46         | M131 +0.45                     | C   | TI (EB) 115th Ave (off)                           | Unk          | Unk           | 2          | 4                   | 24            | 10                   | 0.24  | 84             |                    |                 |
| 131.70         | +0.69                          | C   | TI (EB) 115th Ave (on)                            | Unk          | Unk           | 2          | 4                   | 24            | 10                   | 0.21  | 84             |                    |                 |
| 131.71         |                                | C   | OP (EB) Exit #131 at 115th Ave                    |              |               |            |                     |               |                      |       | 1984           | 153 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) 115th Ave Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.10  |                |                    |                 |
| 131.91         | +0.89                          | C   | EB <a href="#">Projects spanning M131 to M132</a> | PCC          | PCC           | 4          | 8                   | 48            | 10                   | 0.21  | 84             |                    |                 |
| 132.12         | M132 +0.11                     | C   | EB <a href="#">Projects spanning M132 to M133</a> | PCC          | PCC           | 4          | 8                   | 48            | 10                   | 0.03  | 04 Oct 2000    |                    |                 |
| 132.15         | +0.14                          | C   | EB  | PCC          | PCC           | 4          | 8                   | 48            | 22                   | 0.19  | 04 Oct 2000    |                    |                 |
|                |                                | C   | MD 76 ft Soil Median                              |              |               |            |                     |               |                      | 0.56  |                |                    |                 |
| 132.35         | +0.34                          | C   | EB <a href="#">Projects spanning M132 to M133</a> | PCC          | PCC           | 4          | 8                   | 54            | 22                   | 0.03  | 04 Oct 2000    |                    |                 |
| 132.37         | +0.36                          | C   | EB  | PCC          | PCC           | 4          | 8                   | 60            | 22                   | 0.08  | 04 Oct 2000    |                    |                 |
| 132.46         | +0.45                          | C   | EB  | PCC          | PCC           | 4          | 8                   | 48            | 22                   | 0.26  | 04 Oct 2000    |                    |                 |
|                |                                | C   | TI (EB) 107th Ave (off)                           | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.11  | 04 Oct 2000    |                    |                 |
| 132.56         | +0.55                          | C   | TI (EB) 107th Ave (off)                           | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.08  | 04 Oct 2000    |                    |                 |
| 132.64         | +0.63                          | C   | TI (EB) 107th Ave (off)                           | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.04  | 04 Oct 2000    |                    |                 |
| 132.69         | +0.68                          | A   | TI (NB/SB) 107th Ave Crossing                     | PCC          | PCC           | 4          |                     | 48            |                      | 0.13  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #132 OP at 107th Ave                 |              |               |            |                     |               |                      |       | 1994           | 153 ft Concrete    |                 |
| 132.70         | +0.69                          | C   | FR One Way Frontage Rd Right                      | Unk          | Unk           | 2          |                     | 24            |                      | 0.99  |                |                    |                 |
| 132.71         | +0.70                          | C   | EB <a href="#">Projects spanning M132 to M133</a> | PCC          | PCC           | 4          | 8                   | 48            | 10                   | 0.07  | 04 Oct 2000    |                    |                 |
|                |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 6.44  |                |                    |                 |
| 132.78         | +0.77                          | C   | EB <a href="#">Projects spanning M132 to M133</a> | PCC          | PCC           | 4          | 8                   | 54            | 10                   | 0.03  | 04 Oct 2000    |                    |                 |

**I 010 at M132+0.77**

**M132+0.77 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M132+0.80**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M132+0.80 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 132.81         | M132 +0.80                     | C   | EB   | <a href="#">Projects spanning M132 to M133</a> | PCC           | PCC        | 4                   | 8             | 60                   | 10    | 0.08           | 04 Oct 2000        |                 |
| 132.89         | +0.88                          | C   | EB   |  | PCC           | PCC        | 4                   | 8             | 48                   | 10    | 0.30           | 04 Oct 2000        |                 |
|                |                                | C   | TI   | (EB) 99th Ave (off)                            | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.08           | 04 Oct 2000        |                 |
| 133.19         | M133 +0.14                     | C   | EB   | <a href="#">Projects spanning M133 to M134</a> | PCC           | PCC        | 4                   | 8             | 48                   | 10    | 0.25           | 04 Oct 2000        |                 |
| 133.44         | +0.39                          | C   | EB   |  | PCC           | PCC        | 3                   | 8             | 36                   | 10    | 0.29           | 04 Oct 2000        |                 |
| 133.69         | +0.63                          | C   | JB   | WCL Tolleson                                   |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.64                          | A   | TI   | (NB/SB) 99th Ave Crossing                      | PCC           | PCC        | 6                   |               | 72                   |       | 0.16           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #133 at 99th Ave                     |               |            |                     |               |                      |       |                | 1984               | 153 ft Concrete |
| 133.70         | +0.65                          | C   | TI   | (EB) 99th Ave (on)                             | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.21           | 04 Oct 2000        |                 |
|                |                                | C   | UB   | WUB Phoenix                                    |               |            |                     |               |                      |       |                |                    |                 |
| 133.73         | +0.68                          | C   | EB   | <a href="#">Projects spanning M133 to M134</a> | PCC           | PCC        | 3.5                 | 8             | 42                   | 10    | 0.09           | 04 Oct 2000        |                 |
| 133.81         | +0.76                          | C   | TI   | (EB) 91st Ave (off)                            | PCC           | PCC        | 1                   | 10            | 24                   | 4     | 0.72           | 84                 |                 |
| 133.83         | +0.78                          | C   | EB   | <a href="#">Projects spanning M133 to M134</a> | PCC           | PCC        | 4                   | 8             | 48                   | 10    | 0.20           | 04 Oct 2000        |                 |
| 133.85         | +0.80                          | A   | UP   | S 101 E-N                                      |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 133.91         | +0.86                          | C   | TI   | (EB) 99th Ave (on)                             | PCC           | PCC        | 1.5                 | 10            | 18                   | 4     | 0.12           | 04 Oct 2000        |                 |
| 133.98         | +0.92                          | A   | UP   | S 101 S-W                                      |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 134.03         | M134 +0.01                     | C   | EB   | <a href="#">Projects spanning M134 to M135</a> | PCC           | PCC        | 4                   | 8             | 60                   | 10    | 0.22           | 04 Oct 2000        |                 |
| 134.25         | +0.23                          | C   | EB   |  | PCC           | PCC        | 4                   | 8             | 54                   | 10    | 0.09           | 04 Oct 2000        |                 |
| 134.34         | +0.32                          | C   | EB   |  | PCC           | PCC        | 6                   | 8             | 78                   | 10    | 0.21           | 04 Oct 2000        |                 |
|                |                                | C   | TI   | (EB) S 101 (on)                                |               |            |                     |               |                      |       |                |                    |                 |
| 134.53         | +0.51                          | C   | TI   | (EB) 91st Ave (off)                            | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.09           | 84                 |                 |
| 134.55         | +0.53                          | C   | EB   | <a href="#">Projects spanning M134 to M135</a> | PCC           | PCC        | 6                   | 8             | 72                   | 10    | 0.29           | 04 Oct 2000        |                 |
| 134.62         | +0.60                          | C   | TI   | (EB) 91st Ave (off)                            | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.07           | 84                 |                 |
| 134.69         | +0.68                          | A   | UP   | Exit #134 at 91st Ave                          |               |            |                     |               |                      |       |                | 1984               | 16'-08"         |
|                |                                | A   | TI   | (NB/SB) 91st Ave Crossing                      | PCC           | PCC        | 4                   |               | 48                   |       | 0.14           |                    |                 |
| 134.70         |                                | C   | TI   | (EB) 91st Ave (on)                             | PCC           | PCC        | 2                   | 4             | 24                   | 10    | 0.18           | 04 Oct 2000        |                 |
| 134.84         | +0.82                          | C   | EB   | <a href="#">Projects spanning M134 to M135</a> | PCC           | PCC        | 6                   | 8             | 72                   | 10    | 0.02           | 06 Dec 2003        |                 |
| 134.86         | +0.84                          | C   | EB   |  | PCC           | PCC        | 6                   | 10            | 72                   | 10    | 0.05           | 06 Dec 2003        |                 |
| 134.88         | +0.86                          | C   | TI   | (EB) 91st Ave (on)                             | PCC           | PCC        | 1.5                 | 4             | 18                   | 10    | 0.04           | 04 Oct 2000        |                 |
| 134.91         | +0.90                          | C   | EB   | <a href="#">Projects spanning M134 to M135</a> | PCC           | PCC        | 6                   | 10            | 84                   | 10    | 0.49           | 06 Dec 2003        |                 |
| 135.40         | M135 +0.39                     | C   | EB   | <a href="#">Projects spanning M135 to M136</a> | PCC           | PCC        | 6                   | 10            | 72                   | 10    | 0.54           | 06 Dec 2003        |                 |
| 135.41         |                                | C   | TI   | (EB) 83rd Ave (off)                            | PCC           | PCC        | 1                   | 4             | 24                   | 10    | 0.07           | 84                 |                 |
| 135.47         | +0.46                          | C   | TI   | (EB) 83rd Ave (off)                            | PCC           | PCC        | 2                   | 4             | 24                   | 10    | 0.07           | 84                 |                 |
| 135.50         | +0.49                          | C   | CG   | Curb and Gutter to Right                       |               |            |                     |               |                      |       | 1.15           |                    |                 |
| 135.54         | +0.52                          | C   | TI   | (EB) 83rd Ave (off)                            | PCC           | PCC        | 3                   | 4             | 36                   | 10    | 0.12           | 84                 |                 |
| 135.68         | +0.66                          | A   | UP   | Exit #135 at 83rd Ave                          |               |            |                     |               |                      |       |                | 1984               | 16'-03"         |
|                |                                | A   | TI   | (NB/SB) 83rd Ave Crossing                      | PCC           | PCC        | 4                   |               | 48                   |       | 0.15           |                    |                 |
|                | +0.67                          | C   | JB   | WCL Phoenix                                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | (EB) 83rd Ave (on)                             | PCC           | PCC        | 2                   | 4             | 24                   | 10    | 0.13           | 06 Dec 2003        |                 |

**I 010 at M135+0.67**

**M135+0.67 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M135+0.80**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M135+0.80 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 135.81         | M135 +0.80                     | C   | TI (EB) 83rd Ave (on)                             | PCC          | PCC           | 1.5        | 4                   | 18            | 10                   | 0.13  | 06 Dec 2003    |                    |                 |
| 135.94         | +0.92                          | C   | EB <a href="#">Projects spanning M135 to M136</a> | PCC          | PCC           | 6          | 10                  | 84            | 10                   | 0.49  | 06 Dec 2003    |                    |                 |
| 136.18         | M136 +0.16                     | A   | UP Exit #136A at 79th Ave WB - HOV only           |              |               |            |                     |               |                      |       | 1989           |                    | 16'-04"         |
|                | +0.17                          | C   | TI (EB) 79th Ave (on) at inside lanes             | PCC          | PCC           | 1          | 2                   | 24            | 2                    | 0.29  | 06 Dec 2003    |                    |                 |
| 136.43         | +0.41                          | C   | EB <a href="#">Projects spanning M136 to M137</a> | PCC          | PCC           | 6          | 10                  | 72            | 10                   | 0.05  | 06 Dec 2003    |                    |                 |
|                |                                | C   | TI (EB) 75th Ave (off)                            | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.13  | 84             |                    |                 |
| 136.47         | +0.45                          | C   | EB <a href="#">Projects spanning M136 to M137</a> | PCC          | PCC           | 6          | 10                  | 84            | 10                   | 0.07  | 06 Dec 2003    |                    |                 |
| 136.54         | +0.53                          | C   | EB  | PCC          | PCC           | 5.5        | 10                  | 78            | 10                   | 0.07  | 06 Dec 2003    |                    |                 |
| 136.55         |                                | C   | TI (EB) 75th Ave (off)                            | PCC          | PCC           | 2.5        | 4                   | 30            | 10                   | 0.08  | 84             |                    |                 |
| 136.61         | +0.59                          | C   | EB <a href="#">Projects spanning M136 to M137</a> | PCC          | PCC           | 5.5        | 10                  | 72            | 10                   | 0.03  | 06 Dec 2003    |                    |                 |
| 136.63         | +0.61                          | C   | TI (EB) 75th Ave (off)                            | PCC          | PCC           | 3          | 4                   | 36            | 10                   | 0.05  | 84             |                    |                 |
| 136.64         | +0.62                          | C   | EB <a href="#">Projects spanning M136 to M137</a> | PCC          | PCC           | 5          | 10                  | 66            | 10                   | 0.06  | 06 Dec 2003    |                    |                 |
| 136.69         | +0.67                          | C   | CG Curb and Gutter to Left                        |              |               |            |                     |               |                      | 2.17  |                |                    |                 |
| 136.70         | +0.68                          | C   | EB <a href="#">Projects spanning M136 to M137</a> | PCC          | PCC           | 5          | 10                  | 60            | 10                   | 0.27  | 06 Dec 2003    |                    |                 |
|                |                                | A   | UP Exit #136B at 75th Ave                         |              |               |            |                     |               |                      |       | 1984           |                    | 16'-05"         |
|                |                                | A   | TI (NB/SB) 75th Ave Crossing                      | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  |                |                    |                 |
|                | +0.69                          | C   | TI (EB) 75th Ave (on)                             | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.21  | 06 Dec 2003    |                    |                 |
| 136.92         | +0.90                          | C   | TI (EB) 75th Ave (on)                             | PCC          | PCC           | 1.5        | 4                   | 18            | 10                   | 0.06  | 06 Dec 2003    |                    |                 |
| 136.97         | +0.96                          | C   | EB <a href="#">Projects spanning M136 to M137</a> | PCC          | PCC           | 5          | 10                  | 72            | 10                   | 0.43  | 06 Dec 2003    |                    |                 |
| 137.41         | M137 +0.39                     | C   | EB <a href="#">Projects spanning M137 to M138</a> | AC/PCC       | PCC           | 5          | 10                  | 72            | 10                   | 0.02  | 06 Dec 2003    |                    |                 |
| 137.43         | +0.41                          | C   | TI (EB) 67th Ave (off)                            | PCC          | PCC           | 1          | 4                   | 24            | 10                   | 0.08  | 84             |                    |                 |
|                | +0.42                          | C   | EB <a href="#">Projects spanning M137 to M138</a> | AC/PCC       | PCC           | 5          | 10                  | 60            | 10                   | 0.02  | 01 May 2005    |                    |                 |
| 137.45         | +0.43                          | C   | EB  | AC/PCC       | AC/PCC        | 5          | 10                  | 60            | 10                   | 0.52  | 01 May 2005    |                    |                 |
| 137.51         | +0.49                          | C   | TI (EB) 67th Ave (off)                            | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.12  | 84             |                    |                 |
| 137.62         | +0.61                          | C   | TI (EB) 67th Ave (off)                            | PCC          | PCC           | 3          | 4                   | 36            | 10                   | 0.05  | 84             |                    |                 |
| 137.69         | +0.67                          | A   | TI (NB/SB) 67th Ave Crossing                      | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  |                |                    |                 |
|                |                                | A   | UP Exit #137 at 67th Ave                          |              |               |            |                     |               |                      |       | 1984           |                    | 16'-03"         |
|                |                                | C   | VMS (EB) Variable Message Sign #201 (Existing)    |              |               |            |                     |               |                      |       |                |                    |                 |
| 137.70         | +0.68                          | C   | TI (EB) 67th Ave (on)                             | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.23  | 06 Dec 2003    |                    |                 |
| 137.92         | +0.91                          | C   | TI (EB) 67th Ave (on)                             | PCC          | PCC           | 1.5        | 4                   | 18            | 10                   | 0.05  | 06 Dec 2003    |                    |                 |
| 137.97         | +0.96                          | C   | EB <a href="#">Projects spanning M137 to M138</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 72            | 10                   | 0.42  | 01 May 2005    |                    |                 |
| 138.16         | M138 +0.15                     | A   | UP 63rd Ave                                       |              |               |            |                     |               |                      |       | 1984           |                    | 16'-07"         |
| 138.40         | +0.38                          | C   | EB <a href="#">Projects spanning M138 to M139</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 60            | 10                   | 0.28  | 01 May 2005    |                    |                 |
|                |                                | C   | TI (EB) 59th Ave (off)                            | PCC          | PCC           | 1          | 4                   | 24            | 10                   | 0.05  | 84             |                    |                 |
| 138.45         | +0.43                          | C   | TI (EB) 59th Ave (off)                            | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.15  | 84             |                    |                 |
| 138.60         | +0.59                          | C   | TI (EB) 59th Ave (off)                            | PCC          | PCC           | 3          | 4                   | 36            | 10                   | 0.05  | 84             |                    |                 |
| 138.67         | +0.65                          | A   | TI (NB/SB) 59th Ave Crossing                      | PCC          | PCC           | 4          |                     | 48            |                      | 0.13  |                |                    |                 |
|                |                                | C   | EB <a href="#">Projects spanning M138 to M139</a> | AC/PCC       | AC/PCC        | 5          | 8                   | 60            | 10                   | 0.26  | 01 May 2005    |                    |                 |
|                |                                | A   | UP Exit #138 at 59th Ave                          |              |               |            |                     |               |                      |       | 1984           |                    | 16'-04"         |

**I 010 at M138+0.65**

**M138+0.65 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M138+0.66**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M138+0.66 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 138.68         | M138 +0.66                     | C   | TI (EB) 59th Ave (on)                             | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.14  |                |                    |                 |
| 138.82         | +0.80                          | C   | TI (EB) 59th Ave (on)                             | PCC          | PCC           | 1.5        | 4                   | 18            | 10                   | 0.03  |                |                    |                 |
| 138.85         | +0.84                          | C   | TI (EB) 59th Ave (on)                             | PCC          | PCC           | 1          | 4                   | 12            | 10                   | 0.08  |                |                    |                 |
| 138.93         | +0.92                          | C   | EB <a href="#">Projects spanning M138 to M139</a> | AC/PCC       | AC/PCC        | 5          | 8                   | 71            | 10                   | 0.48  | 01 May 2005    |                    |                 |
| 139.15         | M139 +0.14                     | C   | MD 50 ft Soil Median                              |              |               |            |                     |               |                      | 2.55  |                |                    |                 |
| 139.42         | +0.40                          | C   | EB <a href="#">Projects spanning M139 to M140</a> | AC/PCC       | AC/PCC        | 5          | 8                   | 60            | 10                   | 0.48  | 01 May 2005    |                    |                 |
|                |                                | C   | TI (EB) 51st Ave (off)                            | PCC          | PCC           | 1          | 4                   | 24            | 10                   | 0.06  |                |                    |                 |
| 139.47         | +0.46                          | C   | TI (EB) 51st Ave (off)                            | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.13  |                |                    |                 |
| 139.60         | +0.59                          | C   | TI (EB) 51st Ave (off)                            | PCC          | PCC           | 3          | 4                   | 36            | 10                   | 0.05  |                |                    |                 |
| 139.66         | +0.65                          | A   | UP Exit #139 at 51st Ave                          |              |               |            |                     |               |                      |       | 1984           |                    | 16'-00"         |
| 139.67         |                                | A   | TI (NB/SB) 51st Ave Crossing                      | PCC          | PCC           | 4          |                     | 48            |                      | 0.14  |                |                    |                 |
| 139.68         | +0.66                          | C   | TI (EB) 51st Ave (on)                             | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.15  |                |                    | 84              |
| 139.82         | +0.81                          | C   | TI (EB) 51st Ave (on)                             | PCC          | PCC           | 1.5        | 4                   | 18            | 10                   | 0.05  |                |                    | 84              |
| 139.87         | +0.86                          | C   | TI (EB) 51st Ave (on)                             | PCC          | PCC           | 1          | 4                   | 12            | 10                   | 0.02  |                |                    | 84              |
| 139.89         | +0.88                          | C   | EB <a href="#">Projects spanning M139 to M140</a> | AC/PCC       | AC/PCC        | 5          | 8                   | 71            | 10                   | 0.55  | 01 May 2005    |                    |                 |
| 140.44         | M140 +0.42                     | C   | EB <a href="#">Projects spanning M140 to M141</a> | AC/PCC       | AC/PCC        | 5          | 8                   | 60            | 10                   | 0.46  | 01 May 2005    |                    |                 |
|                |                                | C   | TI (EB) 43rd Ave (off)                            | PCC          | PCC           | 1          | 4                   | 24            | 10                   | 0.05  |                |                    | 85              |
| 140.49         | +0.47                          | C   | TI (EB) 43rd Ave (off)                            | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.08  |                |                    | 85              |
| 140.57         | +0.55                          | C   | TI (EB) 43rd Ave (off)                            | PCC          | PCC           | 3          | 4                   | 36            | 10                   | 0.09  |                |                    | 85              |
| 140.66         | +0.65                          | A   | UP Exit #140 at 43rd Ave                          |              |               |            |                     |               |                      |       | 1985           |                    | 16'-02"         |
|                |                                | A   | TI (NB/SB) 43rd Ave Crossing                      | PCC          | PCC           | 4          |                     | 48            |                      | 0.14  |                |                    |                 |
| 140.68         | +0.66                          | C   | TI (EB) 43rd Ave (on)                             | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.14  |                |                    | 85              |
| 140.81         | +0.80                          | C   | TI (EB) 43rd Ave (on)                             | PCC          | PCC           | 1.5        | 4                   | 18            | 10                   | 0.04  |                |                    | 85              |
| 140.86         | +0.84                          | C   | TI (EB) 43rd Ave (on)                             | PCC          | PCC           | 1          | 4                   | 12            | 10                   | 0.04  |                |                    | 85              |
| 140.90         | +0.88                          | C   | EB <a href="#">Projects spanning M140 to M141</a> | AC/PCC       | AC/PCC        | 5          | 8                   | 71            | 10                   | 0.55  | 01 May 2005    |                    |                 |
| 141.17         | M141 +0.15                     | A   | UP 39th Ave                                       |              |               |            |                     |               |                      |       | 1985           |                    | 16'-02"         |
| 141.45         | +0.43                          | C   | EB <a href="#">Projects spanning M141 to M142</a> | AC/PCC       | AC/PCC        | 5          | 8                   | 60            | 10                   | 0.46  | 01 May 2005    |                    |                 |
|                |                                | C   | TI (EB) 35th Ave (off)                            | PCC          | PCC           | 1          | 4                   | 24            | 10                   | 0.03  |                |                    | 85              |
| 141.48         | +0.46                          | C   | TI (EB) 35th Ave (off)                            | PCC          | PCC           | 1.5        | 4                   | 18            | 10                   | 0.06  |                |                    | 85              |
| 141.54         | +0.53                          | C   | TI (EB) 35th Ave (off)                            | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.12  |                |                    | 85              |
| 141.67         | +0.66                          | A   | TI (NB/SB) 35th Ave Crossing                      | PCC          | PCC           | 4          |                     | 48            |                      | 0.13  |                |                    |                 |
|                |                                | A   | UP Exit #141 at 35th Ave                          |              |               |            |                     |               |                      |       | 1985           |                    | 16'-02"         |
|                |                                | C   | VMS (EB) Variable Message Sign #202 (Existing)    |              |               |            |                     |               |                      |       |                |                    |                 |
| 141.68         | +0.67                          | C   | TI (EB) 35th Ave (on)                             | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.15  |                |                    | 85              |
| 141.70         | +0.69                          | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 1.21  |                |                    |                 |
| 141.84         | +0.82                          | C   | TI (EB) 35th Ave (on)                             | PCC          | PCC           | 1.5        | 4                   | 18            | 10                   | 0.03  |                |                    | 85              |
| 141.87         | +0.86                          | C   | TI (EB) 35th Ave (on)                             | PCC          | PCC           | 1          | 4                   | 12            | 10                   | 0.03  |                |                    | 85              |
| 141.90         | +0.89                          | C   | EB <a href="#">Projects spanning M141 to M142</a> | AC/PCC       | AC/PCC        | 5          | 8                   | 71            | 10                   | 0.54  | 01 May 2005    |                    |                 |
| 142.18         | M142 +0.17                     | A   | UP 31st Ave                                       |              |               |            |                     |               |                      |       | 1985           |                    | 16'-05"         |

**I 010 at M142+0.17**

**M142+0.17 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M142+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M142+0.43 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|---------|
| 142.45         | M142 +0.43                     | C   | EB   | <a href="#">Projects spanning M142 to M143</a> | AC/PCC        | AC/PCC     | 5                   | 8             | 60                   | 10    | 0.21           | 01 May 2005        |                  |         |
|                |                                | C   | TI   | (EB) 27th Ave (off)                            | PCC           | PCC        | 1                   | 2             | 24                   | 8     | 0.03           | 86                 |                  |         |
| 142.48         | +0.46                          | C   | TI   | (EB) 27th Ave (off)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.10           | 86                 |                  |         |
| 142.57         | +0.56                          | C   | TI   | (EB) 27th Ave (off)                            | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.09           | 86                 |                  |         |
| 142.65         | +0.64                          | C   | EB   | <a href="#">Projects spanning M142 to M143</a> | AC/PCC        | AC/PCC     | 5                   | 8             | 66                   | 10    | 0.04           | 01 May 2005        |                  |         |
| 142.67         | +0.66                          | A   | TI   | (NB/SB) 27th Ave Crossing                      | PCC           | PCC        | 4                   |               | 48                   |       | 0.15           |                    |                  |         |
|                |                                | C   | OP   | (EB) Exit #142 at 27th Ave                     |               |            |                     |               |                      |       |                | 1986               | 130 ft Concrete  |         |
| 142.69         | +0.68                          | C   | EB   | <a href="#">Projects spanning M142 to M143</a> | AC/PCC        | AC/PCC     | 5                   | 8             | 72                   | 10    | 0.02           | 01 May 2005        |                  |         |
| 142.71         | +0.69                          | C   | EB   |  | AC/PCC        | AC/PCC     | 5                   | 8             | 60                   | 10    | 0.12           | 01 May 2005        |                  |         |
|                | +0.70                          | C   | TI   | (EB) I 017 NB (off)                            | PCC           | PCC        | 1                   | 2             | 24                   | 8     | 0.73           | 87                 |                  |         |
| 142.83         | +0.82                          | C   | EB   | <a href="#">Projects spanning M142 to M143</a> | AC/PCC        | AC/PCC     | 5                   | 8             | 60                   | 10    | 0.01           | 25 Sep 2000        |                  |         |
| 142.84         | +0.83                          | C   | EB   |  | PCC           | AC/PCC     | 5                   | 8             | 60                   | 10    | 0.07           | 25 Sep 2000        |                  |         |
| 142.91         | +0.89                          | C   | EB   |  | PCC           | AC/PCC     | 5                   | 8             | 60                   | 10    | 0.12           | 25 Sep 2000        |                  |         |
|                | +0.90                          | C   | MD   | Concrete Median Barrier                        |               |            |                     |               |                      |       | 0.73           |                    |                  |         |
| 143.02         | M143 +0.01                     | C   | EB   | <a href="#">Projects spanning M143 to M144</a> | PCC           | AC/PCC     | 4                   | 8             | 48                   | 10    | 0.35           | 25 Sep 2000        |                  |         |
| 143.03         |                                | C   | TI   | (EB) I 017 SB (off)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.22           | 87                 |                  |         |
| 143.11         | +0.09                          | A   | UP   | Under I 010 EB to I 017 NB Flyover             |               |            |                     |               |                      |       |                | 1988               |                  | 17'-00" |
| 143.12         | +0.11                          | C   | TI   | (EB) I 017 NB (off)                            | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.02           | 23 Oct 2005        |                  |         |
| 143.18         | +0.16                          | C   | TI   | (EB) I 017 SB (off)                            | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.11           | 87                 |                  |         |
|                | +0.17                          | C   | OP   | (EB) Over I-17, 19th Ave, and Grand Ave        |               |            |                     |               |                      |       |                | 1987               | 7111 ft Concrete |         |
| 143.19         |                                | C   | TI   | (EB) I 017 SB (off)                            | PCC           | PCC        | 2.5                 | 2             | 30                   | 8     | 0.05           | 87                 |                  |         |
|                |                                | C   | TI   | (EB) I 017 SB (off)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.13           | 87                 |                  |         |
| 143.22         | +0.20                          | A   | UP   | Under I 010 WB to I 017 SB Flyover             |               |            |                     |               |                      |       |                | 1990               |                  | 17'-00" |
| 143.37         | +0.35                          | C   | EB   | <a href="#">Projects spanning M143 to M144</a> | PCC           | AC/PCC     | 4                   | 8             | 48                   | 12    | 0.21           | 25 Sep 2000        |                  |         |
| 143.58         | +0.57                          | C   | EB   |  | PCC           | AC/PCC     | 5                   | 8             | 71                   | 12    | 0.06           | 25 Sep 2000        |                  |         |
|                |                                | C   | TI   | (EB) Exit # 143 B from I 017 SB (on)           |               |            |                     |               |                      |       |                |                    |                  |         |
| 143.64         | +0.62                          | C   | EB   | <a href="#">Projects spanning M143 to M144</a> | PCC           | AC/PCC     | 5                   | 8             | 71                   | 10    | 0.03           | 25 Sep 2000        |                  |         |
|                |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 4.18           |                    |                  |         |
| 143.67         | +0.65                          | A   | TI   | (NB/SB) 19th Ave Crossing                      | PCC           | PCC        | 4                   |               | 48                   |       | 0.14           |                    |                  |         |
|                |                                | C   | EB   | <a href="#">Projects spanning M143 to M144</a> | AC/PCC        | AC/PCC     | 5                   | 8             | 71                   | 10    | 0.20           | 21 Jun 2004        |                  |         |
|                |                                | C   | VMS  | (EB) Variable Message Sign #235 (Existing)     |               |            |                     |               |                      |       |                |                    |                  |         |
| 143.68         | +0.66                          | C   | TI   | (EB) 19th Ave (on)                             | PCC           | PCC        | 2                   | 4             | 24                   | 4     | 0.21           | 88                 |                  |         |
| 143.71         | +0.70                          | C   | CG   | Low Profile Gutter To Left and Right           |               |            |                     |               |                      |       | 4.30           |                    |                  |         |
| 143.87         | +0.86                          | C   | EB   | <a href="#">Projects spanning M143 to M144</a> | AC/PCC        | AC/PCC     | 5                   | 8             | 68.5                 | 10    | 0.02           | 21 Jun 2004        |                  |         |
| 143.89         | +0.87                          | C   | EB   |  | AC/PCC        | AC/PCC     | 5                   | 8             | 79.5                 | 10    | 0.08           | 21 Jun 2004        |                  |         |
|                |                                | C   | OP   | (EB) Exit #143C at 19th Ave (on)               |               |            |                     |               |                      |       |                | 1988               | 476 ft Concrete  |         |
| 143.98         | +0.96                          | C   | EB   | <a href="#">Projects spanning M143 to M144</a> | AC/PCC        | AC/PCC     | 5                   | 8             | 74                   | 10    | 0.15           | 21 Jun 2004        |                  |         |
| 144.12         | M144 +0.11                     | C   | EB   | <a href="#">Projects spanning M144 to M145</a> | AC/PCC        | AC/PCC     | 5                   | 8             | 68.5                 | 10    | 0.24           | 21 Jun 2004        |                  |         |
| 144.30         | +0.28                          | C   | TI   | (EB) 3rd Ave Tunnel - HOV only (off)           | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.40           |                    |                  |         |

**I 010 at M144+0.28**

**M144+0.28 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M144+0.34**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M144+0.34 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|
| 144.36         | M144 +0.34                     | C   | EB   | <a href="#">Projects spanning M144 to M145</a> | AC/PCC        | AC/PCC     | 5                   | 8             | 57.5                 | 10    | 0.32           | 21 Jun 2004        |                 |         |
|                | +0.35                          | C   | TI   | (EB) 7th Ave (off)                             | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 12    | 0.15           | 89                 |                 |         |
| 144.43         | +0.41                          | A   | UP   | 11th Ave Pedestrian OP                         |               |            |                     |               |                      |       |                | 1989               |                 | 17'-11" |
| 144.51         | +0.50                          | C   | TI   | (EB) 7th Ave (off)                             | PCC           | PCC        | 2.5                 | 4             | 30                   | 12    | 0.08           | 89                 |                 |         |
| 144.59         | +0.58                          | C   | TI   | (EB) 7th Ave (off)                             | PCC           | PCC        | 3                   | 4             | 36                   | 12    | 0.02           | 89                 |                 |         |
| 144.61         | +0.60                          | C   | TI   | (EB) 7th Ave (off)                             | PCC           | PCC        | 3.5                 | 4             | 42                   | 12    | 0.01           | 89                 |                 |         |
| 144.62         | +0.61                          | C   | TI   | (EB) 7th Ave (off)                             | PCC           | PCC        | 4                   | 4             | 48                   | 12    | 0.02           | 89                 |                 |         |
| 144.64         | +0.63                          | C   | TI   | (EB) 7th Ave (off)                             | PCC           | PCC        | 2                   | 4             | 24                   | 12    | 0.03           | 89                 |                 |         |
|                |                                | C   | TI   | (EB) 7th Ave (off)                             | PCC           | PCC        | 2                   | 4             | 24                   | 12    | 0.04           | 89                 |                 |         |
| 144.68         | +0.66                          | C   | EB   | <a href="#">Projects spanning M144 to M145</a> | AC/PCC        | AC/PCC     | 5                   | 12            | 57.5                 | 10    | 0.27           | 21 Jun 2004        |                 |         |
|                |                                | A   | UP   | Exit #144A at 7th Ave                          |               |            |                     |               |                      |       |                | 1989               |                 | 16'-08" |
|                | +0.67                          | A   | TI   | (NB/SB) 7th Ave Crossing                       | PCC           | PCC        | 4                   |               | 48                   |       | 0.17           |                    |                 |         |
| 144.69         |                                | C   | TI   | (EB) 7th Ave (on)                              | PCC           | PCC        | 2                   | 4             | 24                   | 12    | 0.03           | 89                 |                 |         |
|                | +0.68                          | C   | TI   | (EB) 7th Ave (on)                              | PCC           | PCC        | 1                   | 4             | 12                   | 12    | 0.03           | 89                 |                 |         |
| 144.70         | +0.69                          | C   | TI   | (EB) 3rd Ave Tunnel - HOV only (off)           | PCC           | PCC        | 1                   |               | 12                   |       | 0.13           |                    |                 |         |
| 144.71         | +0.70                          | C   | TI   | (EB) 7th Ave (on)                              | PCC           | PCC        | 3                   | 4             | 36                   | 12    | 0.01           | 89                 |                 |         |
| 144.72         | +0.71                          | C   | TI   | (EB) 7th Ave (on)                              | PCC           | PCC        | 2.5                 | 4             | 30                   | 12    | 0.02           | 89                 |                 |         |
| 144.74         | +0.73                          | C   | TI   | (EB) 7th Ave (on)                              | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 12    | 0.05           | 89                 |                 |         |
| 144.79         | +0.78                          | C   | TI   | (EB) 7th Ave (on)                              | AC/PCC        | AC/PCC     | 1.5                 | 4             | 18                   | 12    | 0.04           | 89                 |                 |         |
| 144.83         | +0.82                          | C   | TI   | (EB) 7th Ave (on)                              | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 12    | 0.12           | 89                 |                 |         |
| 144.84         | +0.83                          | A   | UP   | 5th Ave  |               |            |                     |               |                      |       |                | 1989               |                 | 19'-08" |
|                |                                | A   | TI   | (NB/SB) 5th Ave Crossing                       | PCC           | PCC        | 2                   |               | 24                   |       | 0.08           |                    |                 |         |
| 144.85         |                                | C   | TI   | (EB) 3rd Ave Tunnel - HOV only (off)           | PCC           | PCC        | 1                   |               | 12                   |       | 0.11           |                    |                 |         |
| 144.95         | +0.94                          | C   | EB   | <a href="#">Projects spanning M144 to M145</a> | AC/PCC        | AC/PCC     | 5                   | 12            | 69.5                 | 10    | 0.49           | 21 Jun 2004        |                 |         |
| 144.96         | +0.95                          | C   | TN   | 3rd Ave/Central                                |               |            |                     |               |                      |       |                | 1989               | 2770 ft         | 16'-02" |
| 145.44         | M145 +0.42                     | C   | EB   | <a href="#">Projects spanning M145 to M146</a> | AC/PCC        | AC/PCC     | 5                   | 12            | 57.5                 | 10    | 0.49           | 21 Jun 2004        |                 |         |
|                |                                | C   | TI   | (EB) 7th St (off)                              | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.09           | 89                 |                 |         |
| 145.46         | +0.44                          | A   | TI   | (NB/SB) 3rd St Crossing                        | PCC           | PCC        | 4                   |               | 48                   |       | 0.06           |                    |                 |         |
|                |                                | A   | UP   | Exit #145A at 3rd St UP (i.e. tunnel)          |               |            |                     |               |                      |       |                | 1989               |                 | 16'-02" |
|                | +0.45                          | C   | TI   | (EB) 3rd St Tunnel - HOV only (on)             | PCC           | PCC        | 1                   |               | 12                   |       | 0.09           |                    |                 |         |
| 145.53         | +0.52                          | C   | TI   | (EB) 7th St (off)                              | PCC           | PCC        | 1.5                 | 2             | 18                   | 8     | 0.04           | 89                 |                 |         |
| 145.55         | +0.54                          | C   | TI   | (EB) 3rd St Tunnel - HOV only (on)             | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.29           |                    |                 |         |
| 145.57         | +0.55                          | C   | TI   | (EB) 7th St (off)                              | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.06           | 89                 |                 |         |
| 145.63         | +0.62                          | C   | TI   | (EB) 7th St (off)                              | PCC           | PCC        | 4                   | 2             | 48                   | 8     | 0.02           | 89                 |                 |         |
| 145.65         | +0.63                          | C   | TI   | (EB) 7th St South (off)                        | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.05           | 89                 |                 |         |
|                |                                | C   | TI   | (EB) 7th St North (off)                        | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.05           | 89                 |                 |         |
| 145.70         | +0.68                          | A   | UP   | Exit #145B at 7th St                           |               |            |                     |               |                      |       |                | 1988               |                 | 18'-00" |
|                |                                | A   | TI   | (NB/SB) 7th St Crossing                        | PCC           | PCC        | 4                   |               | 48                   |       | 0.14           |                    |                 |         |
| 145.71         | +0.69                          | C   | TI   | (EB) 7th St North (on)                         | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.05           | 88                 |                 |         |

**I 010 at M145+0.69**

**M145+0.69 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M145+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M145+0.71 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 145.72         | M145 +0.71                     | C   | TI (EB) 7th St South (on)                         | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.04  | 88             |                    |                 |
| 145.75         | +0.74                          | C   | TI (EB) 7th St (on)                               | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.03  | 88             |                    |                 |
| 145.78         | +0.76                          | C   | TI (EB) 7th St (on)                               | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.08  | 88             |                    |                 |
| 145.85         | +0.84                          | C   | TI (EB) 7th St (on)                               | AC/PCC       | AC/PCC        | 1.5        | 2                   | 18            | 2                    | 0.07  | 88             |                    |                 |
| 145.93         | +0.91                          | C   | EB <a href="#">Projects spanning M145 to M146</a> | AC/PCC       | AC/PCC        | 6          | 12                  | 72            | 10                   | 0.48  | 21 Jun 2004    |                    |                 |
| 145.95         | +0.93                          | C   | VMS (EB) Variable Message Sign #204 (Existing)    |              |               |            |                     |               |                      |       |                |                    |                 |
| 146.21         | M146 +0.19                     | A   | UP 10th St Pedestrian OP                          |              |               |            |                     |               |                      |       | 1988           |                    | 18'-02"         |
| 146.41         | +0.39                          | C   | EB <a href="#">Projects spanning M146 to M147</a> | AC/PCC       | AC/PCC        | 6          | 12                  | 78            | 10                   | 0.02  | 21 Jun 2004    |                    |                 |
| 146.43         | +0.41                          | C   | EB  | AC/PCC       | AC/PCC        | 6          | 12                  | 84            | 10                   | 0.06  | 21 Jun 2004    |                    |                 |
| 146.46         | +0.44                          | A   | UP 12th St  |              |               |            |                     |               |                      |       | 1988           |                    | 16'-04"         |
| 146.49         | +0.48                          | C   | EB <a href="#">Projects spanning M146 to M147</a> | AC/PCC       | AC/PCC        | 6          | 12                  | 72            | 10                   | 0.31  | 21 Jun 2004    |                    |                 |
|                |                                | C   | TI (EB) 16th St (off)                             | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.06  |                |                    |                 |
| 146.56         | +0.54                          | C   | TI (EB) 16th St (off)                             | PCC          | PCC           | 2          |                     | 24            |                      | 0.07  |                |                    |                 |
| 146.63         | +0.62                          | C   | TI (EB) 16th St (off)                             | PCC          | PCC           | 3          |                     | 36            |                      | 0.07  |                |                    |                 |
| 146.71         | +0.69                          | A   | TI (NB/SB) 16th St Crossing                       | PCC          | PCC           | 6          |                     | 72            |                      | 0.11  |                |                    |                 |
|                |                                | A   | UP Exit #146 at 16th St                           |              |               |            |                     |               |                      |       | 1988           |                    | 16'-05"         |
| 146.77         | +0.76                          | C   | TI (EB) HOV S 202 EB (off)                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 146.80         | +0.79                          | C   | EB <a href="#">Projects spanning M146 to M147</a> | AC/PCC       | AC/PCC        | 6          | 10                  | 72            | 10                   | 0.15  | 21 Jun 2004    |                    |                 |
| 146.96         | +0.94                          | C   | EB  | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 10                   | 0.53  | 21 Jun 2004    |                    |                 |
|                |                                | C   | TI (EB) S 051 / S 202 (off)                       |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UP (EB) 18th St Pedestrian OP                     |              |               |            |                     |               |                      |       | 1988           |                    | 18'-01"         |
| 147.21         | M147 +0.18                     | C   | VMS (EB) Variable Message Sign #234 (Existing)    |              |               |            |                     |               |                      |       |                |                    |                 |
| 147.27         | +0.24                          | A   | UP Under S 051 SB to I 010 EB Ramp                |              |               |            |                     |               |                      |       | 1987           |                    | 16'-03"         |
| 147.43         | +0.40                          | A   | UP Roosevelt St                                   |              |               |            |                     |               |                      |       | 1988           |                    | 16'-03"         |
| 147.48         | +0.45                          | C   | EB <a href="#">Projects spanning M147 to M148</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 72            | 10                   | 0.12  | 21 Jun 2004    |                    |                 |
|                |                                | C   | TI (EB) E Papago Fwy (on)                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 147.60         | +0.57                          | C   | EB <a href="#">Projects spanning M147 to M148</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 66            | 10                   | 0.10  | 21 Jun 2004    |                    |                 |
| 147.70         | +0.68                          | C   | EB  | AC/PCC       | AC/PCC        | 4          | 10                  | 60            | 10                   | 0.12  | 21 Jun 2004    |                    |                 |
| 147.82         | +0.79                          | C   | EB  | AC/PCC       | AC/PCC        | 4          | 12                  | 60            | 10                   | 0.08  | 21 Jun 2004    |                    |                 |
|                |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 1.70  |                |                    |                 |
| 147.91         | +0.88                          | C   | EB <a href="#">Projects spanning M147 to M148</a> | AC/PCC       | AC/PCC        | 4          | 12                  | 66            | 10                   | 0.02  | 21 Jun 2004    |                    |                 |
| 147.93         | +0.90                          | C   | EB  | PCC          | PCC           | 4          | 12                  | 66            | 10                   | 0.02  | 88             |                    |                 |
|                |                                | C   | OP (EB) Van Buren St                              |              |               |            |                     |               |                      |       | 1988           | 97 ft Concrete     |                 |
| 147.95         | +0.92                          | C   | EB <a href="#">Projects spanning M147 to M148</a> | PCC          | PCC           | 4          | 12                  | 72            | 10                   | 0.02  | 88             |                    |                 |
| 147.97         | +0.94                          | C   | EB  | PCC          | PCC           | 4          | 12                  | 60            | 10                   | 0.02  | 88             |                    |                 |
|                |                                | C   | TI (EB) Washington St/Jefferson St (off)          | PCC          | PCC           | 1          | 10                  | 24            | 10                   | 0.03  | 88             |                    |                 |
| 147.99         | +0.96                          | C   | EB <a href="#">Projects spanning M147 to M148</a> | PCC          | PCC           | 4          | 12                  | 54            | 10                   | 0.11  | 88             |                    |                 |
|                | +0.97                          | C   | TI (EB) Washington St/Jefferson St (off)          | PCC          | PCC           | 2.5        | 10                  | 30            | 10                   | 0.07  | 88             |                    |                 |
| 148.07         | M148 +0.04                     | C   | TI (EB) Washington St/Jefferson St (off)          | PCC          | PCC           | 4          | 10                  | 48            | 10                   | 0.07  | 88             |                    |                 |

**I 010 at M148+0.04**

**M148+0.04 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M148+0.07**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M148+0.07 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 148.10         | M148 +0.07                     | C   | EB   | <a href="#">Projects spanning M148 to M149</a>  | PCC           | PCC        | 4                   | 12            | 48                   | 10    | 0.13           | 88                 |                 |
| 148.14         | +0.12                          | A   | TI   | (EB/WB) Washington St Crossing                  | PCC           | PCC        | 4                   |               | 48                   |       | 0.09           |                    |                 |
|                |                                | C   | FR   | Frontage Rd Right                               | Unk           | Unk        | 2                   |               | 24                   |       | 0.48           |                    |                 |
| 148.18         | +0.15                          | C   | OP   | (EB) Exit #148 at Washington St/Jefferson St    |               |            |                     |               |                      |       |                | 1988               | 517 ft Concrete |
| 148.21         | +0.19                          | A   | TI   | (EB/WB) Jefferson St Crossing                   | PCC           | PCC        | 4                   |               | 48                   |       | 0.09           |                    |                 |
| 148.23         | +0.20                          | C   | EB   | <a href="#">Projects spanning M148 to M149</a>  | PCC           | PCC        | 4                   | 12            | 60                   | 10    | 0.08           | 88                 |                 |
|                |                                | C   | TI   | (EB) S 051 HOV (on)                             |               |            |                     |               |                      |       |                |                    |                 |
| 148.28         | +0.25                          | C   | TI   | (EB) Washington St/Jefferson St (on)            | Unk           | Unk        | 1                   | 10            | 24                   | 10    | 0.15           | 88                 |                 |
| 148.31         | +0.28                          | C   | EB   | <a href="#">Projects spanning M148 to M149</a>  | PCC           | PCC        | 4                   | 12            | 54                   | 10    | 0.04           | 88                 |                 |
| 148.36         | +0.33                          | C   | EB   |   | PCC           | PCC        | 4                   | 12            | 48                   | 10    | 0.07           | 88                 |                 |
| 148.42         | +0.40                          | C   | EB   |   | PCC           | PCC        | 4                   | 12            | 60                   | 10    | 0.22           | 88                 |                 |
| 148.64         | +0.61                          | C   | EB   |   | PCC           | PCC        | 4                   | 12            | 66                   | 10    | 0.02           | 88                 |                 |
| 148.66         | +0.63                          | C   | EB   |   | PCC           | PCC        | 4                   | 12            | 72                   | 10    | 0.01           | 88                 |                 |
| 148.67         | +0.64                          | C   | EB   |   | PCC           | PCC        | 4                   | 12            | 60                   | 10    | 0.02           | 88                 |                 |
|                |                                | C   | TI   | (EB) Sky Harbor Blvd (off)                      | Unk           | Unk        | 2                   | 2             | 24                   | 6     | 0.89           | 88                 |                 |
| 148.69         | +0.66                          | C   | EB   | <a href="#">Projects spanning M148 to M149</a>  | PCC           | PCC        | 4                   | 12            | 54                   | 10    | 0.13           | 88                 |                 |
| 148.82         | +0.79                          | C   | EB   |   | PCC           | PCC        | 4                   | 12            | 48                   | 10    | 0.32           | 88                 |                 |
| 148.94         | +0.91                          | C   | OP   | (EB) Exit #149 at Sky Harbor Blvd & EB Off Ramp |               |            |                     |               |                      |       |                | 1988               | 343 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Buckeye Rd Crossing                     | PCC           | PCC        | 4                   |               | 48                   |       | 0.15           |                    |                 |
|                |                                | C   | TI   | (EB) Buckeye Rd (off)                           | PCC           | PCC        | 2                   | 2             | 24                   | 6     | 0.06           | 88                 |                 |
| 149.00         | +0.97                          | C   | VMS  | (EB) Variable Message Sign #205 (Existing)      |               |            |                     |               |                      |       |                | 2004               |                 |
|                |                                | C   | TI   | (EB) Buckeye Rd (off)                           | PCC           | PCC        | 1.5                 | 2             | 18                   | 6     | 0.10           | 88                 |                 |
| 149.10         | M149 +0.09                     | C   | TI   | (EB) Buckeye Rd (off)                           | PCC           | PCC        | 1                   | 2             | 12                   | 6     | 0.04           | 88                 |                 |
| 149.14         | +0.13                          | C   | EB   | <a href="#">Projects spanning M149 to M150</a>  | PCC           | PCC        | 4                   | 12            | 60                   | 10    | 0.25           | 88                 |                 |
| 149.31         | +0.30                          | C   | OP   | (EB) Mohave St                                  |               |            |                     |               |                      |       |                | 1988               | 119 ft Concrete |
| 149.40         | +0.38                          | C   | EB   | <a href="#">Projects spanning M149 to M150</a>  | PCC           | PCC        | 4                   | 12            | 48                   | 10    | 0.62           | 88                 |                 |
|                |                                | C   | TI   | (EB) I 017 WB (off)                             | PCC           | PCC        | 1                   | 4             | 24                   | 2     | 0.28           | 88                 |                 |
| 149.52         | +0.51                          | C   | MD   | Concrete Median Barrier                         |               |            |                     |               |                      |       | 11.57          |                    |                 |
| 149.57         | +0.56                          | A   | UP   | Under I 017 NB                                  |               |            |                     |               |                      |       |                | 1987               | 16'-07"         |
| 149.94         | +0.92                          | A   | OP   | Exit #150B at 24th St                           |               |            |                     |               |                      |       |                | 1988               | 132 ft Concrete |
|                |                                | A   | TI   | (SB/NB) 24th St Crossing                        | AC            | AC         | 4                   |               | 48                   |       | 0.09           |                    |                 |
| 149.95         | +0.93                          | C   | TI   | (EB) 24th St (on)                               | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.08           | 88                 |                 |
| 150.01         | +1.00                          | C   | EB   | <a href="#">Projects spanning M149 to M150</a>  | PCC           | PCC        | 6                   | 12            | 72                   | 10    | 0.14           | 88                 |                 |
| 150.03         | M150 +0.00                     | C   | TI   | (EB) 24th St (on)                               | PCC           | PCC        | 1.5                 | 2             | 18                   | 2     | 0.06           | 88                 |                 |
| 150.04         | +0.01                          | C   | TI   | (EB) I 017 (on)                                 |               |            |                     |               |                      |       |                |                    |                 |
| 150.09         | +0.06                          | C   | TI   | (EB) 24th St (on)                               | PCC           | PCC        | 1                   | 2             | 12                   | 2     | 0.05           | 88                 |                 |
| 150.15         | +0.11                          | C   | EB   | <a href="#">Projects spanning M150 to M151</a>  | PCC           | PCC        | 6                   | 12            | 84                   | 10    | 0.14           | 88                 |                 |
| 150.28         | +0.25                          | C   | EB   |   | PCC           | PCC        | 6                   | 12            | 78                   | 10    | 0.13           | 88                 |                 |
| 150.41         | +0.38                          | C   | EB   |   | PCC           | PCC        | 6                   | 12            | 72                   | 10    | 0.89           | 88                 |                 |

**I 010 at M150+0.38**

**M150+0.38 on I 010**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M150+0.70**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M150+0.70 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 150.73         | M150 +0.70                     | A   | BR   | Salt River  |               |            |                     |               |                      |       | 1988           | 1568 ft Concrete   |                 |
| 151.28         | M151 +0.26                     | C   | TI   | (EB) University Dr (off)                          | PCC           | PCC        | 1                   | 8             | 24                   | 2     | 0.07           | 89                 |                 |
| 151.31         | +0.29                          | C   | EB   | <a href="#">Projects spanning M151 to M152</a>    | PCC           | PCC        | 5.5                 | 12            | 66                   | 10    | 0.17           | 88                 |                 |
| 151.35         | +0.33                          | C   | TI   | (EB) University Dr (off)                          | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.08           | 89                 |                 |
| 151.42         | +0.41                          | C   | TI   | (EB) University Dr (off)                          | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.06           | 89                 |                 |
| 151.47         | +0.46                          | C   | EB   | <a href="#">Projects spanning M151 to M152</a>    | PCC           | PCC        | 5                   | 12            | 60                   | 10    | 0.22           | 88                 |                 |
| 151.50         | +0.48                          | A   | TI   | (NB/SB) 32nd St and University Dr Crossing        | PCC           | PCC        | 4                   |               | 48                   |       | 0.02           |                    |                 |
|                |                                | A   | UP   | Exit #151 at 32nd St & University Dr              |               |            |                     |               |                      |       | 1986           |                    | 17'-02"         |
|                |                                | A   | TI   | (NB/SB) 32nd St and University Dr Crossing        | PCC           | PCC        | 4                   |               | 48                   |       | 0.11           |                    |                 |
| 151.51         | +0.49                          | C   | TI   | (EB) University Dr (on)                           | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.03           | 89                 |                 |
| 151.54         | +0.52                          | C   | TI   | (EB) University Dr (on)                           | PCC           | PCC        | 1.5                 | 8             | 18                   | 2     | 0.10           | 89                 |                 |
| 151.63         | +0.62                          | C   | TI   | (EB) University Dr (on)                           | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.11           | 89                 |                 |
| 151.69         | +0.68                          | C   | EB   | <a href="#">Projects spanning M151 to M152</a>    | PCC           | PCC        | 5                   | 10            | 60                   | 12    | 0.06           | 88                 |                 |
| 151.75         | +0.73                          | C   | EB   |   | PCC           | PCC        | 5                   | 10            | 72                   | 12    | 0.40           | 88                 |                 |
| 152.15         | M152 +0.13                     | C   | EB   | <a href="#">Projects spanning M152 to M153</a>    | PCC           | PCC        | 5                   | 10            | 60                   | 12    | 0.43           | 88                 |                 |
|                |                                | C   | TI   | (EB) 40th St SB (off)                             | PCC           | PCC        | 1                   | 2             | 24                   | 2     | 0.10           | 90                 |                 |
| 152.25         | +0.23                          | C   | TI   | (EB) 40th St SB (off)                             | PCC           | PCC        | 2.5                 | 2             | 30                   | 2     | 0.08           | 90                 |                 |
| 152.32         | +0.30                          | C   | TI   | (EB) 40th St SB (off)                             | PCC           | PCC        | 4                   | 2             | 48                   | 2     | 0.07           | 90                 |                 |
| 152.38         | +0.37                          | C   | TI   | (EB) 40th St SB (off)                             | PCC           | PCC        | 1                   | 2             | 24                   | 2     | 0.15           | 90                 |                 |
| 152.39         | +0.38                          | A   | UP   | Exit #152 at 40th St                              |               |            |                     |               |                      |       | 1990           |                    | 16'-06"         |
|                |                                | C   | VMS  | (EB) Variable Message Sign #206 (Existing)        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (NB/SB) 40th St Crossing                          | PCC           | PCC        | 4                   |               | 48                   |       | 0.21           |                    |                 |
| 152.40         | +0.39                          | C   | TI   | (EB) 40th St NB (on)                              | PCC           | PCC        | 1                   | 2             | 24                   | 2     | 0.19           | 90                 |                 |
| 152.58         | +0.56                          | C   | EB   | <a href="#">Projects spanning M152 to M153</a>    | PCC           | PCC        | 5                   | 4             | 60                   | 12    | 0.01           | 90                 |                 |
| 152.60         | +0.58                          | C   | EB   |   | PCC           | PCC        | 5                   | 4             | 72                   | 12    | 0.45           | 90                 |                 |
| 153.05         | M153 +0.10                     | C   | EB   | <a href="#">Projects spanning M153 to M154</a>    | PCC           | PCC        | 5                   | 4             | 78                   | 12    | 0.03           | 90                 |                 |
| 153.07         | +0.13                          | C   | EB   |   | PCC           | PCC        | 5                   | 4             | 84                   | 12    | 0.05           | 90                 |                 |
| 153.13         | +0.18                          | C   | EB   |   | PCC           | PCC        | 5                   | 4             | 60                   | 12    | 0.64           | 90                 |                 |
|                |                                | C   | TI   | (EB) 48th St (off)                                | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.12           | 90                 |                 |
| 153.24         | +0.29                          | C   | TI   | (EB) 48th St (off)                                | PCC           | PCC        | 3                   | 2             | 36                   | 2     | 0.05           | 90                 |                 |
| 153.28         | +0.34                          | C   | TI   | (EB) 48th St (off)                                | PCC           | PCC        | 4                   | 2             | 48                   | 2     | 0.10           | 90                 |                 |
| 153.38         | +0.44                          | C   | J    | (EB) Exit #153A at S 143 Hohokam Fwy & 48th St UP |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | UP   | Exit #153A at S 143 Hohokam Fwy & 48th St         |               |            |                     |               |                      |       | 1990           |                    | 16'-11"         |
|                |                                | C   | VMS  | (EB) Variable Message Sign #207 (Existing)        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | (EB) 48th St (on)                                 | PCC           | PCC        | 1                   | 2             | 24                   | 2     | 0.59           | 90                 |                 |
| 153.39         |                                | C   | JB   | ECL Phoenix / WCL Tempe                           |               |            |                     |               |                      |       |                |                    |                 |
| 153.41         | +0.46                          | C   | FR   | One Way Frontage Rd EB                            | Unk           | Unk        | 2                   |               | 24                   |       | 0.30           |                    |                 |
|                | +0.47                          | C   | TI   | (EB) 48th St (off)                                | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.28           | 90                 |                 |
| 153.72         | +0.77                          | C   | TI   | (EB) Broadway Rd (on)                             | PCC           | PCC        | 2                   | 8             | 24                   | 8     | 0.17           | 90                 |                 |

**I 010 at M153+0.77**

**M153+0.77 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M153+0.81**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M153+0.81 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 153.75         | M153 +0.81                     | A   | TI (EB/WB) Broadway Rd Crossing                   | AC           | AC            | 6          |                     | 72            |                      | 0.13  |                |                    |                 |
|                |                                | A   | TI (EB/WB) Broadway Rd Crossing                   | PCC          | PCC           | 6          |                     | 72            |                      | 0.06  |                |                    |                 |
|                |                                | A   | UP Exit #153B at Broadway Rd                      |              |               |            |                     |               |                      |       | 1990           |                    | 16'-10"         |
|                |                                | A   | TI (EB/WB) Broadway Rd Crossing                   | AC           | AC            | 6          |                     | 72            |                      | 0.05  |                |                    |                 |
| 153.76         | +0.82                          | C   | EB <a href="#">Projects spanning M153 to M154</a> | PCC          | PCC           | 5          | 4                   | 84            | 12                   | 0.27  | 90             |                    |                 |
| 153.89         | +0.95                          | C   | TI (EB) Broadway Rd (on)                          | PCC          | PCC           | 1.5        | 8                   | 18            | 8                    | 0.05  | 90             |                    |                 |
| 154.03         | M154 +0.11                     | C   | EB <a href="#">Projects spanning M154 to M155</a> | PCC          | PCC           | 5          | 13                  | 84            | 10                   | 0.04  | 90             |                    |                 |
| 154.07         | +0.16                          | C   | EB  | PCC          | PCC           | 5          | 13                  | 78            | 10                   | 0.07  | 90             |                    |                 |
| 154.14         | +0.23                          | C   | EB  | PCC          | PCC           | 5          | 13                  | 72            | 10                   | 0.07  | 90             |                    |                 |
| 154.21         | +0.29                          | C   | EB  | PCC          | PCC           | 5          | 13                  | 72            | 12                   | 0.15  | 90             |                    |                 |
| 154.36         | +0.45                          | C   | EB  | PCC          | PCC           | 5          | 13                  | 72            | 12                   | 0.29  | Sep 2000       |                    |                 |
| 154.65         | +0.73                          | C   | EB  | PCC          | PCC           | 5          | 2                   | 72            | 10                   | 0.18  | Sep 2000       |                    |                 |
| 154.81         | +0.89                          | C   | TI (EB) HOV to US-60 EB (off)                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 154.83         | +0.92                          | C   | EB <a href="#">Projects spanning M154 to M155</a> | PCC          | PCC           | 4          | 2                   | 48            | 10                   | 0.15  | Sep 2000       |                    |                 |
|                |                                | C   | TI (EB) U 060 (off)                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 154.94         | M155 +0.02                     | A   | OP Southern Ave                                   |              |               |            |                     |               |                      |       | 1990           | 139 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) McCartney Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.12  |                |                    |                 |
| 154.98         | +0.07                          | C   | EB <a href="#">Projects spanning M155 to M156</a> | PCC          | PCC           | 4          | 2                   | 54            | 10                   | 0.03  | Sep 2000       |                    |                 |
| 155.01         | +0.09                          | C   | EB  | PCC          | PCC           | 4          | 2                   | 60            | 10                   | 0.05  | Sep 2000       |                    |                 |
| 155.06         | +0.15                          | C   | EB  | PCC          | PCC           | 4          | 2                   | 48            | 10                   | 0.17  | Sep 2000       |                    |                 |
|                |                                | C   | TI (EB) Baseline Rd (off)                         | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.38  | Sep 2000       |                    |                 |
| 155.23         | +0.32                          | C   | EB <a href="#">Projects spanning M155 to M156</a> | PCC          | PCC           | 4          | 4                   | 48            | 10                   | 0.15  | Sep 2000       |                    |                 |
| 155.25         | +0.33                          | A   | UP Under U 060 EB Flyover                         |              |               |            |                     |               |                      |       | 1995           |                    | 16'-03"         |
| 155.31         | +0.40                          | A   | BR Western Canal                                  |              |               |            |                     |               |                      |       |                | 31 ft Concrete     |                 |
| 155.32         | +0.41                          | A   | UP Under U 060 WB Flyover                         |              |               |            |                     |               |                      |       | 1995           |                    | ??'-??"         |
| 155.38         | +0.47                          | C   | EB <a href="#">Projects spanning M155 to M156</a> | PCC          | PCC           | 4          | 14                  | 48            | 12                   | 0.45  | Sep 2000       |                    |                 |
| 155.76         | +0.85                          | C   | TI (WB) Baseline Rd (off)                         | PCC          | PCC           | 2.5        |                     | 30            |                      | 0.12  |                |                    |                 |
| 155.83         | +0.91                          | C   | EB <a href="#">Projects spanning M155 to M156</a> | PCC          | PCC           | 5          | 14                  | 60            | 12                   | 0.02  | Sep 2000       |                    |                 |
|                |                                | C   | TI (EB) U 060 (on)                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 155.85         | +0.94                          | C   | EB <a href="#">Projects spanning M155 to M156</a> | PCC          | PCC           | 5          | 14                  | 60            | 24                   | 0.09  | Sep 2000       |                    |                 |
| 155.88         | +0.96                          | C   | TI (WB) Baseline Rd (off)                         | PCC          | PCC           | 4          |                     | 48            |                      | 0.05  |                |                    |                 |
| 155.94         | M156 +0.02                     | A   | TI (EB/WB) Baseline Rd Crossing                   | PCC          | PCC           | 6          |                     | 72            |                      | 0.14  |                |                    |                 |
|                | +0.03                          | C   | EB <a href="#">Projects spanning M156 to M157</a> | AC/PCC       | AC/PCC        | 5          | 14                  | 60            | 24                   | 0.26  | 01 May 2005    |                    |                 |
|                |                                | A   | OP Exit #155 at Baseline Rd                       |              |               |            |                     |               |                      |       | 1965           | 162 ft Concrete    |                 |
| 155.95         | +0.04                          | C   | TI (EB) Baseline Rd (on)                          | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.12  | Sep 2000       |                    |                 |
| 156.02         | +0.10                          | C   | JB NCL Guadalupe                                  |              |               |            |                     |               |                      |       |                |                    |                 |
| 156.08         | +0.16                          | C   | TI (EB) Baseline Rd (on)                          | PCC          | PCC           | 1.5        | 2                   | 18            | 8                    | 0.12  | Sep 2000       |                    |                 |
| 156.20         | +0.28                          | C   | EB <a href="#">Projects spanning M156 to M157</a> | AC/PCC       | AC/PCC        | 5          | 14                  | 72            | 24                   | 0.07  | 01 May 2005    |                    |                 |
| 156.27         | +0.35                          | C   | EB  | AC/PCC       | AC/PCC        | 5          | 14                  | 66            | 24                   | 0.12  | 01 May 2005    |                    |                 |

**I 010 at M156+0.35**

**M156+0.35 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M156+0.47**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M156+0.47 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 156.39         | M156 +0.47                     | C   | EB   | <a href="#">Projects spanning M156 to M157</a> | AC/PCC        | AC/PCC     | 5                   | 14            | 60                   | 24    | 0.03           | 01 May 2005        |                 |
| 156.41         | +0.49                          | C   | EB   |  | AC/PCC        | AC/PCC     | 5                   | 14            | 60                   | 12    | 0.22           | 01 May 2005        |                 |
| 156.63         | +0.71                          | C   | EB   |  | AC/PCC        | AC/PCC     | 5                   | 12            | 60                   | 12    | 0.49           | 01 May 2005        |                 |
| 156.72         | +0.81                          | C   | VMS  | (EB) Variable Message Sign #7A1 (Existing)     |               |            |                     |               |                      |       |                |                    |                 |
| 156.93         | +1.02                          | A   | UP   | Guadalupe Rd                                   |               |            |                     |               |                      |       | 05 Jan 2001    |                    | 18'-04"         |
| 157.12         | +1.20                          | C   | EB   | <a href="#">Projects spanning M156 to M157</a> | AC/PCC        | AC/PCC     | 5                   | 6             | 60                   | 9     | 0.08           | 01 May 2005        |                 |
| 157.15         | M157 +0.00                     | C   | EQ   | MP 156+1.24 Back Equals MP 157+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 157.20         | +0.05                          | C   | EB   | <a href="#">Projects spanning M157 to M158</a> | AC/PCC        | AC/PCC     | 5                   | 6             | 60                   | 9     | 0.18           | 01 May 2005        |                 |
| 157.38         | +0.23                          | C   | EB   |  | AC/PCC        | AC/PCC     | 5                   | 12            | 60                   | 12    | 0.39           | 01 May 2005        |                 |
| 157.77         | +0.61                          | C   | EB   |  | AC/PCC        | AC/PCC     | 4                   | 12            | 48                   | 12    | 0.41           | 01 May 2005        |                 |
|                |                                | C   | TI   | (EB) Elliot Rd (off)                           | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.03           | 72                 |                 |
| 157.80         | +0.64                          | C   | TI   | (EB) Elliot Rd (off)                           | PCC           | PCC        | 2.5                 | 2             | 30                   | 8     | 0.08           | 72                 |                 |
| 157.87         | +0.72                          | C   | TI   | (EB) Elliot Rd (off)                           | PCC           | PCC        | 4                   | 2             | 48                   | 8     | 0.09           | 72                 |                 |
| 157.98         | +0.82                          | A   | UP   | Exit #157 at Elliot Rd                         |               |            |                     |               |                      |       | 1972           |                    | 16'-06"         |
|                |                                | A   | TI   | (EB/WB) Elliot Rd Crossing                     | PCC           | PCC        | 6                   |               | 72                   |       | 0.18           |                    |                 |
|                |                                | C   | JB   | SCL Guadalupe reenter Tempe/Phoenix            |               |            |                     |               |                      |       |                |                    |                 |
| 157.99         | +0.83                          | C   | TI   | (EB) Elliot Rd (on)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.05           | 72                 |                 |
| 158.03         | +0.88                          | C   | TI   | (EB) Elliot Rd (on)                            | PCC           | PCC        | 1.5                 | 2             | 18                   | 8     | 0.11           | 72                 |                 |
| 158.14         | +0.99                          | C   | TI   | (EB) Elliot Rd (on)                            | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.03           | 72                 |                 |
| 158.18         | +1.02                          | C   | EB   | <a href="#">Projects spanning M157 to M158</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 48                   | 12    | 0.63           | 01 May 2005        |                 |
| 158.20         | M158 +0.00                     | C   | EQ   | MP 157+1.04 Back Equals MP 158+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 158.81         | +0.61                          | C   | EB   | <a href="#">Projects spanning M158 to M159</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 60                   | 12    | 0.38           | 01 May 2005        |                 |
|                |                                | C   | TI   | (EB) Warner Rd (off)                           | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.02           | 86                 |                 |
| 158.83         | +0.63                          | C   | TI   | (EB) Warner Rd (off)                           | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.09           | 86                 |                 |
| 158.92         | +0.72                          | C   | TI   | (EB) Warner Rd (off)                           | AC            | AC         | 3                   | 2             | 36                   | 8     | 0.05           | 86                 |                 |
| 158.98         | +0.78                          | A   | UP   | Exit #158 at Warner Rd                         |               |            |                     |               |                      |       | 1986           |                    | 16'-08"         |
|                |                                | C   | VMS  | (EB) Variable Message Sign #7A2 (Operational)  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (EB/WB) Warner Rd Crossing                     | PCC           | PCC        | 4                   |               | 48                   |       | 0.12           |                    |                 |
| 158.99         | +0.79                          | C   | TI   | (EB) Warner Rd (on)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.06           | 86                 |                 |
| 159.05         | +0.85                          | C   | TI   | (EB) Warner Rd (on)                            | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.10           | 86                 |                 |
| 159.15         | +0.95                          | C   | TI   | (EB) Warner Rd (on)                            | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.04           | 86                 |                 |
| 159.19         | +0.99                          | C   | EB   | <a href="#">Projects spanning M158 to M159</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 72                   | 12    | 0.51           | 01 May 2005        |                 |
| 159.48         | M159 +0.28                     | C   | JB   | SCL Tempe NCL Chandler Elev 1213 to East       |               |            |                     |               |                      |       |                |                    |                 |
| 159.70         | +0.49                          | C   | EB   | <a href="#">Projects spanning M159 to M160</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 60                   | 12    | 0.14           | 01 May 2005        |                 |
|                |                                | C   | TI   | (EB) Ray Rd (off)                              | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.15           | 86                 |                 |
| 159.84         | +0.63                          | C   | EB   | <a href="#">Projects spanning M159 to M160</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 60                   | 12    | 0.15           | 17 Nov 2003        |                 |
|                | +0.64                          | C   | TI   | (EB) Ray Rd (off)                              | AC/PCC        | AC/PCC     | 2.5                 | 2             | 30                   | 8     | 0.09           | 86                 |                 |
| 159.93         | +0.72                          | C   | TI   | (EB) Ray Rd (off)                              | AC/PCC        | AC/PCC     | 4                   | 2             | 48                   | 8     | 0.05           | 86                 |                 |
| 159.98         | +0.78                          | A   | TI   | (EB/WB) Ray Rd Crossing                        | AC/PCC        | AC/PCC     | 4                   |               | 48                   |       | 0.17           |                    |                 |

**I 010 at M159+0.78**

**M159+0.78 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M159+0.78**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M159+0.78 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 159.98         | M159 +0.78                     | C   | EB   | <a href="#">Projects spanning M159 to M160</a> | PCC           | AC/PCC     | 4                   | 12            | 60                   | 12    | 0.08           | 17 Nov 2003        |                 |
|                |                                | A   | UP   | Exit #159 at Ray Rd                            |               |            |                     |               |                      |       | 1986           |                    | 17'-00"         |
| 159.99         | +0.79                          | C   | TI   | (EB) Ray Rd (on)                               | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.07           | 86                 |                 |
| 160.06         | +0.85                          | C   | TI   | (EB) Ray Rd (on)                               | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 8     | 0.10           | 86                 |                 |
| 160.07         | +0.86                          | C   | EB   | <a href="#">Projects spanning M159 to M160</a> | PCC           | AC/PCC     | 4                   | 10.8          | 60                   | 7     | 0.01           | 17 Nov 2003        |                 |
|                | +0.87                          | C   | EB   |  | PCC           | AC/PCC     | 4                   | 10.8          | 66                   | 7     | 0.01           | 17 Nov 2003        |                 |
| 160.08         | +0.88                          | C   | EB   |  | PCC           | AC/PCC     | 4                   | 10.8          | 66                   | 12    | 0.06           | 17 Nov 2003        |                 |
| 160.14         | +0.94                          | C   | EB   |  | PCC           | AC/PCC     | 4                   | 10.8          | 72                   | 12    | 0.05           | 17 Nov 2003        |                 |
| 160.15         | +0.95                          | C   | TI   | (EB) Ray Rd (on)                               | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.04           | 86                 |                 |
| 160.19         | +0.99                          | C   | EB   | <a href="#">Projects spanning M159 to M160</a> | PCC           | AC/PCC     | 4                   | 10.8          | 84                   | 12    | 0.35           | 17 Nov 2003        |                 |
| 160.54         | M160 +0.30                     | C   | EB   | <a href="#">Projects spanning M160 to M161</a> | PCC           | AC         | 4                   | 10.8          | 84                   | 12    | 0.08           | 17 Nov 2003        |                 |
| 160.62         | +0.38                          | C   | EB   |  | PCC           | AC         | 4                   | 10.8          | 90                   | 12    | 0.02           | 17 Nov 2003        |                 |
| 160.64         | +0.40                          | C   | EB   |  | PCC           | AC         | 4                   | 10.8          | 96                   | 12    | 0.09           | 17 Nov 2003        |                 |
| 160.73         | +0.49                          | C   | TI   | (EB) Chandler Blvd (off)                       | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.03           | 17 Nov 2003        |                 |
|                | +0.50                          | C   | EB   | <a href="#">Projects spanning M160 to M161</a> | PCC           | AC         | 4                   | 10.8          | 84                   | 10    | 0.08           | 17 Nov 2003        |                 |
|                |                                | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.18           |                    |                 |
| 160.76         | +0.53                          | C   | TI   | (EB) Chandler Blvd (off)                       | PCC           | PCC        | 2.5                 | 2             | 30                   | 8     | 0.10           | 17 Nov 2003        |                 |
| 160.81         | +0.57                          | C   | EB   | <a href="#">Projects spanning M160 to M161</a> | PCC           | AC         | 3.5                 | 10.8          | 72                   | 10    | 0.05           | 17 Nov 2003        |                 |
| 160.86         | +0.62                          | C   | TI   | (EB) Chandler Blvd (off)                       | PCC           | PCC        | 4                   | 2             | 48                   | 8     | 0.11           | 17 Nov 2003        |                 |
|                | +0.63                          | C   | EB   | <a href="#">Projects spanning M160 to M161</a> | AC            | AC         | 3.5                 | 10.8          | 78                   | 10    | 0.05           | 17 Nov 2003        |                 |
| 160.92         | +0.68                          | C   | EB   |  | AC            | AC         | 3.5                 | 10.8          | 42                   | 10    | 0.18           | 17 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) S 202 EB/WB (off)                         | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.22           | 17 Nov 2003        |                 |
| 160.98         | +0.75                          | A   | UP   | Exit #160 at Chandler Blvd                     |               |            |                     |               |                      |       | 17 Nov 2003    |                    | 16'-03"         |
|                |                                | A   | TI   | (EB/WB) Chandler Blvd Crossing                 | PCC           | PCC        | 6                   |               | 72                   |       | 0.15           |                    |                 |
| 161.00         | +0.76                          | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.34           |                    |                 |
|                |                                | C   | TI   | (EB) Chandler Blvd (on)                        | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.14           | 17 Nov 2003        |                 |
| 161.10         | +0.86                          | C   | EB   | <a href="#">Projects spanning M160 to M161</a> | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.24           | 17 Nov 2003        |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.31           |                    |                 |
| 161.13         | +0.90                          | C   | TI   | (EB) Chandler Blvd (on)                        | PCC           | PCC        | 1.5                 | 2             | 18                   | 8     | 0.07           | 17 Nov 2003        |                 |
| 161.14         |                                | C   | TI   | (EB) S 202 EB/WB (off)                         | PCC           | PCC        | 3.5                 | 2             | 42                   | 8     | 0.03           | 17 Nov 2003        |                 |
| 161.17         | +0.93                          | C   | TI   | (EB) S 202 EB/WB (off)                         | PCC           | PCC        | 4                   | 2             | 48                   | 8     | 0.09           | 17 Nov 2003        |                 |
| 161.21         | M161 +0.01                     | C   | TI   | (EB) Chandler Blvd (on)                        | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.30           | 17 Nov 2003        |                 |
| 161.25         | +0.05                          | C   | TI   | (EB) S 202 WB (off)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.31           | 17 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) S 202 EB (off)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.66           | 17 Nov 2003        |                 |
| 161.34         | +0.13                          | C   | EB   | <a href="#">Projects spanning M161 to M162</a> | AC            | AC         | 3                   | 8             | 36                   | 12    | 0.06           | 17 Nov 2003        |                 |
| 161.40         | +0.20                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.01           | 17 Nov 2003        |                 |
|                |                                | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.10           |                    |                 |
| 161.41         | +0.21                          | C   | EB   | <a href="#">Projects spanning M161 to M162</a> | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.09           | 17 Nov 2003        |                 |
|                |                                | C   | MD   | Soil Median with Jersey Barrier                |               |            |                     |               |                      |       | 0.20           |                    |                 |

**I 010 at M161+0.21**

**M161+0.21 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M161+0.21**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M161+0.21 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 161.42         | M161 +0.21                     | C   | UP (EB) I 010 EB to S 202 EB                      |              |               |            |                     |               |                      |       | 14 Nov 2003    |                    | ??'-??"         |
| 161.50         | +0.30                          | C   | EB <a href="#">Projects spanning M161 to M162</a> | AC           | AC            | 3          | 10                  | 48            | 10                   | 0.03  | 17 Nov 2003    |                    |                 |
|                |                                | A   | UP I 010 WB to S 202 WB OP                        |              |               |            |                     |               |                      |       | 31 May 2003    |                    | ??'-??"         |
|                |                                | C   | UP (EB) S 202 EB to I 010 NB OP                   |              |               |            |                     |               |                      |       | 17 Nov 2003    |                    | ??'-??"         |
| 161.51         | +0.31                          | C   | TI (EB) S 202 WB (off)                            | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.28  | 17 Nov 2003    |                    |                 |
| 161.52         | +0.32                          | A   | UP S 202 WB to I 010 EB OP                        |              |               |            |                     |               |                      |       | 17 Nov 2003    |                    | ??'-??"         |
| 161.53         |                                | C   | EB <a href="#">Projects spanning M161 to M162</a> | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.08  | 17 Nov 2003    |                    |                 |
|                | +0.33                          | C   | CG Curb to Right                                  |              |               |            |                     |               |                      | 0.49  |                |                    |                 |
| 161.55         | +0.35                          | C   | OP (EB) S 202                                     |              |               |            |                     |               |                      |       | 17 Nov 2003    | 292 ft Concrete    |                 |
| 161.60         | +0.40                          | C   | MD Barrier Median                                 |              |               |            |                     |               |                      | 0.01  |                |                    |                 |
| 161.61         |                                | C   | EB <a href="#">Projects spanning M161 to M162</a> | AC           | AC            | 3          | 10                  | 42            | 10                   | 0.01  | 17 Nov 2003    |                    |                 |
|                | +0.41                          | C   | EB  | AC           | AC            | 3          | 3.5                 | 42            | 10                   | 0.12  | 17 Nov 2003    |                    |                 |
|                |                                | C   | MD Variable Soil Median with Cable Barrier        |              |               |            |                     |               |                      | 2.16  |                |                    |                 |
| 161.65         | +0.44                          | C   | TI (EB) S 202 WB (off)                            | PCC          | PCC           | 2.5        | 2                   | 30            | 8                    | 0.06  | 17 Nov 2003    |                    |                 |
| 161.68         | +0.47                          | C   | TI (EB) S 202 WB (off)                            | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.02  | 17 Nov 2003    |                    |                 |
| 161.73         | +0.53                          | C   | EB <a href="#">Projects spanning M161 to M162</a> | AC           | AC            | 3          | 3.5                 | 36            | 10                   | 0.20  | 17 Nov 2003    |                    |                 |
| 161.93         | +0.73                          | C   | EB  | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.09  | 17 Nov 2003    |                    |                 |
| 161.99         | +0.79                          | C   | UB SUB Phoenix-Mesa                               |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB SCL Phoenix Enter Gila River IR                |              |               |            |                     |               |                      |       |                |                    |                 |
| 162.02         | +0.82                          | C   | EB <a href="#">Projects spanning M161 to M162</a> | AC           | AC            | 3          | 8                   | 60            | 10                   | 0.26  | 17 Nov 2003    |                    |                 |
|                |                                | C   | TI (EB) S 202 EB/WB (on)                          |              |               |            |                     |               |                      |       |                |                    |                 |
| 162.28         | +1.08                          | C   | EB <a href="#">Projects spanning M161 to M162</a> | PCC          | PCC           | 3          | 8                   | 60            | 10                   | 0.23  | 03 Mar 2004    |                    |                 |
|                |                                | C   | CG (EB) Curb and Raised Barrier to Right          |              |               |            |                     |               |                      | 0.31  | 03 Mar 2004    |                    |                 |
| 162.51         | M162 +0.13                     | C   | EB <a href="#">Projects spanning M162 to M163</a> | PCC          | PCC           | 3          | 8                   | 66            | 10                   | 0.02  | 03 Mar 2004    |                    |                 |
| 162.53         | +0.16                          | C   | EB  | PCC          | PCC           | 3          | 8                   | 72            | 10                   | 0.06  | 03 Mar 2004    |                    |                 |
| 162.59         | +0.21                          | C   | EB  | PCC          | PCC           | 3          | 8                   | 48            | 10                   | 0.03  | 03 Mar 2004    |                    |                 |
|                |                                | C   | TI (EB) Maricopa Rd (off)                         | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.15  | 12 Jan 2004    |                    |                 |
| 162.62         | +0.25                          | C   | EB <a href="#">Projects spanning M162 to M163</a> | PCC          | PCC           | 3          | 8                   | 42            | 10                   | 0.24  | 03 Mar 2004    |                    |                 |
| 162.73         | +0.36                          | C   | TI (EB) Maricopa Rd (off)                         | PCC          | PCC           | 2.5        | 2                   | 30            | 2                    | 0.03  | 12 Jan 2004    |                    |                 |
| 162.76         | +0.39                          | C   | TI (EB) Maricopa Rd (off)                         | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.04  | 12 Jan 2004    |                    |                 |
| 162.82         | +0.45                          | A   | UP Exit #162 at Wild Horse Pass Rd                |              |               |            |                     |               |                      |       | 12 Jan 2004    |                    | 16'-06"         |
|                |                                | A   | TI (EB/WB) Wild Horse Pass Rd Crossing            | PCC          | PCC           | 4          | 2                   | 52            | 2                    | 0.16  | 12 Jan 2004    |                    |                 |
|                |                                | A   | TI (EB/WB) Wild Horse Pass Rd Crossing            | AC           | AC            | 4          | 2                   | 48            | 2                    | 0.26  | 12 Jan 2004    |                    |                 |
|                |                                | A   | TI (EB/WB) Wild Horse Pass Rd Crossing            | AC           | AC            | 4          | 4                   | 48            | 4                    | 0.17  | 12 Jan 2004    |                    |                 |
|                |                                | A   | TI (EB/WB) Wild Horse Pass Rd Crossing            | AC           | AC            | 4          | 6                   | 48            | 6                    | 0.05  | 12 Jan 2004    |                    |                 |
| 162.83         |                                | C   | TI (EB) Maricopa Rd (on)                          | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.12  | 12 Jan 2004    |                    |                 |
| 162.87         | +0.49                          | C   | EB <a href="#">Projects spanning M162 to M163</a> | PCC          | PCC           | 3          | 8                   | 36            | 10                   | 0.16  | 03 Mar 2004    |                    |                 |
| 162.95         | +0.57                          | C   | TI (EB) Maricopa Rd (on)                          | PCC          | PCC           | 1.5        | 2                   | 18            | 2                    | 0.08  | 12 Jan 2004    |                    |                 |
| 163.03         | +0.65                          | C   | EB <a href="#">Projects spanning M162 to M163</a> | PCC          | PCC           | 3          | 8                   | 48            | 10                   | 0.23  | 03 Mar 2004    |                    |                 |

**I 010 at M162+0.65**

**M162+0.65 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M162+0.88**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M162+0.88 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 163.26         | M162+0.88                      | C   | EB   | <a href="#">Projects spanning M162 to M163</a> | PCC           | PCC        | 3                   | 8             | 42                   | 10    | 0.03           | 03 Mar 2004        |                 |
| 163.28         | M163+0.02                      | C   | EB   | <a href="#">Projects spanning M163 to M164</a> | PCC           | PCC        | 3                   | 8             | 42                   | 11    | 0.15           | 03 Mar 2004        |                 |
| 163.43         | +0.17                          | C   | EB   |  | PCC           | PCC        | 3                   | 8             | 36                   | 10    | 0.15           | 03 Mar 2004        |                 |
| 163.58         | +0.31                          | C   | EB   |  | PCC           | PCC        | 2.5                 | 8             | 30                   | 10    | 0.03           | 03 Mar 2004        |                 |
| 163.61         | +0.34                          | C   | EB   |  | PCC           | PCC        | 2.5                 | 15            | 30                   | 10    | 0.14           | 03 Mar 2004        |                 |
| 163.75         | +0.48                          | C   | EB   |  | PCC           | PCC        | 2                   | 15            | 24                   | 10    | 0.03           | 03 Mar 2004        |                 |
| 163.78         | +0.51                          | C   | EB   |  | PCC           | PCC        | 2                   | 3.5           | 24                   | 10    | 0.03           | 03 Mar 2004        |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 3.61           |                    |                 |
| 163.80         | +0.54                          | C   | EB   | <a href="#">Projects spanning M163 to M164</a> | AC            | MBH        | 2                   | 3.5           | 24                   | 10    | 0.30           | May 1999           |                 |
| 164.10         | +0.84                          | C   | EB   |  | AC            | MBH        | 2                   | 3.5           | 30                   | 10    | 0.06           | May 1999           |                 |
| 164.16         | +0.90                          | C   | EB   |  | AC            | MBH        | 2                   | 3.5           | 36                   | 10    | 0.27           | May 1999           |                 |
| 164.43         | M164+0.14                      | C   | EB   | <a href="#">Projects spanning M164 to M165</a> | AC            | MBH        | 2                   | 3.5           | 42                   | 10    | 0.02           | May 1999           |                 |
| 164.45         | +0.16                          | C   | EB   |  | AC            | MBH        | 2                   | 3.5           | 48                   | 10    | 0.06           | May 1999           |                 |
| 164.51         | +0.22                          | C   | EB   |  | AC            | MBH        | 2                   | 3.5           | 24                   | 10    | 0.57           | May 1999           |                 |
|                |                                | C   | TI   | (EB) Queen Creek Rd (off)                      | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.15           | May 1999           |                 |
| 164.66         | +0.37                          | C   | TI   | (EB) Queen Creek Rd (off)                      | AC/PCC        | AC/PCC     | 2.5                 | 2             | 30                   | 2     | 0.06           | May 1999           |                 |
| 164.72         | +0.43                          | C   | TI   | (EB) Queen Creek Rd (off)                      | AC/PCC        | AC/PCC     | 3                   | 2             | 36                   | 2     | 0.07           | May 1999           |                 |
| 164.80         | +0.51                          | A   | UP   | Exit #164 at S 347 & Queen Creek Rd            |               |            |                     |               |                      |       |                |                    | 16'-10"         |
|                |                                | C   | TI   | (EB) Queen Creek Rd (on)                       | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.11           | May 1999           |                 |
| 164.91         | +0.62                          | C   | TI   | (EB) Queen Creek Rd (on)                       | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 2     | 0.10           | May 1999           |                 |
| 165.01         | +0.72                          | C   | TI   | (EB) Queen Creek Rd (on)                       | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.07           | May 1999           |                 |
| 165.08         | +0.79                          | C   | EB   | <a href="#">Projects spanning M164 to M165</a> | AC            | MBH        | 2                   | 3.5           | 36                   | 10    | 0.14           | May 1999           |                 |
| 165.23         | +0.94                          | C   | EB   |  | AC            | MBH        | 2                   | 3.5           | 30                   | 10    | 0.12           | May 1999           |                 |
| 165.34         | M165+0.05                      | C   | EB   | <a href="#">Projects spanning M165 to M166</a> | AC            | MBH        | 2                   | 3.5           | 24                   | 10    | 2.04           | May 1999           |                 |
| 167.38         | M167+0.10                      | C   | EB   | <a href="#">Projects spanning M167 to M168</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.03           | 06 Jun 2003        |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 6.63           |                    |                 |
| 167.41         | +0.12                          | C   | EB   | <a href="#">Projects spanning M167 to M168</a> | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.03           | 06 Jun 2003        |                 |
| 167.44         | +0.15                          | C   | EB   |  | AC            | MBH        | 2                   | 4             | 36                   | 10    | 0.04           | 06 Jun 2003        |                 |
| 167.48         | +0.19                          | C   | EB   |  | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.45           | 06 Jun 2003        |                 |
|                |                                | C   | TI   | (EB) Riggs Rd (off)                            | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.17           | 06 Jun 2003        |                 |
| 167.63         | +0.34                          | C   | TI   | (EB) Riggs Rd (off)                            | AC            | AC         | 1.5                 | 2             | 18                   | 5     | 0.03           | 06 Jun 2003        |                 |
| 167.65         | +0.37                          | C   | TI   | (EB) Riggs Rd (off)                            | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 06 Jun 2003        |                 |
| 167.70         | +0.41                          | C   | TI   | (EB) Riggs Rd (on)                             | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.07           | 06 Jun 2003        |                 |
| 167.76         | +0.47                          | C   | TI   | (EB) Riggs Rd (on)                             | AC            | AC         | 1.5                 | 2             | 18                   | 5     | 0.11           | 06 Jun 2003        |                 |
| 167.78         | +0.49                          | A   | TI   | (EB/WB) Riggs Rd Crossing                      | AC            | AC         | 2                   |               | 24                   |       | 0.30           | 06 Jun 2003        |                 |
|                |                                | A   | UP   | Exit #167 at Riggs Rd                          |               |            |                     |               |                      |       | 1967           |                    | 16'-03"         |
| 167.85         | +0.56                          | C   | TI   | (EB) Riggs Rd (on)                             | AC            | AC         | 1                   | 2             | 12                   | 2     | 0.08           | 06 Jun 2003        |                 |
| 167.93         | +0.64                          | C   | EB   | <a href="#">Projects spanning M167 to M168</a> | AC            | MBH        | 2                   | 4             | 36                   | 10    | 0.17           | 06 Jun 2003        |                 |
| 168.10         | +0.82                          | C   | EB   |  | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.09           | 06 Jun 2003        |                 |

**I 010 at M167+0.82**

**M167+0.82 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M167+0.90**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M167+0.90 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |  |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|--|
| 168.19         | M167 +0.90                     | C   | EB <a href="#">Projects spanning M167 to M168</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 5.10  | 06 Jun 2003    |                    |                 |  |
| 168.96         | M168 +0.67                     | C   | JB Pinal County                                   |              |               |            |                     |               |                      |       |                |                    |                 |  |
| 170.16         | M169 +0.86                     | A   | UP Goodyear Rd (BIA 60)                           |              |               |            |                     |               |                      |       | 1966           |                    | 16'-00"         |  |
| 173.29         | M173 +0.00                     | C   | EB <a href="#">Projects spanning M173 to M174</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.72  | 90             | 1337 ft Concrete   |                 |  |
| 173.40         | +0.11                          | C   | BR (EB) Gila River                                |              |               |            |                     |               |                      |       | 1998           |                    |                 |  |
| 174.01         | +0.72                          | C   | EB <a href="#">Projects spanning M173 to M174</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 2.39  | 1995           |                    |                 |  |
|                |                                | C   | MD 76 ft Soil Median                              |              |               |            |                     |               |                      | 2.39  |                |                    |                 |  |
| 174.92         | M174 +0.64                     | A   | TI (EB/WB) McCartney Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.40  |                |                    |                 |  |
|                |                                | A   | UP Nelson Rd (BIA 76)                             |              |               |            |                     |               |                      |       | 1967           |                    | 16'-00"         |  |
| 176.11         | M175 +0.82                     | A   | UP Exit #175 at S 587 N & Casa Blanca Rd          |              |               |            |                     |               |                      |       | 1967           |                    | 16'-01"         |  |
| 176.21         | +0.92                          | C   | TI (EB) Casa Blanca Rd (off)                      | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.09  | 67             |                    |                 |  |
|                |                                | C   | TI (EB) Casa Blanca Rd (on)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.20  | 67             |                    |                 |  |
| 176.40         | M176 +0.11                     | C   | EB <a href="#">Projects spanning M176 to M177</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 2.21  | 88             |                    |                 |  |
|                |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 49.88 |                |                    |                 |  |
| 177.28         | +0.99                          | C   | OP (EB) Casa Blanca Canal Rd                      |              |               |            |                     |               |                      |       |                | Unknown            |                 |  |
| 178.07         | M177 +0.77                     | A   | UP Gas Line Rd                                    |              |               |            |                     |               |                      |       | 1967           |                    | 16'-00"         |  |
| 178.61         | M178 +0.32                     | C   | EB <a href="#">Projects spanning M178 to M179</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 1.68  | 89             |                    |                 |  |
| 179.69         | M179 +0.39                     | A   | UP Seed Farm Rd                                   |              |               |            |                     |               |                      |       | 1967           |                    | 16'-03"         |  |
| 180.29         | M180 +0.00                     | C   | EB <a href="#">Projects spanning M180 to M181</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 19.99 | 19 Oct 1999    |                    |                 |  |
| 181.75         | M181 +0.48                     | A   | UP Dirk Lay Rd (Coyote Rd)                        |              |               |            |                     |               |                      |       | 1967           |                    | 16'-02"         |  |
| 182.09         | +0.82                          | C   | RA (EB) Sacaton Rest Area (off)                   | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.05  |                |                    |                 |  |
| 182.14         | +0.87                          | C   | RA (EB) Sacaton Rest Area                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  |                |                    |                 |  |
| 182.37         | M182 +0.07                     | C   | RA (EB) Sacaton Rest Area (on)                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.07  |                |                    |                 |  |
| 185.40         | M185 +0.15                     | C   | TI (EB) S 387 (off)                               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.29  | 67             |                    |                 |  |
| 185.56         | +0.32                          | A   | UP Exit #185 at S 387                             |              |               |            |                     |               |                      |       | 1967           |                    | 16'-07"         |  |
| 185.64         | +0.39                          | C   | TI (EB) S 387 (on)                                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.24  | 67             |                    |                 |  |
| 185.65         | +0.41                          | C   | TI (EB) S 387 (off)                               | AC           | AC            | 1          |                     | 12            | 5                    | 0.04  | 28 Oct 2004    |                    |                 |  |
| 186.09         | +0.84                          | C   | JB Leave Gila River IR                            |              |               |            |                     |               |                      |       |                |                    |                 |  |
| 188.51         | M188 +0.22                     | A   | UP Val Vista Blvd                                 |              |               |            |                     |               |                      |       | 1968           |                    | 16'-10"         |  |
| 190.63         | M190 +0.34                     | C   | TI (EB) McCartney (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | 68             |                    |                 |  |
| 190.86         | +0.57                          | C   | TI (EB) McCartney (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.37  | 68             |                    |                 |  |
| 190.95         | +0.66                          | A   | UP Exit #190 at McCartney Rd                      |              |               |            |                     |               |                      |       | 1968           |                    | 16'-11"         |  |
|                |                                | A   | TI (EB/WB) McCartney Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.34  |                |                    |                 |  |
| 194.18         | M193 +0.89                     | A   | UP Storey Rd                                      |              |               |            |                     |               |                      |       | 1968           |                    | 16'-01"         |  |
|                |                                | A   | TI (EB/WB) Storey Rd Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.08  |                |                    |                 |  |
| 195.02         | M194 +0.73                     | C   | TI (EB) Florence Blvd (off)                       | Unk          | Unk           | 2          | 2                   | 24            | 2                    | 0.18  | Sep 1999       |                    |                 |  |
| 195.19         | +0.90                          | C   | TI (EB) Florence Blvd (on)                        | Unk          | Unk           | 2          | 3                   | 24            | 3                    | 0.17  | Sep 1999       |                    |                 |  |
|                |                                | C   | UB NUB Casa Grande                                |              |               |            |                     |               |                      |       |                |                    |                 |  |
|                |                                | A   | UP Exit #194 at S 287 & Florence Blvd             |              |               |            |                     |               |                      |       | 1966           |                    | 16'-04"         |  |

**I 010 at M194+0.90**

**M194+0.90 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M195+0.90**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M195+0.90 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 196.19         | M195 +0.90                     | A   | UP   | Earley Rd   |               |            |                     |               |                      |       | 1966           |                    | 16'-01"         |
| 197.20         | M196 +0.91                     | C   | UB   | SUB Casa Grande   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | UP   | Selma Hwy   |               |            |                     |               |                      |       | 1966           |                    | 16'-01"         |
|                |                                | A   | TI   | (EB/WB) Selma Hwy Crossing  | Unk           | Unk        | 2                   | 24            |                      | 0.08  |                |                    |                 |
| 198.07         | M197 +0.78                     | C   | TI   | (EB) Jimmie Kerr Blvd (off)   | AC            | AC         | 1                   | 2             | 12                   | 10    | 1966           |                    |                 |
| 198.23         | +0.94                          | C   | TI   | (EB) Jimmie Kerr Blvd Crossing                                      | AC            | AC         | 2                   | 24            |                      | 0.09  |                |                    |                 |
| 198.29         | M198 +0.00                     | C   | TI   | (EB) Jimmie Kerr Blvd (on)  | Unk           | Unk        | 1                   | 2             | 12                   | 10    | 66             |                    |                 |
| 198.40         | +0.11                          | C   | OP   | (EB) Exit #198 at Old S 084 (Jimmie Kerr Blvd) and Union Pacific RR |               |            |                     |               |                      |       | 1966           | 503 ft Concrete    |                 |
|                |                                | A   | TI   | (EB/WB) Jimmie Kerr Blvd Crossing                                   | AC            | AC         | 2                   | 24            |                      | 0.25  |                |                    |                 |
| 199.16         | +0.88                          | C   | TI   | (EB) Exit # 199 (Arizola TI) to I 008 WB (off)                      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 66             |                    |                 |
| 199.36         | M199 +0.08                     | C   | UP   | (EB) Exit #199 at I 008 W   |               |            |                     |               |                      |       | 1966           |                    | 16'-01"         |
| 199.73         | +0.45                          | C   | TI   | (EB) Exit # 199 (Arizola TI) from I 008 EB (on)                     |               |            |                     |               |                      |       |                |                    |                 |
| 199.76         | +0.47                          | C   | JB   | SCL Casa Grande   |               |            |                     |               |                      |       |                |                    |                 |
| 200.23         | +0.94                          | C   | TI   | (EB) Sunland Gin (off)  | AC            | AC         | 1                   | 2             | 12                   | 8     | 27 Nov 2003    |                    |                 |
| 200.28         | M200 +0.00                     | C   | EB   | <a href="#">Projects spanning M200 to M201</a>                      | AC            | MBH        | 2                   | 4             | 24                   | 10    | 89             |                    |                 |
| 200.40         | +0.11                          | C   | JB   | WCL Eloy Elev 1565  |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.12                          | A   | TI   | (NB/SB) Sunland Gin Crossing  | AC            | AC         | 2                   | 3             | 24                   | 3     | 27 Nov 2003    |                    |                 |
|                |                                | A   | TI   | (NB/SB) Sunland Gin Crossing  | AC            | AC         | 2                   | 24            |                      | 0.20  |                |                    |                 |
|                |                                | A   | UP   | Exit #200 at Sunland Gin Rd   |               |            |                     |               |                      |       | 1966           |                    | 16'-03"         |
|                |                                | C   | TI   | (EB) Sunland Gin (off)  | Unk           | Unk        | 1.5                 | 2             | 18                   | 8     | 27 Nov 2003    |                    |                 |
| 200.45         | +0.17                          | C   | TI   | (EB) Sunland Gin (off)  | Unk           | Unk        | 2                   | 2             | 24                   | 8     | 27 Nov 2003    |                    |                 |
| 200.47         | +0.19                          | C   | TI   | (EB) Sunland Gin (on)   | AC            | AC         | 2                   | 2             | 26                   | 8     | 27 Nov 2003    |                    |                 |
| 200.48         | +0.20                          | C   | TI   | (EB) Sunland Gin (on)   | AC            | AC         | 1                   | 2             | 12                   | 8     | 27 Nov 2003    |                    |                 |
| 200.62         | +0.34                          | C   | EB   | <a href="#">Projects spanning M200 to M201</a>                      | AC            | MBH        | 2                   | 4             | 24                   | 10    | 90             |                    |                 |
| 203.97         | M203 +0.69                     | C   | TI   | (EB) Toltec (off)   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 89             |                    |                 |
| 204.07         | +0.78                          | C   | FR   | Frontage Rd Right   | Unk           | Unk        | 2                   | 24            |                      | 0.21  |                |                    |                 |
| 204.13         | +0.85                          | A   | TI   | (NB/SB) Toltec Crossing   | Unk           | Unk        | 2                   | 24            |                      | 0.31  |                |                    |                 |
|                |                                | A   | UP   | Exit #203 at Toltec Hwy   |               |            |                     |               |                      |       | 1989           |                    | 17'-07"         |
| 204.16         | +0.88                          | C   | TI   | (EB) Toltec (on)  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 89             |                    |                 |
| 205.38         | M205 +0.10                     | C   | VMS  | (EB) Variable Message Sign #314 (Operational)                       |               |            |                     |               |                      |       | 2002           |                    |                 |
| 205.75         | +0.47                          | A   | TI   | (EB/WB) Battaglia Dr Crossing                                       | Unk           | Unk        | 2                   | 24            |                      | 0.17  |                |                    |                 |
|                |                                | A   | UP   | Battaglia Dr  |               |            |                     |               |                      |       | 1964           |                    | 16'-00"         |
| 207.28         | M207 +0.01                     | C   | FR   | Frontage Rd Right   | Unk           | Unk        | 2                   | 24            |                      | 0.64  |                |                    |                 |
| 207.44         | +0.17                          | A   | UP   | Alsdorf Rd  |               |            |                     |               |                      |       | 1965           |                    | 16'-06"         |
| 208.28         | M208 +0.00                     | C   | EB   | <a href="#">Projects spanning M208 to M209</a>                      | AC            | AC         | 2                   | 3.5           | 24                   | 9.5   | 8.00           | 02 Oct 2000        |                 |
| 208.94         | +0.66                          | C   | TI   | (EB) Sunshine Blvd (off)  | Unk           | Unk        | 1                   | 2             | 12                   | 4     | 0.20           | 08 Sep 2000        |                 |
| 209.09         | +0.81                          | A   | UP   | Exit #208 at Sunshine Blvd (Eloy)                                   |               |            |                     |               |                      |       | 08 Sep 2000    |                    | 16'-01"         |
|                |                                | A   | TI   | (NB/SB) Sunshine Blvd Crossing                                      | Unk           | Unk        | 2                   | 24            |                      | 0.35  |                |                    |                 |
| 209.12         | +0.83                          | C   | TI   | (EB) Sunshine Blvd (on)   | Unk           | Unk        | 1                   | 2             | 12                   | 4     | 0.23           | 08 Sep 2000        |                 |

**I 010 at M208+0.83**

**M208+0.83 on I 010**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M209+0.89**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M209+0.89 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 210.17         | M209 +0.89                     | C   | JB   | ECL Eloy   |               |            |                     |               |                      |       |                |                    |                 |
| 211.04         | M210 +0.76                     | C   | TI   | (EB) Exit # 211 Phillips Rd and Picacho Hwy Exit # 212 (off) | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.35           | 02 Oct 2000        |                 |
| 211.27         | +0.99                          | C   | OP   | (EB) Exit #211A at S 084 to S 087                            |               |            |                     |               |                      |       |                | 02 Oct 2000        | 137 ft Concrete |
|                |                                | C   | TI   | (EB) S 084 and S 087 (on)                                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.36           | 02 Oct 2000        |                 |
|                |                                | C   | TI   | (EB) S 084 and S 087 (off)                                   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.23           | 02 Oct 2000        |                 |
| 211.39         | M211 +0.10                     | C   | FR   | Two Way Frontage Rd Right                                    | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 0.25           |                    |                 |
| 211.62         | +0.33                          | C   | OP   | (EB) Phillips Rd   |               |            |                     |               |                      |       |                | 1967               | 91 ft Concrete  |
|                |                                | A   | TI   | (NB/SB) Phillips Rd Crossing                                 | Unk           | Unk        | 2                   |               | 24                   |       | 0.12           |                    |                 |
| 212.49         | M212 +0.21                     | C   | OP   | (EB) Exit #212 at Picacho Hwy                                |               |            |                     |               |                      |       |                | 02 Oct 2000        | 97 ft Concrete  |
|                |                                | A   | TI   | (NB/SB) Picacho Hwy Crossing                                 | Unk           | Unk        | 2                   |               | 24                   |       | 0.08           |                    |                 |
|                |                                | C   | TI   | (EB) Picacho Hwy (on)  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.26           | 02 Oct 2000        |                 |
| 212.98         | +0.71                          | C   | FR   | Two Way Frontage Rd Left and NW from this point              | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.51           |                    |                 |
| 216.28         | M216 +0.00                     | C   | EB   | <a href="#">Projects spanning M216 to M217</a>               | AC            | AC         | 2                   | 3.5           | 24                   | 9.5   | 10.01          | 10 May 2000        |                 |
| 220.02         | M219 +0.74                     | C   | TI   | (EB) Picacho Peak (off)                                      | Unk           | Unk        | 1                   | 1             | 12                   | 0     | 0.11           | 10 May 2000        |                 |
| 220.13         | +0.84                          | C   | OP   | (EB) Exit #219 at Picacho Peak Rd                            |               |            |                     |               |                      |       |                | 10 May 2000        | 29 ft Concrete  |
|                |                                | C   | TI   | (EB) Picacho Peak (on)                                       | Unk           | Unk        | 1                   | 1             | 12                   | 0     | 0.16           | 10 May 2000        |                 |
|                |                                | A   | TI   | (NB/SB) Picacho Peak Crossing                                | Unk           | Unk        | 2                   |               | 24                   |       | 0.10           |                    |                 |
| 226.29         | M226 +0.00                     | C   | EB   | <a href="#">Projects spanning M226 to M227</a>               | AC            | AC         | 2                   | 3.5           | 24                   | 9.5   | 5.76           | 10 May 2000        |                 |
|                |                                | C   | MD   | Variable Soil Median   |               |            |                     |               |                      |       | 5.76           |                    |                 |
| 226.48         | +0.19                          | C   | TI   | (EB) Red Rock (off)  | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.14           | 10 May 2000        |                 |
| 226.74         | +0.45                          | A   | TI   | (NB/SB) Red Rock Crossing                                    | Unk           | Unk        | 2                   |               | 24                   |       | 0.22           |                    |                 |
|                |                                | A   | UP   | Exit #226 at Red Rock Rd                                     |               |            |                     |               |                      |       |                | 10 May 2000        | 16'-04"         |
|                |                                | C   | TI   | (EB) Red Rock (on)   | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.34           | 10 May 2000        |                 |
| 232.05         | M231 +0.76                     | C   | EB   | <a href="#">Projects spanning M231 to M232</a>               | AC            | MBH        | 2                   | 2             | 24                   | 10    | 0.32           | 85                 |                 |
|                |                                | C   | MD   | 76 ft Soil Median  |               |            |                     |               |                      |       | 12.23          |                    |                 |
| 232.13         | +0.84                          | C   | TI   | (EB) Pinal Airpark Rd (off)                                  | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.27           | 63                 |                 |
| 232.24         | +0.95                          | C   | TI   | (EB) Pinal Airpark Rd (on)                                   | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.33           | 63                 |                 |
| 232.30         | M232 +0.02                     | A   | UP   | Exit #232 at Pinal Airpark Rd                                |               |            |                     |               |                      |       |                | 1963               | 17'-00"         |
|                |                                | A   | TI   | (EB/WB) Pinal Airpark Rd Crossing                            | Unk           | Unk        | 2                   |               | 24                   |       | 0.25           |                    |                 |
| 232.36         | +0.08                          | C   | EB   | <a href="#">Projects spanning M232 to M233</a>               | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.25           | 1995               |                 |
| 232.66         | +0.38                          | C   | JB   | SCL Marana, NCL Tucson Elev 2410                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Pima County  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | NCL Marana Elev 2000   |               |            |                     |               |                      |       |                |                    |                 |
| 233.00         | +0.47                          | C   | FR   | Two Way Frontage Rd Left and NW from this point              | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 7.36           |                    |                 |
| 234.52         | M234 +0.24                     | C   | FR   | Two Way Frontage Rd Right                                    | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 2.20           |                    |                 |
| 236.35         | M236 +0.07                     | C   | TI   | (EB) Marana (off)  | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.35           | 63                 |                 |
| 236.71         | +0.42                          | C   | TI   | (EB) Marana (on)   | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.40           | 63                 |                 |
|                |                                | A   | TI   | (NB/SB) Marana Crossing                                      | Unk           | Unk        | 2                   |               | 24                   |       | 0.16           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #236 at Marana                                     |               |            |                     |               |                      |       |                | 1963               | 127 ft Concrete |

**I 010 at M236+0.42**

**M236+0.42 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M236+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M236+0.44 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 236.72         | M236 +0.44                     | C   | FR   | Two Way Frontage Rd Right                      | Unk           | Gravel     | 2                   | 2             | 20                   | 2     | 0.69           |                    |                 |
| 237.41         | M237 +0.04                     | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.18           |                    |                 |
| 237.55         | +0.18                          | C   | VMS  | (EB) Variable Message Sign #413 (Existing)     |               |            |                     |               |                      |       |                |                    |                 |
| 237.61         | +0.25                          | C   | EB   | <a href="#">Projects spanning M237 to M238</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 6.67           | 92                 |                 |
| 238.58         | M238 +0.31                     | C   | FR   | Two Way Frontage Rd Right                      | Unk           | Gravel     | 2                   | 2             | 20                   | 2     | 2.16           |                    |                 |
| 240.43         | M240 +0.15                     | C   | TI   | (EB) Tangerine (off)                           | Unk           | Unk        | 1                   | 2             | 12                   | 6     | 0.30           | 67                 |                 |
| 240.74         | +0.46                          | C   | UB   | NUB Tucson                                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP   | (EB) Exit #240 at Tangerine Rd                 |               |            |                     |               |                      |       | 1967           | 127 ft Concrete    |                 |
|                |                                | C   | TI   | (EB) Tangerine (on)                            | Unk           | Unk        | 1                   | 2             | 12                   | 6     | 0.28           | 67                 |                 |
|                |                                | A   | TI   | (NB/SB) Tangerine Crossing                     | Unk           | Unk        | 2                   |               | 24                   |       | 0.09           |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 2.50           |                    |                 |
| 242.37         | M242 +0.09                     | C   | OP   | (EB) Arizona Portland Cement RR                |               |            |                     |               |                      |       | 1967           | 160 ft Steel       |                 |
| 243.07         | +0.79                          | C   | TI   | (EB) Avra Valley (off)                         | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.16           | 67                 |                 |
| 243.24         | +0.95                          | C   | TI   | (EB) Avra Valley (on)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.16           | 67                 |                 |
|                |                                | C   | OP   | (EB) Exit #242 at Avra Valley Rd               |               |            |                     |               |                      |       | 1967           | 127 ft Concrete    |                 |
|                |                                | A   | TI   | (NB/SB) Avra Valley Crossing                   | Unk           | Unk        | 2                   |               | 24                   |       | 0.10           |                    |                 |
|                |                                | C   | FR   | Frontage Rd Right                              | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 3.79           |                    |                 |
| 243.60         | M243 +0.32                     | C   | OP   | (EB) American Smelting & Refining RR           |               |            |                     |               |                      |       | 1967           | 159 ft Steel       |                 |
| 244.28         | M244 +0.00                     | C   | EB   | <a href="#">Projects spanning M244 to M245</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.97           | Nov 1999           |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 3.10           |                    |                 |
| 246.72         | M246 +0.44                     | C   | TI   | (EB) Cortaro Rd (off)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.08           | 65                 |                 |
| 247.02         | +0.74                          | C   | OP   | (EB) Exit #246 at Cortaro Farms Rd             |               |            |                     |               |                      |       | 1965           | 127 ft Concrete    |                 |
|                |                                | A   | TI   | (EB/WB) Cortaro Rd Crossing                    | Unk           | Unk        | 2                   |               | 24                   |       | 0.09           |                    |                 |
|                |                                | C   | FR   | One Way Frontage Rd EB                         | AC            | MBH        | 2                   | 4             | 24                   | 8     | 0.06           |                    |                 |
| 247.08         | +0.80                          | C   | FR   | One Way Frontage Rd EB                         | AC            | MBH        | 2                   | 1             | 24                   | 1     | 1.72           |                    |                 |
| 247.16         | +0.88                          | C   | TI   | (EB) Cortaro Rd (on)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.09           | 65                 |                 |
| 247.25         | +0.97                          | C   | EB   | <a href="#">Projects spanning M246 to M247</a> | AC            | AC         | 3                   | 4             | 36                   | 10    | 0.13           | Nov 1999           |                 |
| 247.38         | M247 +0.07                     | C   | EB   | <a href="#">Projects spanning M247 to M248</a> | AC            | AC         | 3                   | 10            | 36                   | 10    | 1.26           | 01 Oct 2003        |                 |
|                |                                | C   | MD   | 58 ft Soil Median                              |               |            |                     |               |                      |       | 0.07           |                    |                 |
| 247.44         | +0.13                          | C   | MD   | 40 ft Soil Median                              |               |            |                     |               |                      |       | 1.33           |                    |                 |
| 248.63         | M248 +0.35                     | C   | EB   | <a href="#">Projects spanning M248 to M249</a> | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.04           | 01 Oct 2003        |                 |
| 248.67         | +0.39                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.06           | 01 Oct 2003        |                 |
| 248.73         | +0.45                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.24           | 01 Oct 2003        |                 |
|                |                                | C   | TI   | (EB) Ina Rd (off)                              | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.01           | 01 Oct 2003        |                 |
| 248.74         | +0.46                          | C   | TI   | (EB) Ina Rd (off)                              | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 0.11           | 65                 |                 |
| 248.77         | +0.49                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 1.58           |                    |                 |
| 248.80         | +0.52                          | C   | FR   | One Way Frontage Rd EB                         | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.15           |                    |                 |
| 248.95         | +0.67                          | C   | FR   | One Way Frontage Rd EB                         | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.04           |                    |                 |
| 248.98         | +0.70                          | C   | EB   | <a href="#">Projects spanning M248 to M249</a> | AC            | MBH        | 3                   | 10            | 36                   | 10    | 0.32           | 03 May 2004        |                 |

**I 010 at M248+0.70**

**M248+0.70 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M248+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M248+0.71 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 248.99         | M248 +0.71                     | C   | FR   | One Way Frontage Rd EB                         | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.05           | 21 Sep 2001        |                 |
| 249.01         | +0.73                          | C   | OP   | (EB) Exit #248 at Ina Rd                       |               |            |                     |               |                      |       |                | 01 Oct 2003        | 170 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Ina Rd Crossing                        | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.09           | 01 Oct 2003        |                 |
| 249.04         | +0.76                          | C   | FR   | One Way Frontage Rd EB                         | PCC           | PCC        | 2                   | 8             | 24                   | 8     | 1.29           | 21 Sep 2001        |                 |
| 249.10         | +0.81                          | C   | TI   | (EB) Ina Rd (on)                               | AC            | AC         | 1                   | 6             | 14                   | 2     | 0.21           | 65                 |                 |
| 249.30         | M249 +0.01                     | C   | EB   | <a href="#">Projects spanning M249 to M250</a> | AC            | MBH        | 3                   | 10            | 48                   | 10    | 0.09           | 03 May 2004        |                 |
| 249.39         | +0.10                          | C   | EB   |  | AC            | MBH        | 3                   | 10            | 42                   | 10    | 0.02           | 03 May 2004        |                 |
| 249.41         | +0.13                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.10           | 03 May 2004        |                 |
| 249.51         | +0.22                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.43           | 03 May 2004        |                 |
| 249.88         | +0.59                          | C   | BR   | (EB) Canada Del Oro                            |               |            |                     |               |                      |       |                | 1965               | 343 ft Concrete |
| 249.94         | +0.66                          | C   | EB   | <a href="#">Projects spanning M249 to M250</a> | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.04           | 03 May 2004        |                 |
| 249.98         | +0.69                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.08           | 03 May 2004        |                 |
| 250.05         | +0.77                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.55           | 03 May 2004        |                 |
|                |                                | C   | TI   | (EB) Orange Grove Rd (off)                     | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 0.09           | 65                 |                 |
| 250.33         | M250 +0.05                     | C   | FR   | One Way Frontage Rd EB                         | PCC           | PCC        | 2                   | 8             | 24                   | 8     | 1.13           | 21 Sep 2001        |                 |
| 250.35         | +0.07                          | C   | OP   | (EB) Exit #250 at Orange Grove Rd              |               |            |                     |               |                      |       |                | 1965               | 140 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Orange Grove Rd Crossing               | Unk           | Unk        | 2                   |               | 24                   |       | 0.09           |                    |                 |
|                |                                | C   | MD   | 28 ft Soil Median                              |               |            |                     |               |                      |       | 2.36           |                    |                 |
| 250.47         | +0.19                          | C   | TI   | (EB) Orange Grove Rd (on)                      | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 0.14           | 65                 |                 |
| 250.61         | +0.32                          | C   | EB   | <a href="#">Projects spanning M250 to M251</a> | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.14           | 03 May 2004        |                 |
| 250.74         | +0.46                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.17           | 03 May 2004        |                 |
| 250.91         | +0.63                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.09           | 03 May 2004        |                 |
| 250.98         | +0.70                          | C   | BR   | (EB) Rillito Creek                             |               |            |                     |               |                      |       |                | 1953               | 343 ft Concrete |
| 251.00         | +0.72                          | C   | EB   | <a href="#">Projects spanning M250 to M251</a> | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.05           | 03 May 2004        |                 |
| 251.05         | +0.77                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.09           | 03 May 2004        |                 |
| 251.14         | +0.86                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.60           | 03 May 2004        |                 |
|                |                                | C   | TI   | (EB) Sunset Rd (off)                           | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 0.13           | 65                 |                 |
| 251.47         | M251 +0.18                     | C   | OP   | (EB) Exit #251 at Sunset Rd                    |               |            |                     |               |                      |       |                | 1965               | 127 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Sunset Rd Crossing                     | Unk           | Unk        | 2                   |               | 24                   |       | 0.07           |                    |                 |
|                |                                | C   | FR   | One Way Frontage Rd EB                         | PCC           | PCC        | 2                   | 6             | 24                   | 6     | 1.07           | 03 Dec 2001        |                 |
| 251.57         | +0.29                          | C   | TI   | (EB) Sunset Rd (on)                            | Unk           | Unk        | 1                   | 2             | 14                   | 4     | 0.18           | 03 Dec 2001        |                 |
| 251.75         | +0.46                          | C   | EB   | <a href="#">Projects spanning M251 to M252</a> | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.14           | 03 May 2004        |                 |
| 251.89         | +0.61                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.13           | 03 May 2004        |                 |
| 252.02         | +0.73                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.26           | 03 May 2004        |                 |
| 252.28         | +0.99                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.04           | 03 May 2004        |                 |
| 252.31         | M252 +0.03                     | C   | EB   | <a href="#">Projects spanning M252 to M253</a> | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.62           | 03 May 2004        |                 |
| 252.32         |                                | C   | TI   | (EB) El Camino Del Cerro (off)                 | Unk           | Unk        | 1                   | 2             | 14                   | 4     | 0.16           | 03 Dec 2001        |                 |
| 252.53         | +0.24                          | C   | FR   | One Way Frontage Rd EB                         | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.16           | 03 Dec 2001        |                 |
| 252.69         | +0.40                          | C   | FR   | One Way Frontage Rd EB                         | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.17           | 01 Jun 2001        |                 |

**I 010 at M252+0.40**

**M252+0.40 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M252+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M252+0.43 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 252.71         | M252 +0.43                     | C   | OP   | (EB) Exit #252 at El Camino Del Cerro and Ruthrauff Rd |               |            |                     |               |                      |       | 1965           | 179 ft Concrete    |                 |
|                |                                | C   | MD   | Variable Soil Median                                   |               |            |                     |               |                      | 0.39  |                |                    |                 |
|                |                                | A   | TI   | (EB/WB) El Camino Del Cerro Crossing                   | Unk           | Unk        | 2                   | 24            |                      | 0.09  |                |                    |                 |
| 252.81         | +0.53                          | C   | TI   | (EB) El Camino De Cerro (on)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.12           | 65                 |                 |
| 252.86         | +0.57                          | C   | FR   | One Way Frontage Rd EB                                 | PCC           | PCC        | 2                   | 6             | 24                   | 6     | 1.06           | 01 Jun 2001        |                 |
| 252.93         | +0.65                          | C   | EB   | <a href="#">Projects spanning M252 to M253</a>         | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.24           | 03 May 2004        |                 |
| 253.10         | +0.82                          | C   | MD   | 40 ft Soil Median                                      |               |            |                     |               |                      |       | 0.83           |                    |                 |
| 253.17         | +0.89                          | C   | EB   | <a href="#">Projects spanning M252 to M253</a>         | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.14           | 03 May 2004        |                 |
| 253.31         | M253 +0.03                     | C   | EB   | <a href="#">Projects spanning M253 to M254</a>         | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.26           | 03 May 2004        |                 |
| 253.57         | +0.29                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.03           | 03 May 2004        |                 |
| 253.60         | +0.32                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.07           | 03 May 2004        |                 |
| 253.66         | +0.38                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 36                   | 10    | 1.21           | 03 May 2004        |                 |
|                |                                | C   | TI   | (EB) Prince Rd (off)                                   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.10           | 65                 |                 |
| 253.83         | +0.55                          | C   | VMS  | (EB) Variable Message Sign #419 (Existing)             |               |            |                     |               |                      |       |                |                    |                 |
| 253.92         | +0.64                          | C   | FR   | One Way Frontage Rd EB                                 | PCC           | PCC        | 2                   | 8             | 24                   | 8     | 0.61           | 01 Jun 2001        |                 |
| 253.93         | +0.65                          | C   | MD   | Variable Soil Median                                   |               |            |                     |               |                      |       | 1.52           |                    |                 |
| 254.53         | M254 +0.25                     | C   | FR   | One Way Frontage Rd EB                                 | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.07           | 01 Jun 2001        |                 |
| 254.59         | +0.31                          | A   | TI   | (EB/WB) Prince Rd Crossing                             | Unk           | Unk        | 2                   | 24            |                      |       | 0.06           |                    |                 |
|                |                                | C   | FR   | One Way Frontage Rd EB                                 | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.08           | 01 Jun 2001        |                 |
|                |                                | C   | OP   | (EB) Exit #254 at Prince Rd                            |               |            |                     |               |                      |       | 1965           | 127 ft Concrete    |                 |
| 254.67         | +0.39                          | C   | FR   | One Way Frontage Rd EB                                 | PCC           | PCC        | 2                   | 8             | 24                   | 8     | 0.90           | 01 Jun 2001        |                 |
| 254.76         | +0.48                          | C   | TI   | (EB) Prince Rd (on)                                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.13           | 65                 |                 |
| 254.87         | +0.60                          | C   | EB   | <a href="#">Projects spanning M254 to M255</a>         | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.01           | 1996               |                 |
| 254.89         | +0.61                          | C   | EB   |  | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.40           | 1996               |                 |
| 255.29         | M255 +0.01                     | C   | EB   | <a href="#">Projects spanning M255 to M256</a>         | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.16           | 1996               |                 |
|                |                                | C   | TI   | (EB) Miracle Mile (off)                                | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.07           | 60                 |                 |
| 255.45         | +0.17                          | C   | EB   | <a href="#">Projects spanning M255 to M256</a>         | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.48           | 1996               |                 |
|                |                                | C   | MD   | 24 ft Soil Median                                      |               |            |                     |               |                      |       | 0.48           |                    |                 |
| 255.57         | +0.29                          | A   | UP   | Exit #255 at S 077 & Miracle Mile                      |               |            |                     |               |                      |       | 1960           |                    | 16'-01"         |
| 255.69         | +0.41                          | C   | TI   | (EB) Miracle Mile (on)                                 | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.09           | 60                 |                 |
| 255.80         | +0.28                          | C   | FR   | One Way Frontage Rd EB                                 | PCC           | PCC        | 2                   | 6             | 24                   | 6     | 2.02           |                    |                 |
| 255.93         | +0.65                          | C   | EB   | <a href="#">Projects spanning M255 to M256</a>         | AC            | AC         | 3                   | 6             | 36                   | 10    | 2.72           | 1996               |                 |
|                |                                | C   | MD   | Raised Barrier Median                                  |               |            |                     |               |                      |       | 4.96           |                    |                 |
| 256.18         | +0.90                          | C   | TI   | (EB) Grant Rd (off)                                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.11           | 62                 |                 |
| 256.46         | M256 +0.17                     | A   | OP   | Exit #256 at Grant Rd                                  |               |            |                     |               |                      |       | 1962           | 125 ft Concrete    |                 |
|                |                                | A   | TI   | (EB/WB) Grant Rd Crossing                              | Unk           | Unk        | 2                   | 24            |                      |       | 0.08           |                    |                 |
| 256.64         | +0.36                          | C   | TI   | (EB) Grant Rd (on)                                     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.09           | 62                 |                 |
| 257.31         | M257 +0.04                     | C   | TI   | (EB) Speedway Blvd (off)                               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.10           | 59                 |                 |
| 257.60         | +0.33                          | C   | FR   | One Way Frontage Rd EB                                 | PCC           | PCC        | 2                   | 8             | 24                   | 8     | 0.44           | 28 Jun 2002        |                 |

**I 010 at M257+0.33**

**M257+0.33 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M257+0.33**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M257+0.33 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 257.61         | M257 +0.33                     | A   | TI (EB/WB) St Marys Crossing                      | Unk          | Unk           | 2          |                     | 24            |                      | 0.06  |                |                    |                 |
|                |                                | A   | OP Exit #257 at Speedway Blvd                     |              |               |            |                     |               |                      |       | 1959           | 84 ft Concrete     |                 |
| 257.69         | +0.41                          | C   | TI (EB) St Marys (off)                            | Unk          | Unk           | 1          | 2                   | 14            | 6                    | 0.08  | 28 Jun 2002    |                    |                 |
| 258.05         | +0.77                          | C   | FR One Way Frontage Rd EB                         | PCC          | PCC           | 2          | 8                   | 24            | 8                    | 0.61  | 28 Jun 2002    |                    |                 |
|                | +0.78                          | A   | OP Exit #257A at St Mary's Rd                     |              |               |            |                     |               |                      |       | 1959           | 106 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) St. Mary's Rd Crossing                 | AC           | AC            | 4          |                     | 48            |                      | 0.06  |                |                    |                 |
| 258.47         | M258 +0.19                     | C   | TI (EB) Congress St (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.07  | 60             |                    |                 |
| 258.65         | +0.37                          | C   | EB <a href="#">Projects spanning M258 to M259</a> | AC           | AC            | 3          | 6                   | 36            | 10                   | 1.04  | 01 Sep 2000    |                    |                 |
|                |                                | A   | OP Exit #258 at Congress St                       |              |               |            |                     |               |                      |       | 1960           | 114 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Congress St Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.06  |                |                    |                 |
|                |                                | C   | FR One Way Frontage Rd EB                         | PCC          | PCC           | 2          | 8                   | 24            | 8                    | 0.97  |                |                    |                 |
| 258.77         | +0.49                          | C   | TI (EB) Congress St (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.07  | 60             |                    |                 |
| 258.93         | +0.65                          | A   | TI (EB/WB) Granada Ave Crossing                   | PCC          | PCC           | 4          |                     | 48            |                      | 0.07  |                |                    |                 |
|                |                                | A   | OP Granada Ave                                    |              |               |            |                     |               |                      |       | 1961           | 87 ft Concrete     |                 |
| 259.36         | M259 +0.07                     | C   | TI (EB) 22nd St (off)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.11  | 61             |                    |                 |
| 259.63         | +0.34                          | A   | OP Exit #259 at 22nd St                           |              |               |            |                     |               |                      |       | 1961           | 104 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) 22nd St Crossing                       | Unk          | Unk           | 2          |                     | 24            |                      | 0.06  |                |                    |                 |
|                |                                | C   | FR One Way Frontage Rd EB                         | PCC          | PCC           | 2          | 8                   | 24            | 8                    | 0.36  |                |                    |                 |
| 259.64         | +0.35                          | C   | CG Low Profile Gutter to Right                    |              |               |            |                     |               |                      | 0.59  | 20 Aug 2004    |                    |                 |
| 259.69         | +0.41                          | C   | EB <a href="#">Projects spanning M259 to M260</a> | AC           | AC            | 3          | 1                   | 42            | 12                   | 0.06  | 20 Aug 2004    |                    |                 |
| 259.76         | +0.47                          | C   | EB  | AC           | AC            | 3          | 1                   | 48            | 12                   | 0.16  | 20 Aug 2004    |                    |                 |
| 259.92         | +0.63                          | C   | EB  | AC           | AC            | 3          | 1                   | 48            | 10                   | 0.14  | 20 Aug 2004    |                    |                 |
| 259.99         | +0.70                          | C   | FR One Way Frontage Rd EB                         | AC           | AC            | 2          | 8                   | 24            | 8                    | 0.14  | 20 Aug 2004    |                    |                 |
| 260.06         | +0.77                          | C   | EB <a href="#">Projects spanning M259 to M260</a> | AC           | AC            | 3          | 1                   | 54            | 10                   | 0.01  | 20 Aug 2004    |                    |                 |
|                | +0.78                          | C   | EB  | PCC          | PCC           | 3          | 1                   | 54            | 10                   | 0.05  | 20 Aug 2004    |                    |                 |
| 260.11         | +0.83                          | C   | EB  | PCC          | PCC           | 3          | 1                   | 60            | 10                   | 0.04  | 20 Aug 2004    |                    |                 |
| 260.12         | +0.84                          | C   | FR One Way Frontage Rd EB                         | PCC          | PCC           | 2          |                     | 24            |                      | 0.11  | 20 Aug 2004    |                    |                 |
| 260.13         |                                | A   | TI (EB/WB) Silverlake Rd/29th St Crossing         | AC           | AC            | 4          | 3                   | 52            | 3                    | 0.12  | 20 Aug 2004    |                    |                 |
|                |                                | C   | OP (EB) 29th St Left & Silverlake Rd Right        |              |               |            |                     |               |                      |       | 20 Aug 2004    | 153 ft Concrete    |                 |
| 260.15         | +0.87                          | C   | EB <a href="#">Projects spanning M259 to M260</a> | PCC          | PCC           | 3          | 1                   | 36            | 12.5                 | 0.26  | 20 Aug 2004    |                    |                 |
|                |                                | C   | TI (EB) I 019 (off)                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 260.23         | +0.94                          | C   | FR One Way Frontage Rd EB                         | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.13  | 20 Aug 2004    |                    |                 |
| 260.35         | M260 +0.07                     | C   | TI (EB) I 010 Frontage Rd to EB I 010 (on)        | PCC          | PCC           | 1          | 2                   | 12            | 10                   | 0.08  | 20 Aug 2004    |                    |                 |
|                |                                | C   | FR One Way Frontage Rd EB                         | PCC          | PCC           | 1          | 2                   | 12            | 9                    | 0.28  | 20 Aug 2004    |                    |                 |
| 260.39         | +0.11                          | C   | UP (EB) I 019 NB                                  |              |               |            |                     |               |                      |       | 20 Aug 2004    |                    | 16'-09"         |
| 260.41         | +0.12                          | C   | CG Low Profile Gutter to Right                    |              |               |            |                     |               |                      | 0.10  | 20 Aug 2004    |                    |                 |
|                | +0.13                          | C   | EB <a href="#">Projects spanning M260 to M261</a> | PCC          | PCC           | 3          | 1                   | 48            | 12.5                 | 0.10  | 20 Aug 2004    |                    |                 |
| 260.46         | +0.18                          | C   | JB Temp Leave Tucson Enter South Tucson           |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UP (EB) I 019 NB to I 010 Frontage Rd Ramp        |              |               |            |                     |               |                      |       | 20 Aug 2004    |                    | ??'-??"         |

**I 010 at M260+0.18**

**M260+0.18 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M260+0.23**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M260+0.23 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 260.51         | M260 +0.23                     | C   | EB   | <a href="#">Projects spanning M260 to M261</a>                       | PCC           | PCC        | 3                   | 1             | 48                   | 10    | 0.09           | 20 Aug 2004        |                 |
| 260.52         |                                | C   | UP   | (EB) I 010 Frontage Rd   |               |            |                     |               |                      |       |                |                    | 17'-01"         |
| 260.60         | +0.31                          | C   | EB   | <a href="#">Projects spanning M260 to M261</a>                       | PCC           | PCC        | 3                   | 1             | 42                   | 10    | 0.12           | 20 Aug 2004        |                 |
| 260.72         | +0.43                          | C   | EB   |  | PCC           | PCC        | 3                   | 1             | 36                   | 10    | 0.08           | 20 Aug 2004        |                 |
|                | +0.44                          | C   | TI   | (EB) I 019 (on)  |               |            |                     |               |                      |       |                |                    |                 |
| 260.75         | +0.47                          | C   | CG   | Low Profile Gutter to Right  |               |            |                     |               |                      |       | 0.04           | 20 Aug 2004        |                 |
| 260.80         | +0.52                          | C   | EB   | <a href="#">Projects spanning M260 to M261</a>                       | PCC           | PCC        | 3                   | 13            | 36                   | 10    | 0.09           | 1996               |                 |
| 260.85         | +0.57                          | A   | OP   | 10th Ave   |               |            |                     |               |                      |       |                | 1991               | 303 ft Concrete |
|                |                                | A   | TI   | (NB/SB) 10th Ave Crossing  | Unk           | Unk        | 4                   |               | 48                   |       | 0.16           |                    |                 |
| 260.90         | +0.61                          | C   | EB   | <a href="#">Projects spanning M260 to M261</a>                       | PCC           | PCC        | 3                   | 13            | 36                   | 10    | 1.78           | 91                 |                 |
|                |                                | C   | MD   | Concrete Median Barrier  |               |            |                     |               |                      |       | 2.13           |                    |                 |
| 261.01         | +0.72                          | C   | JB   | Reenter Tucson   |               |            |                     |               |                      |       |                |                    |                 |
| 261.07         | +0.79                          | C   | TI   | (EB) 6th Ave and VA Hospital Access (off)                            | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.23           | 91                 |                 |
| 261.28         | +0.99                          | A   | UP   | Exit #261 at SB 019 S & 6th Ave                                      |               |            |                     |               |                      |       |                | 1991               | 16'-10"         |
|                | +1.00                          | A   | TI   | (NB/SB) 6th Ave and VA Hospital Access Crossing                      | Unk           | Unk        | 2                   |               | 24                   |       | 0.08           |                    |                 |
|                |                                | C   | FR   | One Way Frontage Rd EB   | Unk           | MBH        | 2                   | 2             | 24                   | 2     | 0.60           |                    |                 |
| 261.45         | M261 +0.16                     | C   | TI   | (EB) Park Ave and Benson Hwy (off)                                   | Unk           | Unk        | 1                   |               | 12                   |       | 0.15           |                    |                 |
| 261.69         | +0.40                          | A   | OP   | Veterans U-turn Access to 4th Ave and VA Hospital and Railroad NB/SB |               |            |                     |               |                      |       |                |                    | Unknown         |
| 261.79         | +0.50                          | C   | TI   | (EB) 6th Ave (on)  | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.10           | 91                 |                 |
| 262.02         | +0.73                          | A   | OP   | Park Ave   |               |            |                     |               |                      |       |                | 1991               | 165 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Park Ave Crossing  | Unk           | Unk        | 2                   |               | 24                   |       | 0.12           |                    |                 |
| 262.03         | +0.74                          | C   | TI   | (EB) Park Ave (on)   | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.17           | 91                 |                 |
| 262.55         | M262 +0.27                     | C   | TI   | (EB) Kino Pkwy SB (off)  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.45           | 08 Oct 2000        |                 |
| 262.68         | +0.40                          | C   | EB   | <a href="#">Projects spanning M262 to M263</a>                       | AC            | AC         | 3                   | 13            | 36                   | 10    | 0.13           | 91                 |                 |
| 262.75         | +0.47                          | A   | OP   | Ajo Way  |               |            |                     |               |                      |       |                | 1966               | 261 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Ajo Way Crossing   | Unk           | Unk        | 4                   |               | 48                   |       | 0.33           |                    |                 |
| 262.81         | +0.53                          | C   | EB   | <a href="#">Projects spanning M262 to M263</a>                       | AC            | AC         | 3                   | 13            | 36                   | 10    | 0.21           | 08 Oct 2000        |                 |
| 262.85         | +0.57                          | C   | TI   | (EB) Kino Pkwy SB (on)   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.19           | 08 Oct 2000        |                 |
| 262.86         |                                | C   | UP   | (EB) Exit #263 at Kino Pkwy  |               |            |                     |               |                      |       |                | 08 Oct 2000        | 16'-07"         |
|                |                                | A   | TI   | (NB/SB) Kino Pkwy Crossing   | Unk           | Unk        | 2                   |               | 24                   |       | 0.52           |                    |                 |
| 262.93         | +0.64                          | C   | TI   | (EB) Kino Pkwy NB (off)  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.14           | 08 Oct 2000        |                 |
| 263.00         | +0.72                          | C   | TI   | (EB) Kino Pkwy NB (on)   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.25           | 08 Oct 2000        |                 |
| 263.02         | +0.74                          | C   | EB   | <a href="#">Projects spanning M262 to M263</a>                       | AC            | AC         | 2                   | 3.5           | 24                   | 10    | 1.43           | 08 Oct 2000        |                 |
|                |                                | C   | MD   | Variable Soil Median   |               |            |                     |               |                      |       | 4.98           |                    |                 |
| 264.11         | M263 +0.83                     | C   | JB   | Temp Leave Tucson  |               |            |                     |               |                      |       |                |                    |                 |
| 264.12         |                                | C   | OP   | (EB) Country Club  |               |            |                     |               |                      |       |                | 1967               | 150 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Country Club Rd Crossing                                     | Unk           | Unk        | 2                   |               | 24                   |       | 0.08           |                    |                 |
| 264.45         | M264 +0.17                     | C   | EB   | <a href="#">Projects spanning M264 to M265</a>                       | AC            | AC         | 2                   | 3.5           | 24                   | 10    | 3.39           | 08 Oct 2000        |                 |
| 264.58         | +0.30                          | A   | OP   | Irvington Rd   |               |            |                     |               |                      |       |                | 1967               | 261 ft Concrete |

**I 010 at M264+0.30**

**M264+0.30 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M264+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M264+0.30 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 264.58         | M264 +0.30                     | A   | TI (EB/WB) Irvington Rd Crossing                  | Unk          | Unk           | 4          |                     | 48            |                      | 0.12  |                |                    |                 |
| 264.62         | +0.34                          | C   | TI (EB) Palo Verde SB (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 08 Oct 2000    |                    |                 |
| 264.73         | +0.45                          | A   | TI (NB/SB) Irvington Rd Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.36  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #264 at Palo Verde Rd                |              |               |            |                     |               |                      |       | 08 Oct 2000    | 195 ft Concrete    |                 |
| 264.74         |                                | C   | TI (EB) Palo Verde SB (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 08 Oct 2000    |                    |                 |
| 264.82         | +0.54                          | C   | TI (EB) Palo Verde NB (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 08 Oct 2000    |                    |                 |
|                |                                | C   | FR One Way Frontage Rd EB                         | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.62  |                |                    |                 |
| 265.03         | +0.75                          | C   | TI (EB) Alvernon Way (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.10  | 08 Oct 2000    |                    |                 |
| 265.32         | M265 +0.05                     | C   | OP (EB) Exit #265 at Alvernon Way                 |              |               |            |                     |               |                      |       | 08 Oct 2000    | 210 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Alvernon Way Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.28  |                |                    |                 |
| 265.38         | +0.10                          | C   | TI (EB) Alvernon Way (on)                         | Unk          | Unk           | 2          | 2                   | 24            | 4                    | 0.30  | 08 Oct 2000    |                    |                 |
| 266.27         | M266 +0.01                     | A   | OP Drexel Rd                                      |              |               |            |                     |               |                      |       | 1967           | 141 ft Concrete    |                 |
| 267.13         | +0.87                          | C   | TI (EB) Valencia Rd (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 08 Oct 2000    |                    |                 |
| 267.36         | M267 +0.08                     | C   | TI (EB) Valencia Rd (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.09  | 08 Oct 2000    |                    |                 |
| 267.38         | +0.10                          | C   | FR One Way Frontage Rd EB                         | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.20  |                |                    |                 |
| 267.40         | +0.12                          | C   | OP (EB) Exit #267 at Valencia Rd                  |              |               |            |                     |               |                      |       | 08 Oct 2000    | 183 ft Concrete    |                 |
|                | +0.13                          | A   | TI (EB/WB) Valencia Rd Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.17  |                |                    |                 |
|                |                                | A   | TI (EB/WB) Valencia Rd Crossing                   | AC           | AC            | 4          | 5                   | 52            | 5                    | 0.16  | 22 Aug 2005    |                    |                 |
| 267.55         | +0.27                          | C   | FR One Way Frontage Rd EB                         | AC           | MBL           | 2          | 0                   | 28            | 0                    | 0.06  | 2005           |                    |                 |
|                |                                | C   | TI (EB) Valencia Rd (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.10  | 08 Oct 2000    |                    |                 |
| 267.61         | +0.33                          | C   | FR One Way Frontage Rd EB                         | AC           | MBL           | 1          | 0                   | 14            | 0                    | 0.44  | 2005           |                    |                 |
| 267.85         | +0.57                          | C   | EB <a href="#">Projects spanning M267 to M268</a> | PCC          | MBH           | 2          | 4                   | 24            | 10                   | 0.05  | 08 Oct 2000    |                    |                 |
| 267.89         | +0.61                          | C   | EB  | PCC          | MBH           | 2          | 4                   | 24            | 10                   | 0.11  | 88             |                    |                 |
| 268.00         | +0.72                          | C   | EB  | AC           | MBH           | 3          | 4                   | 36            | 10                   | 0.68  | 88             |                    |                 |
|                |                                | C   | MD 56 ft Soil Median                              |              |               |            |                     |               |                      | 0.12  |                |                    |                 |
| 268.01         | +0.73                          | C   | TI (EB) Craycroft Rd (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.04  | 60             |                    |                 |
| 268.05         | +0.77                          | C   | FR One Way Frontage Rd EB                         | AC           | MBL           | 1          | 0                   | 14            | 0                    | 0.36  | 2005           |                    |                 |
| 268.12         | +0.84                          | C   | MD 62 ft Soil Median                              |              |               |            |                     |               |                      | 0.56  |                |                    |                 |
| 268.39         | M268 +0.10                     | A   | OP Exit #268 at Craycroft Rd                      |              |               |            |                     |               |                      |       | 1960           | 177 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Craycroft Rd Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.08  |                |                    |                 |
| 268.40         | +0.12                          | C   | FR One Way Frontage Rd EB                         | AC           | MBL           | 1          | 5                   | 12            | 5                    | 0.29  | 2005           |                    |                 |
| 268.68         | +0.39                          | C   | EB <a href="#">Projects spanning M268 to M269</a> | AC           | MBH           | 2          | 3                   | 24            | 12                   | 3.92  | 88             |                    |                 |
|                |                                | C   | MD 56 ft Soil Median                              |              |               |            |                     |               |                      | 3.92  |                |                    |                 |
| 268.69         | +0.40                          | C   | JB Reenter Tucson                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 268.70         | +0.41                          | C   | TI (EB) Craycroft Rd (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.04  | 60             |                    |                 |
|                |                                | C   | FR One Way Frontage Rd EB                         | AC           | MBL           | 2          | 0                   | 24            | 0                    | 0.12  | 2005           |                    |                 |
| 268.82         | +0.53                          | C   | FR One Way Frontage Rd EB                         | Unk          | MBH           | 1          | 5                   | 12            | 5                    | 0.84  | 2005           |                    |                 |
| 269.24         | +0.95                          | C   | TI (EB) Wilmot Rd (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.03  | 85             |                    |                 |
| 269.64         | M269 +0.34                     | C   | OP (EB) Exit #269 at Wilmot Rd                    |              |               |            |                     |               |                      |       | 1985           | 177 ft Concrete    |                 |

**I 010 at M269+0.34**

**M269+0.34 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M269+0.34**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M269+0.34 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |       | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|-------------|-------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width | Width Right | Width |       |                |                    |                 |
| 269.64         | M269+0.34                      | A   | TI   | (NB/SB) Wilmot Rd Crossing                     | Unk           | Unk        | 2          |               | 24          |       | 0.08  |                |                    |                 |
| 269.65         | +0.36                          | C   | FR   | One Way Frontage Rd EB                         | Unk           | MBH        | 1          | 7             | 12          | 7     | 1.31  |                |                    |                 |
| 269.74         | +0.45                          | C   | TI   | (EB) Wilmot Rd (on)                            | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.14  | 85             |                    |                 |
| 270.49         | M270+0.21                      | C   | TI   | (EB) Kolb Rd (off)                             | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.19  | 86             |                    |                 |
| 270.87         | +0.59                          | C   | UB   | EUB Tucson                                     |               |            |            |               |             |       |       |                |                    |                 |
|                |                                | A   | UP   | Exit #270 at Kolb Rd                           |               |            |            |               |             |       |       | 1986           |                    | 16'-00"         |
|                |                                | A   | TI   | (NB/SB) Kolb Rd Crossing                       | Unk           | Unk        | 2          |               | 24          |       | 0.30  |                |                    |                 |
| 270.94         | +0.65                          | C   | TI   | (EB) Kolb Rd (on)                              | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.22  | 86             |                    |                 |
| 270.97         | +0.69                          | C   | FR   | Frontage Rd Right                              | Unk           | Unk        | 2          |               | 24          |       | 0.57  |                |                    |                 |
| 272.60         | M272+0.31                      | C   | EB   | <a href="#">Projects spanning M272 to M273</a> | AC            | MBH        | 2          | 4             | 24          | 10    | 3.47  | 91             |                    |                 |
|                |                                | C   | MD   | 62 ft Soil Median                              |               |            |            |               |             |       | 3.47  |                |                    |                 |
| 273.27         | +0.98                          | C   | TI   | (EB) Rita Rd (off)                             | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.19  | 62             |                    |                 |
| 273.43         | M273+0.14                      | A   | UP   | Exit #273 at Rita Rd                           |               |            |            |               |             |       |       | 2005105        |                    | 16'-03"         |
|                |                                | A   | TI   | (NB/SB) Rita Rd Crossing                       | Unk           | Unk        | 2          |               | 24          |       | 0.07  |                |                    |                 |
|                |                                | A   | TI   | (NB/SB) Rita Rd Crossing                       | Unk           | Unk        | 2          |               | 24          |       | 0.27  |                |                    |                 |
|                | +0.15                          | C   | TI   | (EB) Rita Rd (on)                              | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.22  | 62             |                    |                 |
| 275.58         | M275+0.30                      | C   | TI   | (EB) Houghton Rd (off)                         | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.22  | 62             |                    |                 |
| 275.77         | +0.49                          | A   | TI   | (NB/SB) Houghton Rd Crossing                   | Unk           | Unk        | 2          |               | 24          |       | 0.61  |                |                    |                 |
|                |                                | A   | UP   | Exit #275 at Houghton Rd                       |               |            |            |               |             |       |       | 2005           |                    | 16'-02"         |
|                |                                | C   | TI   | (EB) Houghton Rd (on)                          | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.23  | 62             |                    |                 |
| 276.07         | +0.79                          | C   | EB   | <a href="#">Projects spanning M275 to M276</a> | AC            | MBH        | 2          | 4             | 24          | 10    | 0.20  | 79             |                    |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |            |               |             |       | 13.17 |                |                    |                 |
| 276.27         | +0.99                          | C   | EB   | <a href="#">Projects spanning M275 to M276</a> | AC            | AC         | 2          | 4             | 24          | 10    | 5.22  | 1995           |                    |                 |
| 278.93         | M278+0.65                      | C   | JB   | SCL Tucson                                     |               |            |            |               |             |       |       |                |                    |                 |
| 279.52         | M279+0.24                      | C   | TI   | (EB) Vail Rd (off)                             | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.21  | 62             |                    |                 |
| 279.68         | +0.40                          | C   | UP   | (EB) Exit 279 at Vail Rd and Wentworth Rd      |               |            |            |               |             |       |       | 2005           |                    | ??'-??"         |
|                |                                | A   | TI   | (NB/SB) Vail Rd Crossing                       | Unk           | Unk        | 2          |               | 24          |       | 0.29  |                |                    |                 |
| 279.72         | +0.43                          | C   | TI   | (EB) Vail Rd (on)                              | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.20  | 62             |                    |                 |
| 281.06         | M280+0.80                      | C   | VMS  | (EB) Variable Message Sign #316 (Existing)     |               |            |            |               |             |       |       |                |                    |                 |
| 281.26         | +0.99                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2          | 1             | 24          | 1     | 0.89  |                |                    |                 |
| 281.49         | M281+0.21                      | C   | EB   | <a href="#">Projects spanning M281 to M282</a> | AC            | AC         | 2          | 3.5           | 24          | 9.5   | 7.37  | Nov 2000       |                    |                 |
| 281.78         | +0.49                          | C   | TI   | (EB) S 083 Mountain View-Sonoita Hwy (off)     | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.36  | 61             |                    |                 |
| 281.96         | +0.68                          | A   | UP   | Exit #281 at S 083 & Mtn View Rd               |               |            |            |               |             |       |       | 1961           |                    | 16'-05"         |
| 282.08         | +0.79                          | C   | TI   | (EB) S 083 Mountain View-Sonoita Hwy (on)      | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.14  | 61             |                    |                 |
| 284.71         | M284+0.44                      | C   | BR   | (EB) Davidson Canyon                           |               |            |            |               |             |       |       | 1955           | 324 ft Steel       |                 |
| 288.86         | M288+0.58                      | C   | EB   | <a href="#">Projects spanning M288 to M289</a> | AC            | MBH        | 2          | 4             | 24          | 10    | 0.21  | 81             |                    |                 |
| 289.08         | +0.80                          | C   | EB   |  | AC            | AC         | 2          | 4             | 24          | 10    | 0.02  | 05 May 2005    |                    |                 |
| 289.09         | +0.81                          | C   | EB   |  | AC            | AC         | 2          | 4             | 24          | 7     | 0.34  | 05 May 2005    |                    |                 |
| 289.24         | +0.96                          | C   | MD   | Variable Concrete Curbed Median                |               |            |            |               |             |       | 0.53  |                |                    |                 |

**I 010 at M288+0.96**

**M288+0.96 on I 010**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M289+0.16**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M289+0.16 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 289.44         | M289 +0.16                     | C   | EB   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 2                   | 4             | 24                   | 6     | 0.19           | 05 May 2005        |                 |
| 289.49         | +0.22                          | C   | BR   | (EB) Cienega Creek                             |               |            |                     |               |                      |       | 1955           | 273 ft Steel       |                 |
| 289.60         | +0.32                          | A   | UP   | Union Pacific RR                               |               |            |                     |               |                      |       | 1955           |                    | 15'-04"         |
| 289.63         | +0.36                          | C   | EB   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 2                   | 4             | 24                   | 7     | 0.01           | 05 May 2005        |                 |
| 289.64         | +0.37                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.13           | 05 May 2005        |                 |
| 289.71         | +0.44                          | A   | TI   | (NB/SB) Marsh Station Crossing                 | Unk           | Unk        | 2                   |               | 24                   |       | 0.38           |                    |                 |
|                |                                | A   | UP   | Exit #289 Marsh Station Rd                     |               |            |                     |               |                      |       |                | 1961               | 15'-11"         |
| 289.77         | +0.50                          | C   | EB   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 2                   | 1             | 24                   | 8     | 0.34           | 05 May 2005        |                 |
|                |                                | C   | MD   | Concrete Median Barrier                        |               |            |                     |               |                      |       | 1.05           |                    |                 |
| 289.86         | +0.59                          | C   | TI   | (EB) Marsh Station (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.05           | 61                 |                 |
| 289.88         | +0.60                          | C   | TI   | (EB) Marsh Station (on)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.07           | 61                 |                 |
| 290.11         | +0.83                          | C   | EB   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 2                   | 1             | 24                   | 7     | 0.29           | 05 May 2005        |                 |
| 290.40         | M290 +0.13                     | C   | EB   | <a href="#">Projects spanning M290 to M291</a> | AC            | AC         | 2                   | 1             | 24                   | 9     | 0.07           | 90                 |                 |
| 290.48         | +0.20                          | C   | EB   |  | AC            | MBH        | 2                   | 1             | 24                   | 9     | 0.35           | 90                 |                 |
| 290.82         | +0.54                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.65           | 1998               |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 5.99           |                    |                 |
| 291.04         | +0.76                          | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 292.60         | M292 +0.33                     | C   | OP   | (EB) Union Pacific RR                          |               |            |                     |               |                      |       |                | 1956               | 124 ft Steel    |
| 292.77         | +0.49                          | A   | OP   | Exit #292 at Bell Rd & Empirita Rd             |               |            |                     |               |                      |       |                | 1963               | 97 ft Concrete  |
|                |                                | A   | TI   | (NB/SB) Bell/Empirita Rd Crossing              | Unk           | Unk        | 2                   |               | 24                   |       | 0.26           |                    |                 |
| 292.83         | +0.55                          | C   | TI   | (EB) Bell/Empirita (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.09           | 63                 |                 |
| 292.85         | +0.57                          | C   | TI   | (EB) Bell/Empirita (on)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.18           | 63                 |                 |
| 296.46         | M296 +0.18                     | C   | FR   | Two Way Frontage Road Left                     | Unk           | Unk        | 2                   |               | 24                   |       | 1.11           |                    |                 |
| 296.47         | +0.19                          | C   | JB   | Cochise County                                 |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.20                          | C   | EB   | <a href="#">Projects spanning M296 to M297</a> | AC            | AC         | 2                   | 4             | 25                   | 10    | 6.89           | 26 Oct 2004        |                 |
| 296.81         | +0.53                          | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 14.41          |                    |                 |
| 297.26         | +0.98                          | C   | TI   | (EB) Mescal (off)                              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.19           | 58                 |                 |
| 297.45         | M297 +0.17                     | C   | TI   | (EB) Mescal (on)                               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           | 58                 |                 |
|                |                                | A   | UP   | Exit #297 at Mescal Rd & J Six Ranch Rd        |               |            |                     |               |                      |       |                | 1958               | 15'-09"         |
|                |                                | A   | TI   | (NB/SB) Mescal Crossing                        | Unk           | Unk        | 2                   |               | 24                   |       | 0.09           |                    |                 |
|                |                                | A   | UP   | Pedestrian Overpass (attached to Mescal Rd OP) |               |            |                     |               |                      |       |                | 12 Sep 2002        | ??'-??"         |
| 298.60         | M298 +0.32                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 299.42         | M299 +0.14                     | C   | BR   | (EB) Cornfield Canyon                          |               |            |                     |               |                      |       |                |                    | 64 ft Concrete  |
| 299.52         | +0.24                          | C   | TI   | (EB) Skyline (off)                             | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.11           | 61                 |                 |
| 299.63         | +0.35                          | C   | OP   | (EB) Exit #299 at Skyline Rd                   |               |            |                     |               |                      |       |                | 1961               | 260 ft Concrete |
|                |                                | C   | TI   | (EB) Skyline (on)                              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.12           | 61                 |                 |
|                |                                | A   | TI   | (NB/SB) Skyline Crossing                       | Unk           | Unk        | 2                   |               | 24                   |       | 0.12           |                    |                 |
| 300.87         | M300 +0.59                     | C   | VMS  | (EB) Variable Message Sign #323 (Existing)     |               |            |                     |               |                      |       |                | 2003               |                 |
| 301.21         | +0.93                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 1             | 24                   | 1     | 1.40           |                    |                 |

**I 010 at M300+0.93**

**M300+0.93 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M302+0.16**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M302+0.16 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 302.44         | M302 +0.16                     | C   | TI (EB) Whetstone (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | 67             |                    |                 |
| 302.49         | +0.21                          | C   | JB WCL Benson Elev 3685                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 302.67         | +0.39                          | C   | OP (EB) Exit #302 at S 090 E & Whetstone (Benson) |              |               |            |                     |               |                      |       | 1967           | 104 ft Concrete    |                 |
|                |                                | C   | TI (EB) Whetstone (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  | 67             |                    |                 |
| 303.37         | M303 +0.10                     | C   | EB <a href="#">Projects spanning M303 to M304</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.50  | 1995           |                    |                 |
| 303.77         | +0.50                          | C   | TI (EB) W Benson (off)                            |              |               |            |                     |               |                      |       |                |                    |                 |
| 303.86         | +0.59                          | C   | EB <a href="#">Projects spanning M303 to M304</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 3.13  | 1993           |                    |                 |
| 304.16         | +0.90                          | C   | OP (EB) Exit #303 at SB010(3) E (Benson)          |              |               |            |                     |               |                      |       | 1969           | 127 ft Concrete    |                 |
| 304.19         | +0.92                          | C   | TI (EB) W Benson (on)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 69             |                    |                 |
| 304.61         | M304 +0.33                     | C   | OP (EB) Union Pacific RR                          |              |               |            |                     |               |                      |       | 1970           | 156 ft Concrete    |                 |
| 305.00         | +0.72                          | C   | TI (EB) Ocotillo Rd (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.20  | 70             |                    |                 |
| 305.20         | +0.92                          | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.50  |                |                    |                 |
|                |                                | C   | TI (EB) Ocotillo Rd (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.17  | 70             |                    |                 |
|                |                                | C   | OP (EB) Exit #304 at Ocotillo Rd                  |              |               |            |                     |               |                      |       | 1970           | 104 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Ocotillo Rd Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.10  |                |                    |                 |
| 306.21         | M306 +0.00                     | C   | EQ MP 305+0.90 Back Equals MP 306+0.00 Ahead      |              |               |            |                     |               |                      |       |                |                    |                 |
| 306.95         | +0.74                          | C   | EQ MP 306+0.74 Back Equals MP 306+0.17 Ahead      |              |               |            |                     |               |                      |       |                |                    |                 |
| 307.00         | +0.78                          | C   | EB <a href="#">Projects spanning M306 to M307</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.13  | 20 May 2005    |                    |                 |
| 307.05         | +0.84                          | C   | BR (EB) San Pedro River                           |              |               |            |                     |               |                      |       | 1970           | 304 ft Concrete    |                 |
| 307.12         | +0.91                          | C   | EB <a href="#">Projects spanning M306 to M307</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 4.03  | 1993           |                    |                 |
| 307.20         | +0.99                          | C   | TI (EB) Pomerene Rd (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.24  | 74             |                    |                 |
| 307.43         | +1.22                          | C   | OP (EB) Exit #306 at SB010(3) W & Pomerene Rd     |              |               |            |                     |               |                      |       | 1974           | 188 ft Concrete    |                 |
|                |                                | C   | TI (EB) Pomerene Rd (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.38  | 74             |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 7                   | 24            | 7                    | 3.07  |                |                    |                 |
| 307.72         | +1.51                          | C   | JB ECL Benson                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 310.56         | M309 +0.78                     | C   | BR (EB) Adams Peak Wash                           |              |               |            |                     |               |                      |       | 1972           | 149 ft Concrete    |                 |
| 311.15         | M310 +0.37                     | C   | EB <a href="#">Projects spanning M310 to M311</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.07  | 72             |                    |                 |
| 311.22         | +0.44                          | C   | EB  | AC           | MBH           | 2          | 4                   | 24            | 10                   | 5.89  | 89             |                    |                 |
|                |                                | C   | MD 92 ft Soil Median                              |              |               |            |                     |               |                      | 5.89  |                |                    |                 |
| 313.42         | M312 +0.63                     | C   | TI (EB) Sibyl Rd (off)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.14  | 60             |                    |                 |
| 313.56         | +0.77                          | C   | OP (EB) Exit #312 at Sibyl Rd                     |              |               |            |                     |               |                      |       | 1960           | 89 ft Concrete     |                 |
|                |                                | C   | TI (EB) Sibyl Rd (on)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  | 60             |                    |                 |
|                | +0.78                          | A   | TI (NB/SB) Sibyl Rd Crossing                      | Unk          | Unk           | 2          |                     | 24            |                      | 0.08  |                |                    |                 |
| 317.11         | M316 +0.33                     | C   | EB <a href="#">Projects spanning M316 to M317</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 5.27  | 1994           |                    |                 |
|                |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 15.04 |                |                    |                 |
| 319.55         | M318 +0.77                     | C   | TI (EB) Dragoon Rd (off)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  | 63             |                    |                 |
| 319.76         | +0.98                          | C   | TI (EB) Dragoon Rd (on)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 63             |                    |                 |
|                |                                | A   | TI (NB/SB) Dragoon Rd Crossing                    | Unk          | Unk           | 2          |                     | 24            |                      | 0.15  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #318 at Dragoon Rd                   |              |               |            |                     |               |                      |       | 1963           | 97 ft Concrete     |                 |

**I 010 at M318+0.98**

**M318+0.98 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M320+0.20**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M320+0.20 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 320.99         | M320+0.20                      | C   | RA (EB) Texas Canyon Rest Area (off)                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  |                |                    |                 |
| 321.20         | +0.42                          | C   | RA (EB) Texas Canyon Rest Area                      | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  |                |                    |                 |
| 321.43         | +0.64                          | C   | RA (EB) Texas Canyon Rest Area (on)                 | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  |                |                    |                 |
| 322.38         | M321+0.60                      | C   | EB <a href="#">Projects spanning M321 to M322</a>   | AC           | AC            | 2          | 3.5                 | 25            | 9.5                  | 0.65  | 91             |                    |                 |
| 322.85         | M322+0.06                      | C   | J Median Cross-Over -- [U]                          |              |               |            |                     |               |                      |       | 10 Sep 2005    |                    |                 |
| 323.03         | +0.24                          | C   | EB <a href="#">Projects spanning M322 to M323</a>   | AC           | AC            | 2          | 3.5                 | 31            | 9.5                  | 0.09  | 91             |                    |                 |
| 323.13         | +0.33                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 37            | 9.5                  | 0.04  | 91             |                    |                 |
| 323.17         | +0.37                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 25            | 9.5                  | 0.34  | 91             |                    |                 |
|                | +0.38                          | C   | TI (EB) Johnson Rd (off)                            | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.22  | 21 Oct 2005    |                    |                 |
| 323.39         | +0.59                          | A   | TI (NB/SB) Johnson Rd Crossing                      | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.03  | 21 Oct 2005    |                    |                 |
|                |                                | C   | TI (EB) Johnson Rd (on)                             | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.15  | 21 Oct 2005    |                    |                 |
|                |                                | A   | TI (NB/SB) Johnson Rd Crossing                      | Unk          | Unk           | 2          |                     | 24            |                      | 0.06  |                |                    |                 |
|                |                                | A   | UP Exit #322 at Johnson Rd                          |              |               |            |                     |               |                      |       | 1958           |                    | 17'-00"         |
| 323.51         | +0.72                          | C   | EB <a href="#">Projects spanning M322 to M323</a>   | AC           | AC            | 2          | 3.5                 | 25            | 9.5                  | 0.02  | 91             |                    |                 |
| 323.53         | +0.74                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 37            | 9.5                  | 0.05  | 91             |                    |                 |
| 323.58         | +0.78                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 31            | 9.5                  | 0.08  | 91             |                    |                 |
| 323.65         | +0.86                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 31            | 9.5                  | 0.12  | 91             |                    |                 |
| 323.77         | M323+0.00                      | C   | EB <a href="#">Projects spanning M323 to M324</a>   | AC           | AC            | 2          | 3.5                 | 25            | 9.5                  | 5.55  | 91             |                    |                 |
| 323.78         | +0.01                          | C   | J Median Cross-Over -- [U]                          |              |               |            |                     |               |                      |       | 10 Sep 2005    |                    |                 |
| 325.70         | M324+0.91                      | C   | J Median Cross-Over -- [U]                          |              |               |            |                     |               |                      |       | 10 Sep 2005    |                    |                 |
| 328.48         | M327+0.69                      | C   | J Median Cross-Over -- [U]                          |              |               |            |                     |               |                      |       | 10 Sep 2005    |                    |                 |
| 329.31         | M328+0.52                      | C   | EB <a href="#">Projects spanning M328 to M329</a>   | AC           | MBH           | 2          | 3.5                 | 25            | 9.5                  | 2.48  | 91             |                    |                 |
| 329.70         | +0.91                          | C   | J Median Cross-Over -- [U]                          |              |               |            |                     |               |                      |       | 10 Sep 2005    |                    |                 |
| 330.79         | M330+0.00                      | C   | VMS (EB) Variable Message Sign #94 (Proposed)       |              |               |            |                     |               |                      |       |                |                    |                 |
| 331.80         | M331                           | C   | EB <a href="#">Projects spanning M331 to M332</a>   | AC           | AC            | 2          | 3.5                 | 25            | 9.5                  | 0.33  | 91             |                    |                 |
| 331.88         | +0.08                          | C   | J Median Cross-Over -- [U]                          |              |               |            |                     |               |                      |       | 10 Sep 2005    |                    |                 |
| 332.12         | +0.32                          | C   | EB <a href="#">Projects spanning M331 to M332</a>   | AC           | AC            | 2          | 3.5                 | 31            | 9.5                  | 0.06  | 91             |                    |                 |
| 332.15         | +0.35                          | C   | MD 92 ft Soil Median                                |              |               |            |                     |               |                      | 1.01  |                |                    |                 |
| 332.18         | +0.38                          | C   | EB <a href="#">Projects spanning M331 to M332</a>   | AC           | AC            | 2          | 3.5                 | 31            | 9.5                  | 0.05  | 91             |                    |                 |
| 332.23         | +0.43                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 37            | 9.5                  | 0.02  | 91             |                    |                 |
| 332.24         | +0.44                          | C   | TI (EB) U 191 SB to Cochise (off)                   | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.27  | 21 Oct 2005    |                    |                 |
|                |                                | C   | EB <a href="#">Projects spanning M331 to M332</a>   | AC           | AC            | 2          | 3.5                 | 25            | 9.5                  | 0.36  | 91             |                    |                 |
| 332.35         | +0.55                          | A   | TI (EB/WB) U 191 Crossing Cochise                   | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.60  | 1995           |                    |                 |
|                |                                | C   | TI (EB) U 191 NB from Cochise (on)                  | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.38  | 21 Oct 2005    |                    |                 |
| 332.36         | +0.56                          | C   | TI (EB) A-Ramp to U 191 Connector to Cochise (off)  | AC           | AC            | 1          | 2                   | 14            | 2                    | 0.03  | 21 Oct 2005    |                    |                 |
| 332.38         | +0.58                          | C   | TI (EB) U 191 to P-Ramp Connector from Cochise (on) | AC           | AC            | 1          | 2                   | 14            | 2                    | 0.04  | 21 Oct 2005    |                    |                 |
| 332.41         | +0.60                          | A   | UP Exit #331 at U 191                               |              |               |            |                     |               |                      |       | 1958           |                    | 16'-03"         |
| 332.60         | +0.80                          | C   | EB <a href="#">Projects spanning M331 to M332</a>   | AC           | AC            | 2          | 3.5                 | 37            | 9.5                  | 0.17  | 91             |                    |                 |
| 332.77         | +0.97                          | C   | EB  | AC           | AC            | 2          | 3.5                 | 31            | 9.5                  | 0.10  | 91             |                    |                 |

**I 010 at M331+0.97**

**M331+0.97 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M332+0.08**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M332+0.08 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 332.87         | M332 +0.08                     | C   | EB   | <a href="#">Projects spanning M332 to M333</a> | AC            | AC         | 2                   | 3.5           | 25                   | 9.5   | 3.92           |                    | 91              |
| 332.97         | +0.18                          | C   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                | 10 Sep 2005        |                 |
| 333.16         | +0.37                          | C   | MD   | 72 ft Soil Median                              |               |            |                     |               |                      |       | 4.11           |                    |                 |
| 333.86         | M333 +0.06                     | C   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                | 10 Sep 2005        |                 |
| 334.91         | M334 +0.11                     | C   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                | 10 Sep 2005        |                 |
| 336.79         | M336 +0.00                     | C   | EB   | <a href="#">Projects spanning M336 to M337</a> | AC            | MBH        | 2                   | 3.5           | 25                   | 9.5   | 0.20           |                    | 91              |
| 336.92         | +0.12                          | C   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                | 10 Sep 2005        |                 |
| 336.99         | +0.19                          | C   | EB   | <a href="#">Projects spanning M336 to M337</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.10           | 17 Sep 1998        |                 |
| 337.09         | +0.30                          | C   | EB   |  | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.01           |                    | 89              |
| 337.10         |                                | C   | EB   |  | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.04           |                    | 89              |
| 337.14         | +0.34                          | C   | EB   |  | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.24           |                    | 89              |
|                |                                | C   | TI   | (EB) W Willcox (off)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.56           |                    | 65              |
| 337.27         | +0.48                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.11           |                    |                 |
| 337.38         | +0.59                          | C   | EB   | <a href="#">Projects spanning M336 to M337</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 8.30           | 1995               |                 |
|                |                                | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 8.63           |                    |                 |
| 337.67         | +0.88                          | C   | TI   | (EB) W Willcox (on)                            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.36           |                    | 65              |
| 337.69         | +0.90                          | A   | UP   | Exit #336 at SB010(4) E & Taylor Rd            |               |            |                     |               |                      |       |                | 1965               | 16'-01"         |
| 340.26         | M339 +0.48                     | C   | JB   | WCL Willcox Elev 4182                          |               |            |                     |               |                      |       |                |                    |                 |
| 340.27         | +0.49                          | A   | UP   | Airport Rd                                     |               |            |                     |               |                      |       |                | 1965               | 15'-10"         |
| 341.10         | M340 +0.31                     | C   | TI   | (EB) Fort Grant Rd (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.24           |                    | 67              |
| 341.29         | +0.50                          | A   | TI   | (EB/WB) Virginia Ave                           | Unk           | Unk        | 2                   |               | 24                   |       | 0.30           |                    |                 |
| 341.33         | +0.54                          | C   | TI   | (EB) Fort Grant Rd (on)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.23           |                    | 67              |
|                |                                | C   | UP   | (EB) Exit #340 at S 186 & Ft Grant Rd          |               |            |                     |               |                      |       |                | 1967               | 16'-01"         |
| 341.67         | +0.88                          | A   | TI   | (EB/WB) Circle Rd                              | Unk           | Unk        | 2                   |               | 24                   |       | 0.31           |                    |                 |
| 342.08         | M341 +0.29                     | C   | JB   | ECL Willcox                                    |               |            |                     |               |                      |       |                |                    |                 |
| 345.10         | M344 +0.31                     | A   | UP   | Stewart Rd                                     |               |            |                     |               |                      |       |                | 1967               | 16'-04"         |
| 345.28         | +0.49                          | A   | UP   | Exit #344 at SB010(4) W ( E of Willcox)        |               |            |                     |               |                      |       |                | 1967               | 16'-04"         |
| 345.36         | +0.57                          | C   | TI   | (EB) E Willcox (off)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           |                    | 67              |
| 345.69         | +0.90                          | C   | EB   | <a href="#">Projects spanning M344 to M345</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 11.50          | 30 May 2000        |                 |
| 346.01         | M345 +0.22                     | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 11.57          |                    |                 |
| 346.05         | +0.26                          | C   | TI   | (EB) E Willcox (on)                            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           |                    | 67              |
| 352.96         | M352 +0.17                     | C   | TI   | (EB) U 191 toward Safford (off)                | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.22           | 30 May 2000        |                 |
| 353.18         | +0.39                          | C   | TI   | (EB) U 191 from Safford (on)                   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.30           | 30 May 2000        |                 |
| 353.19         | +0.40                          | A   | UP   | Exit #352 at U 191 N                           |               |            |                     |               |                      |       |                | 30 May 2000        | 17'-07"         |
| 356.59         | M355 +0.80                     | C   | TI   | (EB) Luzena (off)                              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.21           | 30 May 2000        |                 |
| 356.77         | +0.97                          | A   | UP   | Exit #355 at UY191 N (Luzena Rd)               |               |            |                     |               |                      |       |                | 30 May 2000        | 18'-01"         |
| 356.81         | M356 +0.01                     | C   | TI   | (EB) Luzena (on)                               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.25           | 30 May 2000        |                 |
| 356.85         | +0.05                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 5             | 24                   | 5     | 1.08           |                    |                 |
| 357.19         | +0.40                          | C   | EB   | <a href="#">Projects spanning M356 to M357</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.39           |                    | 76              |

**I 010 at M356+0.40**

**M356+0.40 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M356+0.63**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M356+0.63 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 357.42         | M356+0.63                      | C   | BR (EB) Little Cal Creek                          |              |               |            |                     |               |                      |       | 1961           | 218 ft Concrete    |                 |
| 357.58         | +0.79                          | C   | EB <a href="#">Projects spanning M356 to M357</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 5.20  | 1994           |                    |                 |
|                |                                | C   | MD 76 ft Soil Median                              |              |               |            |                     |               |                      | 6.13  |                |                    |                 |
| 357.73         | +0.94                          | C   | OP (EB) Union Pacific RR                          |              |               |            |                     |               |                      |       | 1961           | 142 ft Steel       |                 |
| 362.78         | M362+0.00                      | C   | EB <a href="#">Projects spanning M362 to M363</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.10  | 29 Jun 1999    |                    |                 |
|                |                                | C   | VMS (EB) Variable Message Sign #328 (Existing)    |              |               |            |                     |               |                      |       |                |                    |                 |
| 362.88         | +0.10                          | C   | EB <a href="#">Projects spanning M362 to M363</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.40  | 1994           |                    |                 |
| 363.28         | +0.50                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.43  | 30 Jun 2000    |                    |                 |
| 363.33         | +0.54                          | C   | TI (EB) W Bowie (off)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 67             |                    |                 |
| 363.50         | +0.71                          | C   | TI (EB) W Bowie (on)                              | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.12  | 67             |                    |                 |
| 363.55         | +0.76                          | C   | FR Two Way Frontage Rd Right                      | Unk          | BST           | 2          | 1                   | 24            | 1                    | 1.00  |                |                    |                 |
| 363.66         | +0.87                          | A   | UP Exit #362 at SB010(5) E (W Bowie)              |              |               |            |                     |               |                      |       | 1967           |                    | 16'-02"         |
| 363.71         | +0.93                          | C   | EB <a href="#">Projects spanning M362 to M363</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.07  | 30 Jun 2000    |                    |                 |
|                |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 5.30  |                |                    |                 |
| 364.50         | M363+0.71                      | C   | OP (EB) Barlett Ranch Rd                          |              |               |            |                     |               |                      |       | 1967           | 120 ft Concrete    |                 |
| 364.78         | M364+0.00                      | C   | EB <a href="#">Projects spanning M364 to M365</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.01  | 29 Jun 1999    |                    |                 |
| 364.79         | +0.01                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 3.68  | 30 Jun 2000    |                    |                 |
| 365.48         | +0.70                          | C   | X RWIS Installation                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 365.58         | +0.79                          | C   | OP (EB) Richards                                  |              |               |            |                     |               |                      |       | 1967           | 108 ft Concrete    |                 |
| 367.59         | M366                           | C   | FR Two Way Frontage Rd Right                      | Unk          | BST           | 2          | 1                   | 24            | 1                    | 2.08  |                |                    |                 |
| 367.60         | +0.81                          | A   | UP Exit #366 at SB010(5) W (E Bowie)              |              |               |            |                     |               |                      |       | 1967           |                    | 16'-03"         |
| 367.77         | +0.98                          | C   | TI (EB) E Bowie (off)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.09  | 67             |                    |                 |
| 367.78         | +0.99                          | C   | TI (EB) E Bowie (on)                              | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 67             |                    |                 |
| 368.47         | M367+0.68                      | C   | EB <a href="#">Projects spanning M367 to M368</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.34  | 85             |                    |                 |
| 368.81         | M368+0.02                      | C   | EB <a href="#">Projects spanning M368 to M369</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 10.63 | 91             |                    |                 |
| 369.01         | +0.22                          | C   | MD 76 ft Soil Median                              |              |               |            |                     |               |                      | 7.98  |                |                    |                 |
| 370.61         | M369+0.81                      | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.18  |                |                    |                 |
| 370.80         | M370+0.03                      | C   | OP (EB) Holt                                      |              |               |            |                     |               |                      |       | 1962           | 91 ft Concrete     |                 |
| 373.28         | M372+0.47                      | C   | FR Two Way Frontage Rd Right                      | Unk          | BST           | 2          | 1                   | 24            | 1                    | 0.98  |                |                    |                 |
| 373.45         | +0.65                          | C   | OP (EB) Olga                                      |              |               |            |                     |               |                      |       | 1962           | 91 ft Concrete     |                 |
| 376.99         | M376+0.18                      | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 2.45  |                |                    |                 |
| 379.39         | M378+0.58                      | C   | TI (EB) W San Simon (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 67             |                    |                 |
| 379.44         | +0.64                          | C   | EB <a href="#">Projects spanning M378 to M379</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.75  | 1995           |                    |                 |
|                |                                | C   | MD 76 ft Soil Median                              |              |               |            |                     |               |                      | 5.82  |                |                    |                 |
| 379.58         | +0.77                          | C   | TI (EB) W San Simon (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  | 67             |                    |                 |
| 379.75         | +0.94                          | A   | UP Exit #378 at SB010(6) E (W San Simon)          |              |               |            |                     |               |                      |       | 1967           |                    | 16'-00"         |
| 380.82         | M380+0.02                      | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.85  |                |                    |                 |
| 381.17         | +0.37                          | C   | OP (EB) Cochise Ave                               |              |               |            |                     |               |                      |       | 1967           | 97 ft Concrete     |                 |
| 381.19         | +0.40                          | C   | EB <a href="#">Projects spanning M380 to M381</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.01  | 29 Jun 1999    |                    |                 |

**I 010 at M380+0.40**

**M380+0.40 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M380+0.40**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M380+0.40 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 381.19         | M380 +0.40                     | C   | X    | RWIS Installation                              |               |            |                     |               |                      |       |                |                    |                 |
| 381.20         | +0.41                          | C   | EB   | <a href="#">Projects spanning M380 to M381</a> |               |            |                     |               |                      |       |                |                    |                 |
| 382.50         | M381 +0.70                     | C   | BR   | (EB) San Simon River                           |               |            |                     |               |                      |       |                |                    |                 |
| 383.14         | M382 +0.34                     | A   | UP   | Exit #382 at SB010(6) W (E San Simon)          |               |            |                     |               |                      |       |                |                    |                 |
| 383.28         | +0.48                          | C   | TI   | (EB) E San Simon (off)                         |               |            |                     |               |                      |       |                |                    |                 |
| 383.31         | +0.50                          | C   | FR   | Two Way Frontage Rd Right                      |               |            |                     |               |                      |       |                |                    |                 |
| 383.34         | +0.53                          | C   | TI   | (EB) E San Simon (on)                          |               |            |                     |               |                      |       |                |                    |                 |
| 383.91         | M383 +0.10                     | C   | IS   | (EB) Inspection Station (off)                  |               |            |                     |               |                      |       |                |                    |                 |
| 384.00         | +0.20                          | C   | IS   | (EB) Inspection Station                        |               |            |                     |               |                      |       |                |                    |                 |
| 384.14         | +0.33                          | C   | IS   | (EB) Inspection Station (on)                   |               |            |                     |               |                      |       |                |                    |                 |
| 385.26         | M384 +0.46                     | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       |                |                    |                 |
| 389.32         | M388 +0.52                     | C   | RA   | (EB) San Simon Rest Area (off)                 |               |            |                     |               |                      |       |                |                    |                 |
| 389.45         | +0.65                          | C   | RA   | (EB) San Simon Rest Area                       |               |            |                     |               |                      |       |                |                    |                 |
| 389.58         | +0.77                          | C   | RA   | (EB) San Simon Rest Area (on)                  |               |            |                     |               |                      |       |                |                    |                 |
| 390.21         | M389 +0.41                     | C   | BR   | (EB) Island Wash                               |               |            |                     |               |                      |       |                |                    |                 |
| 391.40         | M390 +0.59                     | C   | TI   | (EB) Cavot (off)                               |               |            |                     |               |                      |       |                |                    |                 |
| 391.57         | +0.76                          | C   | TI   | (EB) Cavot (on)                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP   | (EB) Exit #390 at Cavot Rd                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (NB/SB) Cavot Crossing                         |               |            |                     |               |                      |       |                |                    |                 |
| 391.99         | M391 +0.23                     | C   | J    | (EB) End I 010 at AZ/NM State Line             |               |            |                     |               |                      |       |                |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on I 010**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 010 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |            |                     |                        |                      |       |                |                    |                 |
| 0.02  | M000 +0.00                     | N   | WB   | <a href="#">Projects spanning M0 to M1</a>   | AC            | AC         | 2                   | 12                     | 24                   | 10    | 0.84           | Dec 1998           |                 |
| 0.13  | +0.11                          | N   | FR   | Two Way Frontage Rd Left                     | Unk           | BST        | 2                   | 1                      | 24                   | 1     | 0.58           |                    |                 |
| 0.72  | +0.70                          | N   | TI   | (WB) Poston Rd (on)                          | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.19           | Dec 1998           |                 |
| 0.86  | +0.84                          | N   | WB   | <a href="#">Projects spanning M0 to M1</a>   | AC            | AC         | 2                   | 10                     | 24                   | 4     | 1.15           | Dec 1998           |                 |
| 0.92  | +0.90                          | N   | TI   | (WB) Poston Rd (off)                         | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.21           | Dec 1998           |                 |
| 2.01  | M002 +0.00                     | N   | WB   | <a href="#">Projects spanning M2 to M3</a>   | AC            | AC         | 2                   | 10                     | 24                   | 4     | 1.13           | 05 Aug 2004        |                 |
| 3.14  | M003 +0.12                     | N   | WB   | <a href="#">Projects spanning M3 to M4</a>   | AC            | AC         | 2                   | 10                     | 30                   | 4     | 0.16           | 05 Aug 2004        |                 |
| 3.30  | +0.29                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 36                   | 4     | 0.07           | 05 Aug 2004        |                 |
| 3.37  | +0.36                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 24                   | 4     | 0.46           | 05 Aug 2004        |                 |
| 3.55  | +0.54                          | N   | IS   | (WB) Weigh Station (on)                      | AC            | AC         |                     |                        | ?                    |       | 0.18           | 05 Aug 2004        |                 |
| 3.73  | +0.72                          | N   | IS   | (WB) Weigh Station                           | AC            | AC         |                     |                        | ?                    |       | 0.18           | 05 Aug 2004        |                 |
| 3.84  | +0.82                          | N   | IS   | (WB) Weigh Station (off)                     | AC            | MBH        |                     |                        | ?                    |       | 0.11           | 05 Aug 2004        |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M3 to M4</a>   | AC            | AC         | 2                   | 10                     | 36                   | 4     | 0.06           | 05 Aug 2004        |                 |
| 3.89  | +0.88                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 30                   | 4     | 0.05           | 05 Aug 2004        |                 |
| 3.95  | +0.93                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 24                   | 4     | 0.64           | 05 Aug 2004        |                 |
| 4.59  | M004 +0.57                     | N   | WB   | <a href="#">Projects spanning M4 to M5</a>   | AC            | AC         | 2                   | 10                     | 30                   | 4     | 0.15           | 05 Aug 2004        |                 |
| 4.74  | +0.73                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 36                   | 4     | 0.16           | 05 Aug 2004        |                 |
| 4.90  | +0.88                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 24                   | 4     | 0.31           | 05 Aug 2004        |                 |
| 5.02  | M005 +0.01                     | N   | RA   | (WB) Ehrenberg Rest Area (on)                | AC            | AC         | 1                   | 2                      | 12                   | 8     | 0.13           | 05 Aug 2004        |                 |
| 5.11  | +0.10                          | N   | RA   | (WB) Ehrenberg Rest Area                     | AC            | AC         | 2                   |                        | 24                   |       | 0.09           | 05 Aug 2004        |                 |
| 5.21  | +0.19                          | N   | RA   | (WB) Ehrenberg Rest Area (off)               | AC            | AC         | 1                   | 2                      | 12                   | 8     | 0.10           | 05 Aug 2004        |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M5 to M6</a>   | AC            | AC         | 2                   | 10                     | 36                   | 4     | 0.06           | 05 Aug 2004        |                 |
| 5.27  | +0.25                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 30                   | 4     | 0.03           | 05 Aug 2004        |                 |
| 5.30  | +0.28                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 24                   | 4     | 0.20           | 05 Aug 2004        |                 |
| 5.50  | +0.48                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 30                   | 4     | 0.15           | 05 Aug 2004        |                 |
| 5.65  | +0.63                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 36                   | 4     | 0.04           | 05 Aug 2004        |                 |
| 5.68  | +0.66                          | N   | FR   | Frontage Rd Left                             | Unk           | Unk        | 2                   |                        | 24                   |       | 0.07           |                    |                 |
| 5.69  | +0.67                          | N   | WB   | <a href="#">Projects spanning M5 to M6</a>   | AC            | AC         | 2                   | 10                     | 24                   | 4     | 0.31           | 05 Aug 2004        |                 |
| 5.72  | +0.70                          | N   | FR   | Frontage Rd Left                             | AC            | AC         | 2                   | 1                      | 24                   | 1     | 0.17           | 05 Aug 2004        |                 |
| 5.86  | +0.85                          | N   | TI   | (WB) Tom Wells (on)                          | AC            | AC         | 1                   | 8                      | 12                   | 2     | 0.18           | 05 Aug 2004        |                 |
| 6.00  | +0.98                          | N   | TI   | (WB) Tom Wells (off)                         | AC            | AC         | 1                   | 8                      | 12                   | 2     | 0.13           | 05 Aug 2004        |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M5 to M6</a>   | AC            | AC         | 2                   | 10                     | 36                   | 4     | 0.03           | 05 Aug 2004        |                 |
| 6.03  | +1.01                          | N   | WB   |  | AC            | AC         | 2                   | 10                     | 30                   | 4     | 0.08           | 05 Aug 2004        |                 |
| 6.10  | M006 +0.04                     | N   | WB   | <a href="#">Projects spanning M6 to M7</a>   | AC            | AC         | 2                   | 10                     | 24                   | 4     | 5.49           | 05 Aug 2004        |                 |
| 11.59   | M011 +0.61                     | N   | WB   | <a href="#">Projects spanning M11 to M12</a> | AC            | AC         | 2                   | 10                     | 30                   | 4     | 0.10           | 05 Aug 2004        |                 |
| 11.69   | +0.71                          | N   | WB   |  | AC            | AC         | 2                   | 9                      | 30                   | 3     | 0.06           | 1999               |                 |
| 11.75   | +0.77                          | N   | WB   |  | AC            | AC         | 2                   | 9                      | 36                   | 3     | 0.05           | 1999               |                 |

**I 010 at M011+0.77**

**M011+0.77 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M011+0.81**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M011+0.81 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|--|
| 11.80          | M011 +0.81                     | N   | WB   | <a href="#">Projects spanning M11 to M12</a> | AC            | AC         | 2                   | 9             | 24                   | 3     | 0.26           | 1999               |                 |  |
| 11.94          | +0.96                          | N   | OP   | (WB) Exit #11 at Dome Rock Rd                |               |            |                     |               |                      |       | 1999           | 89 ft Concrete     |                 |  |
|                |                                | N   | TI   | (WB) Dome Rock (on)                          | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.14           |                    | 1999            |  |
|                |                                | N   | FR   | One Way Frontage Rd WB                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.61           |                    |                 |  |
| 12.06          | M012 +0.07                     | N   | WB   | <a href="#">Projects spanning M12 to M13</a> | AC            | AC         | 2                   | 9             | 36                   | 3     | 0.06           | 1999               |                 |  |
|                |                                | N   | TI   | (WB) Dome Rock (off)                         | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.12           | 1999               |                 |  |
| 12.12          | +0.14                          | N   | WB   | <a href="#">Projects spanning M12 to M13</a> | AC            | AC         | 2                   | 9             | 30                   | 3     | 0.06           | 1999               |                 |  |
| 12.17          | +0.19                          | N   | WB   |  | AC            | AC         | 2                   | 9             | 24                   | 3     | 11.84          | 1999               |                 |  |
| 14.98          | M015 +0.00                     | N   | VMS  | (WB) Variable Message Sign #6 (Proposed)     |               |            |                     |               |                      |       |                |                    |                 |  |
| 17.48          | M017 +0.50                     | N   | TI   | (WB) Exit # 17 (on)                          | Unk           | Unk        | 1                   | 2             | 14                   | 2     | 0.21           | 1999               |                 |  |
| 17.73          | +0.75                          | N   | TI   | (WB) Exit # 17 (off)                         | Unk           | Unk        | 1                   | 2             | 14                   | 2     | 0.25           | 1999               |                 |  |
| 18.52          | M018 +0.54                     | N   | BR   | (WB) Tyson Wash                              |               |            |                     |               |                      |       |                | 1964               | 410 ft Concrete |  |
| 19.90          | M019 +0.91                     | N   | TI   | (WB) Exit # 19 (on)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.33           | 2002               |                 |  |
| 20.14          | M020 +0.15                     | N   | TI   | (WB) Exit # 19 (off)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.24           | 2002               |                 |  |
| 24.02          | M024 +0.03                     | N   | WB   | <a href="#">Projects spanning M24 to M25</a> | AC            | AC         | 2                   | 9.5           | 24                   | 4     | 5.85           | 1995               |                 |  |
| 26.64          | M026 +0.64                     | N   | TI   | (WB) Gold Nugget (on)                        | Unk           | Unk        | 1                   | 3             | 12                   | 2     | 0.22           | 63                 |                 |  |
| 26.73          | +0.74                          | N   | TI   | (WB) Gold Nugget (off)                       | Unk           | Unk        | 1                   | 3             | 12                   | 2     | 0.10           | 63                 |                 |  |
| 29.87          | M029 +0.88                     | N   | WB   | <a href="#">Projects spanning M29 to M30</a> | AC            | AC         | 2                   | 9.5           | 24                   | 4     | 12.08          | 1996               |                 |  |
| 31.32          | M031 +0.33                     | N   | TI   | (WB) U 060 (on)                              | Unk           | Unk        | 1                   | 8             | 12                   | 4     | 0.63           | 67                 |                 |  |
| 31.36          | +0.38                          | N   | TI   | (WB) U 060 (off)                             | Unk           | Unk        | 1                   | 8             | 12                   | 4     | 0.18           | 67                 |                 |  |
| 37.10          | M037 +0.12                     | N   | BR   | (WB) Unknown Wash                            |               |            |                     |               |                      |       |                | 1967               | 164 ft Concrete |  |
| 39.35          | M039 +0.36                     | N   | BR   | (WB) New Water Mountain Rd                   |               |            |                     |               |                      |       |                | 1967               | 111 ft Concrete |  |
| 41.95          | M041 +0.97                     | N   | WB   | <a href="#">Projects spanning M41 to M42</a> | AC            | AC         | 2                   | 9.5           | 24                   | 4     | 17.23          | 1993               |                 |  |
| 45.31          | M045 +0.33                     | N   | TI   | (WB) Vicksburg Rd (on)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.26           | 67                 |                 |  |
| 45.56          | +0.58                          | N   | TI   | (WB) Vicksburg Rd (off)                      | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.29           | 67                 |                 |  |
| 52.38          | M052 +0.39                     | N   | RA   | (WB) Bouse Wash Rest Area (on)               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.14           |                    |                 |  |
| 52.60          | +0.62                          | N   | RA   | (WB) Bouse Wash Rest Area                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.28           |                    |                 |  |
| 52.71          | +0.73                          | N   | RA   | (WB) Bouse Wash Rest Area (off)              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.11           |                    |                 |  |
| 53.94          | M053 +0.96                     | N   | TI   | (WB) Hovatter Rd (on)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.31           | 70                 |                 |  |
| 54.20          | M054 +0.18                     | N   | TI   | (WB) Hovatter Rd (off)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.30           | 70                 |                 |  |
| 59.18          | M059 +0.20                     | N   | WB   | <a href="#">Projects spanning M59 to M60</a> | AC            | AC         | 2                   | 9.5           | 24                   | 4     | 11.58          | 1994               |                 |  |
| 69.62          | M069 +0.64                     | N   | TI   | (WB) Ave 75E (on)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.27           | 68                 |                 |  |
| 69.87          | +0.89                          | N   | TI   | (WB) Ave 75E (off)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.30           | 68                 |                 |  |
| 70.76          | M070 +0.76                     | N   | WB   | <a href="#">Projects spanning M70 to M71</a> | AC            | MBH        | 2                   | 9.5           | 24                   | 4     | 0.02           | 72                 |                 |  |
| 70.78          | +0.78                          | N   | WB   |  | AC            | MBH        | 2                   | 9.5           | 24                   | 4     | 9.20           | 91                 |                 |  |
| 79.98          | M080 +0.00                     | N   | WB   | <a href="#">Projects spanning M80 to M81</a> | AC            | AC         | 2                   | 10            | 25                   | 3.5   | 0.62           | 16 Jun 2005        |                 |  |
| 80.60          | +0.62                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 31                   | 3.5   | 0.16           | 16 Jun 2005        |                 |  |
| 80.76          | +0.78                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 37                   | 3.5   | 0.10           | 16 Jun 2005        |                 |  |
| 80.78          | +0.80                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                |                    | 125 ft Concrete |  |

**I 010 at M080+0.80**

**M080+0.80 on I 010**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M080+0.88**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M080+0.88 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 80.86          | M080 +0.88                     | N   | WB   | <a href="#">Projects spanning M80 to M81</a> | AC            | AC         | 2                   | 10            | 25                   | 3.5   | 0.60           | 16 Jun 2005        |                 |
| 81.10          | M081 +0.13                     | N   | FR   | Frontage Rd Left                             | Unk           | Unk        | 2                   |               | 24                   |       | 1.91           |                    |                 |
| 81.12          | +0.15                          | N   | TI   | (WB) Salome Rd (on)                          | AC            | AC         | 1                   | 8             | 12                   | 2     | 0.28           | 16 Jun 2005        |                 |
| 81.19          | +0.22                          | N   | RA   | (WB) Salome TI Ramp Truck Parking Area       | AC            | Unk        | 1                   |               | 4                    |       | 0.06           | 16 Jun 2005        |                 |
| 81.24          | +0.27                          | N   | RA   | (WB) Salome TI Ramp Truck Parking Area       | AC            | Unk        | 1                   |               | 8                    |       | 0.06           | 16 Jun 2005        |                 |
| 81.25          | +0.28                          | N   | RA   | (WB) Salome TI Ramp Truck Parking Area       | AC            | Unk        | 1                   |               | 4                    |       | 0.01           | 16 Jun 2005        |                 |
| 81.46          | +0.49                          | N   | WB   | <a href="#">Projects spanning M81 to M82</a> | AC            | AC         | 2                   | 10            | 37                   | 3.5   | 0.05           | 16 Jun 2005        |                 |
|                |                                | N   | TI   | (WB) Salome Rd (off)                         | AC            | AC         | 1                   | 8             | 12                   | 2     | 0.38           | 16 Jun 2005        |                 |
| 81.51          | +0.54                          | N   | WB   | <a href="#">Projects spanning M81 to M82</a> | AC            | AC         | 2                   | 10            | 31                   | 3.5   | 0.05           | 16 Jun 2005        |                 |
| 81.55          | +0.59                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 25                   | 3.5   | 4.29           | 16 Jun 2005        |                 |
| 81.60          | +0.63                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 37 ft Concrete     |                 |
| 81.65          | +0.69                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 37 ft Concrete     |                 |
| 81.71          | +0.74                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 37 ft Concrete     |                 |
| 81.96          | +0.99                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 82.06          | M082 +0.07                     | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 82.17          | +0.17                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 82.28          | +0.28                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 82.52          | +0.52                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 21 ft Concrete     |                 |
| 82.74          | +0.74                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 24 ft Concrete     |                 |
| 83.22          | M083 +0.23                     | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 84.36          | M084 +0.38                     | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 84.42          | +0.44                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 85.48          | M085 +0.50                     | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 24 ft Concrete     |                 |
| 85.84          | +0.86                          | N   | WB   | <a href="#">Projects spanning M85 to M86</a> | AC            | AC         | 2                   | 10            | 31                   | 3.5   | 0.20           | 16 Jun 2005        |                 |
| 86.04          | M086 +0.06                     | N   | WB   | <a href="#">Projects spanning M86 to M87</a> | AC            | AC         | 2                   | 10            | 37                   | 3.5   | 0.18           | 16 Jun 2005        |                 |
| 86.23          | +0.24                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 25                   | 3.5   | 0.43           | 16 Jun 2005        |                 |
| 86.38          | +0.39                          | N   | RA   | (WB) Burnt Well Rest Area (on)               | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.15           |                    |                 |
| 86.50          | +0.52                          | N   | RA   | (WB) Burnt Well Rest Area                    | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.12           |                    |                 |
| 86.66          | +0.67                          | N   | WB   | <a href="#">Projects spanning M86 to M87</a> | AC            | AC         | 2                   | 10            | 37                   | 3.5   | 0.05           | 16 Jun 2005        |                 |
|                |                                | N   | RA   | (WB) Burnt Well Rest Area (off)              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.16           |                    |                 |
| 86.71          | +0.72                          | N   | WB   | <a href="#">Projects spanning M86 to M87</a> | AC            | AC         | 2                   | 10            | 31                   | 3.5   | 0.03           | 16 Jun 2005        |                 |
| 86.74          | +0.75                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 25                   | 3.5   | 3.24           | 16 Jun 2005        |                 |
| 86.81          | +0.83                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 74 ft Concrete     |                 |
| 87.07          | M087 +0.08                     | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 64 ft Concrete     |                 |
| 88.06          | M088 +0.05                     | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 24 ft Concrete     |                 |
| 89.20          | M089 +0.20                     | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 74 ft Concrete     |                 |
| 89.43          | +0.44                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 21 ft Concrete     |                 |
| 89.56          | +0.56                          | N   | BR   | (WB) RCB                                     |               |            |                     |               |                      |       |                | 37 ft Concrete     |                 |
| 89.98          | +0.98                          | N   | WB   | <a href="#">Projects spanning M89 to M90</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.04           | 89                 |                 |

**I 010 at M089+0.98**

**M089+0.98 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M090+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M090+0.00 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |       | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|-------------|-------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width | Width Right | Width |       |                |                    |                 |
| 90.02          | M090 +0.00                     | N   | WB   | <a href="#">Projects spanning M90 to M91</a>   | AC            | AC         | 2          | 10            | 24          | 4     | 1.00  | 1994           |                    |                 |
| 91.02          | M091 +0.04                     | N   | WB   | <a href="#">Projects spanning M91 to M92</a>   | AC            | AC         | 2          | 10            | 24          | 4     | 3.72  | 92             |                    |                 |
| 94.10          | M094 +0.12                     | N   | FR   | Frontage Rd Left                               | Unk           | Unk        | 2          |               | 24          |       | 1.17  |                |                    |                 |
|                | +0.13                          | N   | TI   | (WB) 411th Ave (on)                            | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.30  | 71             |                    |                 |
| 94.38          | +0.41                          | N   | TI   | (WB) 411th Ave (off)                           | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.32  | 71             |                    |                 |
| 94.74          | +0.76                          | N   | WB   | <a href="#">Projects spanning M94 to M95</a>   | AC            | AC         | 2          | 10            | 24          | 4     | 17.61 | 1994           |                    |                 |
| 96.51          | M096 +0.53                     | N   | BR   | (WB) Coyote Wash                               |               |            |            |               |             |       |       | 1971           | 107 ft Concrete    |                 |
| 98.24          | M098 +0.26                     | N   | TI   | (WB) Wintersburg (on)                          | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.31  | 71             |                    |                 |
| 98.64          | +0.65                          | N   | TI   | (WB) Wintersburg (off)                         | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.42  | 71             |                    |                 |
| 103.41         | M103 +0.43                     | N   | TI   | (WB) 339th Ave (on)                            | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.27  | 74             |                    |                 |
| 103.67         | +0.69                          | N   | TI   | (WB) 339th Ave (off)                           | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.27  | 74             |                    |                 |
| 104.59         | M104 +0.61                     | N   | BR   | (WB) Hassayampa River                          |               |            |            |               |             |       |       | 1974           | 1180 ft Concrete   |                 |
| 109.64         | M109 +0.66                     | N   | TI   | (WB) Palo Verde Rd (on)                        | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.27  | 75             |                    |                 |
| 109.89         | +0.91                          | N   | TI   | (WB) Palo Verde Rd (off)                       | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.25  | 75             |                    |                 |
| 112.35         | M112 +0.37                     | N   | WB   | <a href="#">Projects spanning M112 to M113</a> | AC            | AC         | 2          | 10            | 24          | 4     | 0.84  | 1995           |                    |                 |
| 113.19         | M113 +0.19                     | N   | WB   | <a href="#">Projects spanning M113 to M114</a> | AC            | AC         | 2          | 10            | 24          | 4     | 0.06  | 30 Jun 2005    |                    |                 |
| 113.25         | +0.25                          | N   | WB   |  | AC            | AC         | 2          | 9             | 36          | 4     | 0.06  | 30 Jun 2005    |                    |                 |
|                |                                | N   | TI   | S 085(2) SB (off)                              |               |            |            |               |             |       |       |                |                    |                 |
| 113.31         | +0.31                          | N   | WB   | <a href="#">Projects spanning M113 to M114</a> | AC            | AC         | 2          | 9             | 30          | 4     | 0.04  | 30 Jun 2005    |                    |                 |
| 113.35         | +0.35                          | N   | WB   |  | AC            | AC         | 2          | 10            | 24          | 4     | 0.99  | 30 Jun 2005    |                    |                 |
| 114.08         | M114 +0.10                     | N   | VMS  | (WB) Variable Message Sign #308 (Operational)  |               |            |            |               |             |       |       | 2002           |                    |                 |
| 114.34         | +0.36                          | N   | WB   | <a href="#">Projects spanning M114 to M115</a> | AC            | AC         | 2          | 9             | 30          | 4     | 0.12  | 30 Jun 2005    |                    |                 |
| 114.46         | +0.47                          | N   | WB   |  | AC            | AC         | 2          | 8             | 36          | 4     | 0.14  | 30 Jun 2005    |                    |                 |
| 114.60         | +0.61                          | N   | WB   |  | AC            | AC         | 2          | 10            | 24          | 4     | 0.51  | 30 Jun 2005    |                    |                 |
| 114.85         | +0.86                          | N   | OP   | (WB) Exit #114 at Miller Rd                    |               |            |            |               |             |       |       | 1975           | 161 ft Concrete    |                 |
| 114.86         | +0.88                          | N   | TI   | (WB) Miller Rd (on)                            | AC            | AC         | 1          | 8             | 12          | 2     | 0.27  | 75             |                    |                 |
| 115.11         | M115 +0.14                     | N   | TI   | (WB) Miller Rd (off)                           | AC            | AC         | 1          | 8             | 12          | 2     | 0.25  | 75             |                    |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M115 to M116</a> | AC            | AC         | 2          | 8             | 36          | 4     | 0.06  | 30 Jun 2005    |                    |                 |
| 115.17         | +0.20                          | N   | WB   |  | AC            | AC         | 2          | 9             | 30          | 4     | 0.03  | 30 Jun 2005    |                    |                 |
| 115.20         | +0.23                          | N   | WB   |  | AC            | AC         | 2          | 10            | 24          | 4     | 1.22  | 30 Jun 2005    |                    |                 |
| 116.42         | M116 +0.46                     | N   | WB   | <a href="#">Projects spanning M116 to M117</a> | AC            | AC         | 2          | 9             | 30          | 4     | 0.06  | 30 Jun 2005    |                    |                 |
| 116.48         | +0.51                          | N   | WB   |  | AC            | AC         | 2          | 8             | 36          | 4     | 0.24  | 30 Jun 2005    |                    |                 |
| 116.71         | +0.75                          | N   | WB   |  | AC            | AC         | 2          | 9             | 24          | 4     | 0.48  | 30 Jun 2005    |                    |                 |
| 116.98         | M117 +0.00                     | N   | TI   | (WB) Watson Rd (on)                            | AC            | AC         | 2          | 2             | 24          | 2     | 0.27  | 30 Jun 2005    |                    |                 |
|                | +0.01                          | N   | OP   | (WB) Exit #117 Watson Rd                       |               |            |            |               |             |       |       | 1975           | 142 ft Concrete    |                 |
| 116.99         | +0.02                          | N   | TI   | (WB) Watson Rd (on)                            | PCC           | PCC        | 2          | 2             | 24          | 2     | 0.01  | 30 Jun 2005    |                    |                 |
| 117.04         | +0.07                          | N   | TI   | (WB) Watson Rd (off)                           | PCC           | PCC        | 3          | 2             | 36          | 2     | 0.04  | 30 Jun 2005    |                    |                 |
| 117.08         | +0.11                          | N   | TI   | (WB) Watson Rd (off)                           | AC            | AC         | 3          | 2             | 36          | 2     | 0.04  | 30 Jun 2005    |                    |                 |
| 117.20         | +0.22                          | N   | WB   | <a href="#">Projects spanning M117 to M118</a> | AC            | AC         | 2          | 9             | 36          | 4     | 0.01  | 30 Jun 2005    |                    |                 |

**I 010 at M117+0.22**

**M117+0.22 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M117+0.22**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M117+0.22 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 117.20         | M117 +0.22                     | N   | TI (WB) Watson Rd (off)                           | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.12  | 30 Jun 2005    |                    |                 |
| 117.21         | +0.23                          | N   | WB <a href="#">Projects spanning M117 to M118</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.18  | 30 Jun 2005    |                    |                 |
| 117.39         | +0.42                          | N   | WB  | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.06  | 30 Jun 2005    |                    |                 |
| 117.45         | +0.47                          | N   | WB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 2.20  | 30 Jun 2005    |                    |                 |
| 119.65         | M119 +0.67                     | N   | WB <a href="#">Projects spanning M119 to M120</a> | AC           | AC            | 2          | 9                   | 24            | 4                    | 0.02  | 30 Jun 2005    |                    |                 |
| 119.67         | +0.69                          | N   | WB  | AC           | AC            | 2          | 9                   | 30            | 4                    | 0.01  | 30 Jun 2005    |                    |                 |
|                |                                | N   | WB  | AC           | AC            | 2          | 8                   | 30            | 4                    | 0.13  | 30 Jun 2005    |                    |                 |
| 119.80         | +0.82                          | N   | WB  | AC           | AC            | 2          | 8                   | 36            | 4                    | 0.12  | 30 Jun 2005    |                    |                 |
| 119.92         | +0.94                          | N   | WB  | AC           | AC            | 2          | 8                   | 24            | 4                    | 0.02  | 30 Jun 2005    |                    |                 |
| 119.94         | +0.96                          | N   | WB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.50  | 30 Jun 2005    |                    |                 |
| 120.17         | M120 +0.19                     | N   | TI (WB) Verrado Way (on)                          | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.25  | 30 Jun 2003    |                    |                 |
| 120.21         | +0.23                          | N   | UP (WB) Exit #120 at Verrado Way                  |              |               |            |                     |               |                      |       | 30 Jun 2003    |                    | ??-??"          |
| 120.22         | +0.24                          | N   | TI (WB) Verrado Way (on)                          | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.05  | 30 Jun 2003    |                    |                 |
| 120.30         | +0.32                          | N   | TI (WB) Verrado Way (off)                         | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.08  | 30 Jun 2003    |                    |                 |
| 120.44         | +0.46                          | N   | WB <a href="#">Projects spanning M120 to M121</a> | AC           | AC            | 2          | 8                   | 24            | 4                    | 0.01  | 30 Jun 2005    |                    |                 |
|                |                                | N   | TI (WB) Verrado Way (off)                         | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.14  | 30 Jun 2003    |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M120 to M121</a> | AC           | AC            | 2          | 8                   | 36            | 4                    | 0.18  | 30 Jun 2005    |                    |                 |
| 120.63         | +0.65                          | N   | WB  | AC           | AC            | 2          | 9                   | 30            | 4                    | 0.04  | 30 Jun 2005    |                    |                 |
| 120.67         | +0.69                          | N   | WB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.42  | 30 Jun 2005    |                    |                 |
| 121.09         | M121 +0.10                     | N   | WB <a href="#">Projects spanning M121 to M122</a> | AC           | AC            | 2          | 10                  | 24            | 4                    | 1.23  | 1995           |                    |                 |
| 121.69         | +0.70                          | N   | TI (WB) Jackrabbit Trail (on)                     | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.27  | 75             |                    |                 |
|                |                                | N   | OP (WB) Exit #121 Jackrabbit Trail                |              |               |            |                     |               |                      |       | 1975           | 177 ft Concrete    |                 |
| 122.01         | M122 +0.02                     | N   | TI (WB) Jackrabbit Trail (off)                    | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.32  | 75             |                    |                 |
| 122.32         | +0.33                          | N   | WB <a href="#">Projects spanning M122 to M123</a> | AC           | AC            | 2          | 10                  | 24            | 4                    | 7.42  | 1993           |                    |                 |
| 122.69         | +0.70                          | N   | OP (WB) Perryville Rd                             |              |               |            |                     |               |                      |       | 1978           | 129 ft Concrete    |                 |
| 123.69         | M123                           | N   | OP (WB) Citrus Rd                                 |              |               |            |                     |               |                      |       | 1978           | 129 ft Concrete    |                 |
| 124.69         | M124 +0.71                     | N   | OP (WB) Exit #124 at S 303 & Cotton Ln            |              |               |            |                     |               |                      |       | 1978           | 153 ft Concrete    |                 |
|                |                                | N   | TI (WB) Cotton Lane (on)                          | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.25  | 78             |                    |                 |
| 124.96         | +0.97                          | N   | TI (WB) Cotton Lane (off)                         | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.26  | 78             |                    |                 |
| 125.24         | M125 +0.25                     | N   | BR (WB) Roosevelt Irrigation District Canal       |              |               |            |                     |               |                      |       | 1978           | 282 ft Concrete    |                 |
| 125.69         | +0.70                          | N   | OP (WB) Sarival Ave                               |              |               |            |                     |               |                      |       | 1978           | 129 ft Concrete    |                 |
| 126.68         | M126 +0.69                     | N   | TI (WB) Estrella Pkwy (on)                        | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.27  | 78             |                    |                 |
|                |                                | N   | OP (WB) Exit #126 Pebble Creek & Estrella Pkwys   |              |               |            |                     |               |                      |       | 1978           | 153 ft Concrete    |                 |
| 127.05         | M127 +0.06                     | N   | TI (WB) Estrella Pkwy (off)                       | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.37  | 78             |                    |                 |
| 127.13         | +0.15                          | N   | BR (WB) Airport Wash                              |              |               |            |                     |               |                      |       | 1978           | 202 ft Concrete    |                 |
| 127.68         | +0.69                          | N   | OP (WB) Bullard Ave                               |              |               |            |                     |               |                      |       | 1978           | 141 ft Concrete    |                 |
| 128.41         | M128 +0.41                     | N   | OP (WB) Union Pacific RR (Inactive)               |              |               |            |                     |               |                      |       | 1978           | 137 ft Concrete    |                 |
| 128.69         | +0.70                          | N   | OP (WB) Exit #128 at Litchfield Rd (Goodyear)     |              |               |            |                     |               |                      |       | 1978           | 163 ft Concrete    |                 |
|                |                                | N   | TI (WB) Litchfield Rd (on)                        | Unk          | Unk           | 1          | 12                  | 12            | 6                    | 0.22  | 78             |                    |                 |

**I 010 at M128+0.70**

**M128+0.70 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M128+0.90**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M128+0.90 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 128.89         | M128 +0.90                     | N   | TI (WB) Litchfield Rd (off)                       | Unk          | Unk           | 1          | 12                  | 12            | 6                    | 0.21  | 78             |                    |                 |
| 129.68         | M129 +0.69                     | N   | OP (WB) Exit #129 at 8th St & Dysart Rd           |              |               |            |                     |               |                      |       | 1978           | 163 ft Concrete    |                 |
|                |                                | N   | TI (WB) Dysart Rd (on)                            | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.23  | 78             |                    |                 |
| 129.74         | +0.75                          | N   | WB <a href="#">Projects spanning M129 to M130</a> | PCC          | PCC           | 2          | 10                  | 24            | 4                    | 0.27  | 84             |                    |                 |
| 129.93         | +0.95                          | N   | TI (WB) Dysart Rd (off)                           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.26  | 78             |                    |                 |
| 130.01         | M130 +0.03                     | N   | WB <a href="#">Projects spanning M130 to M131</a> | PCC          | PCC           | 3          | 10                  | 36            | 8                    | 2.12  | 84             |                    |                 |
| 130.11         | +0.13                          | N   | BR (WB) Agua Fria River                           |              |               |            |                     |               |                      |       | 1984           | 1502 ft Concrete   |                 |
| 131.68         | M131 +0.69                     | N   | OP (WB) Exit #131 at 115th Ave                    |              |               |            |                     |               |                      |       | 1984           | 153 ft Concrete    |                 |
| 131.69         | +0.70                          | N   | TI (WB) 115th Ave (on)                            | Unk          | Unk           | 2          | 10                  | 24            | 4                    | 0.21  | 84             |                    |                 |
| 131.91         | +0.93                          | N   | TI (WB) 115th Ave (off)                           | Unk          | Unk           | 2          | 10                  | 24            | 4                    | 0.23  | 84             |                    |                 |
| 132.12         | M132 +0.15                     | N   | WB <a href="#">Projects spanning M132 to M133</a> | PCC          | PCC           | 3          | 10                  | 42            | 8                    | 0.11  | 84             |                    |                 |
| 132.23         | +0.25                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 48            | 8                    | 0.19  | 84             |                    |                 |
| 132.42         | +0.45                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 36            | 8                    | 0.26  | 84             |                    |                 |
| 132.46         | +0.48                          | N   | TI (WB) 107th Ave (on)                            | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.04  | 1994           |                    |                 |
| 132.56         | +0.58                          | N   | TI (WB) 107th Ave (on)                            | PCC          | PCC           | 1.5        | 8                   | 18            | 2                    | 0.10  | 1994           |                    |                 |
| 132.65         | +0.67                          | N   | TI (WB) 107th Ave (on)                            | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.09  | 1994           |                    |                 |
| 132.66         | +0.68                          | N   | OP (WB) Exit #132 OP at 107th Ave                 |              |               |            |                     |               |                      |       | 1994           | 153 ft Concrete    |                 |
| 132.67         | +0.69                          | N   | FR One Way Frontage Rd Left                       | Unk          | Unk           | 2          |                     | 24            |                      | 2.00  |                |                    |                 |
| 132.68         | +0.70                          | N   | WB <a href="#">Projects spanning M132 to M133</a> | PCC          | PCC           | 3          | 10                  | 42            | 8                    | 0.12  | 84             |                    |                 |
| 132.80         | +0.82                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 48            | 8                    | 0.21  | 84             |                    |                 |
| 133.02         | M133 -0.00                     | N   | WB <a href="#">Projects spanning M132 to M134</a> | PCC          | PCC           | 3          | 10                  | 36            | 8                    | 0.02  | 84             |                    |                 |
| 133.04         | +0.02                          | N   | WB <a href="#">Projects spanning M133 to M134</a> | PCC          | PCC           | 3          | 10                  | 36            | 8                    | 0.12  | 04 Oct 2000    |                    |                 |
| 133.14         | +0.12                          | N   | TI (WB) 99th Ave (on)                             | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.13  | 1994           |                    |                 |
| 133.16         | +0.14                          | N   | WB <a href="#">Projects spanning M133 to M134</a> | PCC          | PCC           | 3          | 10                  | 36            | 8                    | 0.07  | 04 Oct 2000    |                    |                 |
| 133.23         | +0.21                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 42            | 8                    | 0.11  | 04 Oct 2000    |                    |                 |
| 133.34         | +0.32                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 48            | 8                    | 0.23  | 04 Oct 2000    |                    |                 |
| 133.57         | +0.55                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 36            | 8                    | 0.33  | 04 Oct 2000    |                    |                 |
|                |                                | N   | TI (WB) S 101 (on)                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 133.66         | +0.64                          | N   | OP (WB) Exit #133 at 99th Ave                     |              |               |            |                     |               |                      |       | 1984           | 153 ft Concrete    |                 |
| 133.90         | +0.88                          | N   | WB <a href="#">Projects spanning M133 to M134</a> | PCC          | PCC           | 4          | 10                  | 48            | 8                    | 0.32  | 04 Oct 2000    |                    |                 |
|                |                                | N   | TI (WB) 99th Ave (off)                            | PCC          | PCC           | 1          | 4                   | 24            | 10                   | 0.06  | 04 Oct 2000    |                    |                 |
| 134.22         | M134 +0.24                     | N   | WB <a href="#">Projects spanning M134 to M135</a> | PCC          | PCC           | 5          | 10                  | 60            | 8                    | 0.09  | 04 Oct 2000    |                    |                 |
|                |                                | N   | TI (WB) S 101 NB (off)                            | PCC          | PCC           | 2          | 10                  | 24            | 4                    | 0.51  | 04 Oct 2000    |                    |                 |
| 134.31         | +0.33                          | N   | WB <a href="#">Projects spanning M134 to M135</a> | PCC          | PCC           | 5          | 10                  | 60            | 8                    | 0.56  | 06 Dec 2003    |                    |                 |
| 134.38         | +0.40                          | N   | CG Low Profile Gutter to Left                     |              |               |            |                     |               |                      | 4.30  |                |                    |                 |
| 134.75         | +0.77                          | N   | TI (WB) 91st Ave (off)                            | PCC          | PCC           | 3          | 10                  | 36            | 4                    | 0.08  | 04 Oct 2000    |                    |                 |
| 134.85         | +0.86                          | N   | TI (WB) 91st Ave (off)                            | PCC          | PCC           | 2          | 10                  | 24            | 4                    | 0.10  | 04 Oct 2000    |                    |                 |
| 134.87         | +0.88                          | N   | WB <a href="#">Projects spanning M134 to M135</a> | PCC          | PCC           | 5          | 10                  | 60            | 10                   | 0.01  | 06 Dec 2003    |                    |                 |
| 134.88         | +0.89                          | N   | TI (WB) 91st Ave (off)                            | PCC          | PCC           | 1          | 10                  | 24            | 4                    | 0.03  | 04 Oct 2000    |                    |                 |

**I 010 at M134+0.89**

**M134+0.89 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M134+0.89**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M134+0.89 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 134.88         | M134 +0.89                     | N   | WB   | <a href="#">Projects spanning M134 to M135</a> | PCC           | PCC        | 5                   | 10            | 72                   | 10    | 0.49           | 06 Dec 2003        |                 |
| 135.37         | M135 +0.39                     | N   | WB   | <a href="#">Projects spanning M135 to M136</a> | PCC           | PCC        | 5                   | 10            | 60                   | 10    | 0.54           | 06 Dec 2003        |                 |
| 135.40         | +0.41                          | N   | TI   | (WB) 83rd Ave (on)                             | PCC           | PCC        | 1                   | 10            | 12                   | 4     | 0.02           | 06 Dec 2003        |                 |
| 135.53         | +0.54                          | N   | TI   | (WB) 83rd Ave (on)                             | PCC           | PCC        | 1.5                 | 10            | 18                   | 4     | 0.13           | 06 Dec 2003        |                 |
| 135.63         | +0.65                          | N   | TI   | (WB) 83rd Ave (on)                             | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.11           | 06 Dec 2003        |                 |
| 135.71         | +0.72                          | N   | TI   | (WB) 83rd Ave (off)                            | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.05           | 84                 |                 |
| 135.79         | +0.81                          | N   | TI   | (WB) 83rd Ave (off)                            | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.09           | 84                 |                 |
| 135.91         | +0.92                          | N   | TI   | (WB) 83rd Ave (off)                            | PCC           | PCC        | 1                   | 10            | 24                   | 4     | 0.11           | 84                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M135 to M136</a> | PCC           | PCC        | 5                   | 10            | 72                   | 10    | 0.47           | 06 Dec 2003        |                 |
| 136.02         | M136 +0.03                     | N   | VMS  | (WB) Variable Message Sign #262 (Existing)     |               |            |                     |               |                      |       |                |                    |                 |
| 136.37         | +0.39                          | N   | WB   | <a href="#">Projects spanning M136 to M137</a> | PCC           | PCC        | 5                   | 10            | 60                   | 10    | 0.07           | 06 Dec 2003        |                 |
| 136.44         | +0.45                          | N   | TI   | (WB) 79th Ave (off) at inside lanes            | PCC           | PCC        | 1                   | 10            | 12                   | 4     | 0.29           | 89                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M136 to M137</a> | PCC           | PCC        | 5                   | 10            | 72                   | 10    | 0.04           | 06 Dec 2003        |                 |
| 136.48         | +0.50                          | N   | WB   |  | PCC           | PCC        | 5                   | 10            | 66                   | 10    | 0.04           | 06 Dec 2003        |                 |
| 136.52         | +0.54                          | N   | WB   |  | PCC           | PCC        | 5                   | 10            | 60                   | 10    | 0.40           | 06 Dec 2003        |                 |
| 136.65         | +0.67                          | N   | TI   | (WB) 75th Ave (on)                             | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.28           | 06 Dec 2003        |                 |
| 136.73         | +0.75                          | N   | TI   | (WB) 75th Ave (off)                            | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.06           | 84                 |                 |
| 136.86         | +0.87                          | N   | TI   | (WB) 75th Ave (off)                            | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.13           | 84                 |                 |
| 136.93         | +0.94                          | N   | TI   | (WB) 75th Ave (off)                            | PCC           | PCC        | 1                   | 10            | 24                   | 4     | 0.07           | 84                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M136 to M137</a> | PCC           | PCC        | 5                   | 10            | 72                   | 10    | 0.45           | 06 Dec 2003        |                 |
| 137.38         | M137 +0.39                     | N   | WB   | <a href="#">Projects spanning M137 to M138</a> | PCC           | PCC        | 5                   | 10            | 60                   | 10    | 0.02           | 06 Dec 2003        |                 |
| 137.40         | +0.42                          | N   | WB   |  | AC/PCC        | PCC        | 5                   | 10            | 60                   | 10    | 0.01           | 01 May 2005        |                 |
| 137.41         | +0.43                          | N   | WB   |  | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 10    | 0.51           | 01 May 2005        |                 |
| 137.46         | +0.48                          | N   | TI   | (WB) 67th Ave (on)                             | PCC           | PCC        | 1                   | 10            | 12                   | 4     | 0.08           | 06 Dec 2003        |                 |
| 137.54         | +0.56                          | N   | TI   | (WB) 67th Ave (on)                             | PCC           | PCC        | 1.5                 | 10            | 18                   | 4     | 0.08           | 06 Dec 2003        |                 |
| 137.64         | +0.66                          | N   | TI   | (WB) 67th Ave (on)                             | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.10           | 06 Dec 2003        |                 |
| 137.76         | +0.77                          | N   | TI   | (WB) 67th Ave (off)                            | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.09           | 84                 |                 |
| 137.82         | +0.83                          | N   | TI   | (WB) 67th Ave (off)                            | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.06           | 84                 |                 |
| 137.92         | +0.94                          | N   | WB   | <a href="#">Projects spanning M137 to M138</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 72                   | 10    | 0.42           | 01 May 2005        |                 |
|                |                                | N   | TI   | (WB) 67th Ave (off)                            | PCC           | PCC        | 1                   | 10            | 24                   | 4     | 0.10           | 84                 |                 |
| 138.34         | M138 +0.36                     | N   | WB   | <a href="#">Projects spanning M138 to M139</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 10    | 0.29           | 01 May 2005        |                 |
| 138.39         | +0.41                          | N   | TI   | (WB) 59th Ave (on)                             | PCC           | PCC        | 1.5                 | 10            | 18                   | 4     | 0.05           | 06 Dec 2003        |                 |
| 138.63         | +0.64                          | N   | TI   | (WB) 59th Ave (on)                             | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.23           | 06 Dec 2003        |                 |
| 138.64         | +0.65                          | N   | WB   | <a href="#">Projects spanning M138 to M139</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 8     | 0.26           | 01 May 2005        |                 |
|                |                                | N   | VMS  | (WB) Variable Message Sign #261 (Existing)     |               |            |                     |               |                      |       |                |                    |                 |
| 138.76         | +0.78                          | N   | TI   | (WB) 59th Ave (off)                            | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.12           | 84                 |                 |
| 138.86         | +0.88                          | N   | TI   | (WB) 59th Ave (off)                            | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.10           | 84                 |                 |
| 138.90         | +0.92                          | N   | TI   | (WB) 59th Ave (off)                            | PCC           | PCC        | 1                   | 10            | 24                   | 4     | 0.04           | 84                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M138 to M139</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 71                   | 8     | 0.50           | 01 May 2005        |                 |

**I 010 at M138+0.92**

**M138+0.92 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M139+0.42**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M139+0.42 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|
| 139.40         | M139 +0.42                     | N   | WB   | <a href="#">Projects spanning M139 to M140</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 8     | 0.48           | 01 May 2005        |                  |
| 139.47         | +0.48                          | N   | TI   | (WB) 51st Ave (on)                             | PCC           | PCC        | 1                   | 10            | 12                   | 4     | 0.07           | 84                 |                  |
| 139.52         | +0.54                          | N   | TI   | (WB) 51st Ave (on)                             | PCC           | PCC        | 1.5                 | 10            | 18                   | 4     | 0.05           | 84                 |                  |
| 139.62         | +0.64                          | N   | TI   | (WB) 51st Ave (on)                             | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.10           | 84                 |                  |
| 139.71         | +0.72                          | N   | TI   | (WB) 51st Ave (off)                            | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.06           | 84                 |                  |
| 139.81         | +0.83                          | N   | TI   | (WB) 51st Ave (off)                            | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.11           | 84                 |                  |
| 139.88         | +0.89                          | N   | TI   | (WB) 51st Ave (off)                            | PCC           | PCC        | 1                   | 10            | 24                   | 4     | 0.06           | 84                 |                  |
|                |                                | N   | WB   | <a href="#">Projects spanning M139 to M140</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 71                   | 8     | 0.53           | 01 May 2005        |                  |
| 140.41         | M140 +0.42                     | N   | WB   | <a href="#">Projects spanning M140 to M141</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 8     | 0.46           | 01 May 2005        |                  |
| 140.49         | +0.50                          | N   | TI   | (WB) 43rd Ave (on)                             | PCC           | PCC        | 1                   | 10            | 12                   | 4     | 0.08           | 85                 |                  |
| 140.57         | +0.58                          | N   | TI   | (WB) 43rd Ave (on)                             | PCC           | PCC        | 1.5                 | 10            | 18                   | 4     | 0.08           | 85                 |                  |
| 140.62         | +0.64                          | N   | TI   | (WB) 43rd Ave (on)                             | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.05           | 85                 |                  |
| 140.71         | +0.72                          | N   | TI   | (WB) 43rd Ave (off)                            | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.07           | 85                 |                  |
| 140.82         | +0.83                          | N   | TI   | (WB) 43rd Ave (off)                            | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.11           | 85                 |                  |
| 140.86         | +0.88                          | N   | TI   | (WB) 43rd Ave (off)                            | PCC           | PCC        | 1                   | 10            | 24                   | 4     | 0.05           | 85                 |                  |
|                |                                | N   | WB   | <a href="#">Projects spanning M140 to M141</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 71                   | 8     | 0.55           | 01 May 2005        |                  |
| 141.42         | M141 +0.43                     | N   | WB   | <a href="#">Projects spanning M141 to M142</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 8     | 0.09           | 01 May 2005        |                  |
| 141.49         | +0.50                          | N   | TI   | (WB) 35th Ave (on)                             | PCC           | PCC        | 1                   | 10            | 12                   | 4     | 0.07           | 85                 |                  |
| 141.51         | +0.53                          | N   | WB   | <a href="#">Projects spanning M141 to M142</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 65.5                 | 8     | 0.25           | 01 May 2005        |                  |
| 141.56         | +0.58                          | N   | TI   | (WB) 35th Ave (on)                             | PCC           | PCC        | 1.5                 | 10            | 18                   | 4     | 0.08           | 85                 |                  |
| 141.63         | +0.65                          | N   | TI   | (WB) 35th Ave (on)                             | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.07           | 85                 |                  |
| 141.64         | +0.66                          | N   | VMS  | (WB) Variable Message Sign #260 (Existing)     |               |            |                     |               |                      |       |                |                    |                  |
| 141.72         | +0.74                          | N   | TI   | (WB) 35th Ave (off)                            | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.08           | 85                 |                  |
| 141.76         | +0.77                          | N   | WB   | <a href="#">Projects spanning M141 to M142</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 71                   | 8     | 0.12           | 01 May 2005        |                  |
| 141.82         | +0.83                          | N   | TI   | (WB) 35th Ave (off)                            | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.09           | 85                 |                  |
| 141.88         | +0.89                          | N   | TI   | (WB) 35th Ave (off)                            | PCC           | PCC        | 1                   | 10            | 24                   | 4     | 0.06           | 85                 |                  |
|                |                                | N   | WB   | <a href="#">Projects spanning M141 to M142</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 82                   | 8     | 0.54           | 01 May 2005        |                  |
| 142.41         | M142 +0.43                     | N   | WB   | <a href="#">Projects spanning M142 to M143</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 71                   | 8     | 0.26           | 01 May 2005        |                  |
| 142.47         | +0.48                          | N   | TI   | (WB) 27th Ave (on)                             | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.05           | 86                 |                  |
| 142.52         | +0.53                          | N   | TI   | (WB) 27th Ave (on)                             | PCC           | PCC        | 1.5                 | 8             | 18                   | 2     | 0.05           | 86                 |                  |
| 142.63         | +0.65                          | N   | TI   | (WB) 27th Ave (on)                             | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.11           | 86                 |                  |
| 142.64         | +0.66                          | N   | OP   | (WB) Exit #142 at 27th Ave                     |               |            |                     |               |                      |       |                | 1986               | 130 ft Concrete  |
| 142.67         | +0.69                          | N   | WB   | <a href="#">Projects spanning M142 to M143</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 8     | 0.13           | 01 May 2005        |                  |
|                |                                | N   | TI   | (WB) Exit # 143A to I 017 SB (on)              |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | N   | TI   | (WB) Exit # 143A from I 017 NB (off)           |               |            |                     |               |                      |       |                |                    |                  |
| 142.80         | +0.82                          | N   | WB   | <a href="#">Projects spanning M142 to M143</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 8     | 0.01           | 25 Sep 2000        |                  |
| 142.81         |                                | N   | WB   |  | PCC           | AC/PCC     | 4                   | 10            | 48                   | 8     | 0.06           | 25 Sep 2000        |                  |
| 142.87         | +0.89                          | N   | WB   |  | PCC           | AC/PCC     | 4                   | 10            | 48                   | 8     | 0.68           | 25 Sep 2000        |                  |
| 143.16         | M143 +0.17                     | N   | OP   | (WB) Over I-17, 19th Ave, and Grand Ave        |               |            |                     |               |                      |       |                | 1987               | 7111 ft Concrete |

**I 010 at M143+0.17**

**M143+0.17 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M143+0.45**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M143+0.45 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 143.43         | M143 +0.45                     | N   | TI (WB) I 017 SB (off)                            | PCC          | PCC           | 1          | 8                   | 24            | 2                    | 0.44  | 87             |                    |                 |
| 143.44         |                                | N   | TI (WB) I 017 NB (off)                            | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.51  | 87             |                    |                 |
| 143.49         | +0.50                          | N   | TI (WB) I 017 NB/SB (off)                         | PCC          | PCC           | 3          | 8                   | 36            | 2                    | 0.05  | 87             |                    |                 |
| 143.55         | +0.56                          | N   | TI (WB) I 017 NB/SB (off)                         | PCC          | PCC           | 2.5        | 8                   | 30            | 2                    | 0.06  | 87             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M143 to M144</a> | PCC          | AC/PCC        | 5          | 10                  | 71            | 8                    | 0.09  | 25 Sep 2000    |                    |                 |
| 143.64         | +0.65                          | N   | WB AC/PCC AC/PCC                                  | AC/PCC       | AC/PCC        | 5          | 10                  | 71            | 8                    | 0.20  | 21 Jun 2004    |                    |                 |
| 143.68         | +0.70                          | N   | CG Low Profile Gutter to Left and Right           |              |               |            |                     |               |                      | 4.30  |                |                    |                 |
| 143.69         |                                | N   | TI (WB) 19th Ave (off)                            | PCC          | PCC           | 3          | 4                   | 36            | 2                    | 0.04  | 88             |                    |                 |
| 143.79         | +0.80                          | N   | TI (WB) 19th Ave (off)                            | PCC          | PCC           | 2          | 4                   | 24            | 2                    | 0.10  | 88             |                    |                 |
| 143.84         | +0.85                          | N   | WB <a href="#">Projects spanning M143 to M144</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 68.5          | 8                    | 0.03  | 21 Jun 2004    |                    |                 |
| 143.87         | +0.88                          | N   | TI (WB) 19th Ave (off)                            | PCC          | PCC           | 1          | 4                   | 24            | 2                    | 0.08  | 88             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M143 to M144</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 79.5          | 8                    | 0.06  | 21 Jun 2004    |                    |                 |
|                |                                | N   | OP (WB) Exit #143C at 19th Ave (off)              |              |               |            |                     |               |                      |       | 1988           | 676 ft Concrete    |                 |
| 143.93         | +0.94                          | N   | WB <a href="#">Projects spanning M143 to M144</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 74            | 8                    | 0.05  | 21 Jun 2004    |                    |                 |
| 143.98         | M144 +0.00                     | N   | WB <a href="#">Projects spanning M144 to M145</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 68.5          | 8                    | 0.40  | 21 Jun 2004    |                    |                 |
| 144.37         | +0.39                          | N   | WB AC/PCC AC/PCC                                  | AC/PCC       | AC/PCC        | 5          | 10                  | 57.5          | 8                    | 0.06  | 21 Jun 2004    |                    |                 |
| 144.43         | +0.45                          | N   | WB AC/PCC AC/PCC                                  | AC/PCC       | AC/PCC        | 5          | 10                  | 63.5          | 8                    | 0.21  | 21 Jun 2004    |                    |                 |
| 144.48         | +0.50                          | N   | TI (WB) 7th Ave (on)                              | AC/PCC       | AC/PCC        | 1          | 12                  | 12            | 4                    | 0.10  | 89             |                    |                 |
| 144.58         | +0.60                          | N   | TI (WB) 7th Ave (on)                              | AC/PCC       | AC/PCC        | 2          | 12                  | 24            | 4                    | 0.10  | 89             |                    |                 |
| 144.60         | +0.62                          | N   | TI (WB) 7th Ave (on)                              | PCC          | PCC           | 2.5        | 12                  | 30            | 4                    | 0.02  | 89             |                    |                 |
| 144.61         | +0.63                          | N   | TI (WB) 7th Ave (on)                              | PCC          | PCC           | 3          | 12                  | 36            | 4                    | 0.01  | 89             |                    |                 |
| 144.63         | +0.65                          | N   | TI (WB) 7th Ave (on)                              | PCC          | PCC           | 1          | 12                  | 12            | 4                    | 0.02  | 89             |                    |                 |
| 144.64         | +0.66                          | N   | TI (WB) 7th Ave (on)                              | PCC          | PCC           | 2          | 12                  | 24            | 4                    | 0.03  | 89             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M144 to M145</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 63.5          | 12                   | 0.12  | 21 Jun 2004    |                    |                 |
|                |                                | N   | VMS (WB) Variable Message Sign #213 (Existing)    |              |               |            |                     |               |                      |       |                |                    |                 |
| 144.67         | +0.69                          | N   | TI (WB) 3rd Ave Tunnel - HOV only (on)            | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.41  |                |                    |                 |
| 144.68         | +0.70                          | N   | TI (WB) 7th Ave (off)                             | PCC          | PCC           | 1          | 12                  | 12            | 4                    | 0.02  | 89             |                    |                 |
|                |                                | N   | TI (WB) 7th Ave (off)                             | PCC          | PCC           | 2          | 12                  | 24            | 4                    | 0.03  | 89             |                    |                 |
| 144.72         | +0.74                          | N   | TI (WB) 7th Ave (off)                             | PCC          | PCC           | 3          | 12                  | 36            | 4                    | 0.04  | 89             |                    |                 |
| 144.77         | +0.79                          | N   | WB <a href="#">Projects spanning M144 to M145</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 69.5          | 12                   | 0.13  | 21 Jun 2004    |                    |                 |
| 144.80         | +0.82                          | N   | TI (WB) 3rd Ave Tunnel - HOV only (on)            | PCC          | PCC           | 1          |                     | 12            |                      | 0.13  |                |                    |                 |
| 144.85         | +0.87                          | N   | TI (WB) 7th Ave (off)                             | PCC          | PCC           | 2          | 12                  | 24            | 4                    | 0.13  | 89             |                    |                 |
| 144.90         | +0.92                          | N   | WB <a href="#">Projects spanning M144 to M145</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 81.5          | 12                   | 0.03  | 21 Jun 2004    |                    |                 |
|                |                                | N   | TI (WB) 7th Ave (off)                             | AC/PCC       | AC/PCC        | 1          | 12                  | 12            | 4                    | 0.05  | 89             |                    |                 |
| 144.91         | +0.93                          | N   | TI (WB) 3rd Ave Tunnel - HOV only (on)            | PCC          | PCC           | 1          |                     | 12            |                      | 0.10  |                |                    |                 |
| 144.92         | +0.94                          | N   | TN 3rd Ave/Central                                |              |               |            |                     |               |                      |       | 1989           | 2770 ft            | 16'-02"         |
| 144.93         | +0.95                          | N   | WB <a href="#">Projects spanning M144 to M145</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 75.5          | 12                   | 0.03  | 21 Jun 2004    |                    |                 |
| 144.96         | +0.98                          | N   | WB AC/PCC AC/PCC                                  | AC/PCC       | AC/PCC        | 5          | 10                  | 69.5          | 12                   | 0.44  | 21 Jun 2004    |                    |                 |
| 145.40         | M145 +0.42                     | N   | WB <a href="#">Projects spanning M145 to M146</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 57.5          | 12                   | 0.26  | 21 Jun 2004    |                    |                 |

**I 010 at M145+0.42**

**M145+0.42 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M145+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M145+0.50 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 145.48         | M145 +0.50                     | N   | TI (WB) 7th St (on)   | AC/PCC       | AC/PCC        | 1          | 8                   | 12            | 2                    | 0.07  | 89             |                    |                 |
| 145.52         | +0.54                          | N   | TI (WB) 3rd St Tunnel - HOV only (off)                        | PCC          | PCC           | 1          |                     | 12            |                      | 0.09  |                |                    |                 |
| 145.54         | +0.56                          | N   | TI (WB) 7th St (on)   | AC/PCC       | AC/PCC        | 1.5        | 8                   | 18            | 2                    | 0.07  | 89             |                    |                 |
| 145.58         | +0.60                          | N   | TI (WB) 7th St (on)   | AC/PCC       | AC/PCC        | 2          | 8                   | 24            | 2                    | 0.04  | 89             |                    |                 |
| 145.60         | +0.62                          | N   | TI (WB) 7th St (on)   | PCC          | PCC           | 2.5        | 8                   | 30            | 2                    | 0.02  | 89             |                    |                 |
| 145.65         | +0.67                          | N   | TI (WB) 7th St North (on)                                     | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.05  | 89             |                    |                 |
| 145.66         | +0.68                          | N   | TI (WB) 7th St South (on)                                     | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.06  | 89             |                    |                 |
| 145.67         | +0.69                          | N   | WB <a href="#">Projects spanning M145 to M146</a>             | AC/PCC       | AC/PCC        | 5          | 9                   | 57.5          | 9                    | 0.14  | 21 Jun 2004    |                    |                 |
| 145.71         | +0.73                          | N   | TI (WB) 7th St North (off)                                    | PCC          | PCC           | 2          | 0                   | 28            | 0                    | 0.05  | 18 Jun 2004    |                    |                 |
|                |                                | N   | TI (WB) 7th St South (off)                                    | PCC          | PCC           | 2          | 0                   | 28            | 0                    | 0.05  | 18 Jun 2004    |                    |                 |
| 145.78         | +0.80                          | N   | TI (WB) 7th St (off)  | PCC          | PCC           | 4          | 4                   | 56            | 0                    | 0.07  | 18 Jun 2004    |                    |                 |
| 145.81         | +0.83                          | N   | WB <a href="#">Projects spanning M145 to M146</a>             | AC/PCC       | AC/PCC        | 5          | 9                   | 69.5          | 9                    | 0.02  | 21 Jun 2004    |                    |                 |
|                |                                | N   | TI (WB) 3rd St Tunnel - HOV only (off)                        | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.29  |                |                    |                 |
| 145.83         | +0.85                          | N   | TI (WB) 7th St (off)  | AC/PCC       | AC/PCC        | 4          | 4                   | 56            | 0                    | 0.05  | 18 Jun 2004    |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M145 to M146</a>             | AC/PCC       | AC/PCC        | 5          | 9                   | 63.5          | 9                    | 0.04  | 21 Jun 2004    |                    |                 |
| 145.85         | +0.87                          | N   | TI (WB) 7th St (off)  | AC/PCC       | AC/PCC        | 3          | 4                   | 36            | 0                    | 0.02  | 18 Jun 2004    |                    |                 |
| 145.88         | +0.90                          | N   | WB <a href="#">Projects spanning M145 to M146</a>             | AC/PCC       | AC/PCC        | 6          | 12                  | 90            | 9                    | 0.02  | 21 Jun 2004    |                    |                 |
|                |                                | N   | TI (WB) 7th St (off)  | AC/PCC       | AC/PCC        | 2          | 10                  | 24            | 0                    | 0.03  | 18 Jun 2004    |                    |                 |
| 145.90         | +0.92                          | N   | WB <a href="#">Projects spanning M145 to M146</a>             | AC/PCC       | AC/PCC        | 6          | 12                  | 84            | 9                    | 0.56  | 21 Jun 2004    |                    |                 |
| 146.30         | M146 +0.32                     | N   | VMS (WB) Variable Message Sign #237 (Existing)                |              |               |            |                     |               |                      |       |                |                    |                 |
| 146.46         | +0.48                          | N   | WB <a href="#">Projects spanning M146 to M147</a>             | AC/PCC       | AC/PCC        | 6          | 10                  | 72            | 12                   | 0.21  | 21 Jun 2004    |                    |                 |
| 146.53         | +0.54                          | N   | TI (WB) 16th St (on)  | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.07  |                |                    |                 |
| 146.59         | +0.61                          | N   | TI (WB) 16th St (on)  | AC/PCC       | AC/PCC        | 1.5        |                     | 18            |                      | 0.07  |                |                    |                 |
| 146.63         | +0.65                          | N   | TI (WB) 16th St (on)  | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.04  |                |                    |                 |
| 146.67         | +0.68                          | N   | TI (WB) 16th St (on)  | PCC          | PCC           | 2          |                     | 24            |                      | 0.03  |                |                    |                 |
| 146.68         | +0.69                          | N   | WB <a href="#">Projects spanning M146 to M147</a>             | AC/PCC       | AC/PCC        | 6          | 10                  | 78            | 12                   | 0.13  | 21 Jun 2004    |                    |                 |
| 146.80         | +0.82                          | N   | VMS (WB) Variable Message Sign #233 (Existing)                |              |               |            |                     |               |                      |       |                |                    |                 |
| 146.81         |                                | N   | WB <a href="#">Projects spanning M146 to M147</a>             | AC/PCC       | AC/PCC        | 6          | 10                  | 78            | 10                   | 0.03  | 21 Jun 2004    |                    |                 |
| 146.84         | +0.86                          | N   | WB <a href="#">Projects spanning M146 to M147</a>             | AC/PCC       | AC/PCC        | 6          | 10                  | 84            | 10                   | 0.10  | 21 Jun 2004    |                    |                 |
| 146.92         | +0.94                          | N   | UP (WB) 18th St Pedestrian OP                                 |              |               |            |                     |               |                      |       | 1988           |                    | 17'-11"         |
| 146.94         | +0.96                          | N   | WB <a href="#">Projects spanning M146 to M147</a>             | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 10                   | 0.88  | 21 Jun 2004    |                    |                 |
|                |                                | N   | TI (WB) S 051 / S 202 (on)                                    |              |               |            |                     |               |                      |       |                |                    |                 |
| 147.12         | M147 +0.13                     | N   | UP (WB) S 202 EB/WB HOV Ramp                                  |              |               |            |                     |               |                      |       | 1987           |                    | ??'-??"         |
| 147.74         | +0.71                          | N   | UP (WB) Van Buren St Ramp (on) under I 010 to S 051 HOV Ramps |              |               |            |                     |               |                      |       | 2004           |                    | 16'-08"         |
| 147.78         | +0.78                          | N   | UP (WB) NB/SB S 051 HOV Ramp                                  |              |               |            |                     |               |                      |       | 2004           |                    | 16'-08"         |
| 147.83         | +0.83                          | N   | WB <a href="#">Projects spanning M147 to M148</a>             | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 12                   | 0.10  | 21 Jun 2004    |                    |                 |
| 147.88         | +0.89                          | N   | TI (WB) Washington St/Jefferson St (on)                       | AC/PCC       | AC/PCC        | 1          | 4                   | 12            | 10                   | 0.15  | 23 Oct 2005    |                    |                 |
| 147.93         | +0.93                          | N   | WB <a href="#">Projects spanning M147 to M148</a>             | PCC          | PCC           | 4          | 10                  | 48            | 12                   | 0.08  | 88             |                    |                 |
|                |                                | N   | OP (WB) Van Buren St  |              |               |            |                     |               |                      |       | 1988           | 97 ft Concrete     |                 |

**I 010 at M147+0.93**

**M147+0.93 on I 010**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M147+0.99**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M147+0.99 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 147.98         | M147 +0.99                     | N   | TI (WB) S 051 HOV (off)                                  | AC/PCC       | AC/PCC        | 1          | 4                   | 12            | 8                    | 0.64  | 23 Oct 2005    |                    |                 |
| 148.01         | +1.01                          | N   | WB <a href="#">Projects spanning M147 to M148</a>        | PCC          | PCC           | 5          | 10                  | 60            | 12                   | 0.22  | 88             |                    |                 |
| 148.14         | M148 +0.11                     | N   | TI (WB) E Papago Fwy (off)                               |              |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.12                          | N   | FR (WB) Washington St/Jefferson St (on) Frontage Rd Left | PCC          | PCC           | 2          | 3                   | 24            | 3                    | 0.26  | 2004           |                    |                 |
| 148.18         | +0.15                          | N   | OP (WB) Exit #148 at Washington St/Jefferson St          | Unk          | Unk           | 2          |                     | 24            |                      | 0.48  |                |                    |                 |
| 148.23         | +0.20                          | N   | WB <a href="#">Projects spanning M148 to M149</a>        | PCC          | PCC           | 5          | 10                  | 72            | 12                   | 0.08  | 88             | 517 ft Concrete    |                 |
|                |                                | N   | TI (WB) S 051 HOV (off)                                  | PCC          | PCC           | 1          | 4                   | 12            | 8                    | 0.25  | 2004           |                    |                 |
| 148.31         | +0.29                          | N   | WB <a href="#">Projects spanning M148 to M149</a>        | PCC          | PCC           | 5          | 10                  | 66            | 12                   | 0.06  | 88             |                    |                 |
| 148.38         | +0.35                          | N   | WB   | PCC          | PCC           | 5          | 10                  | 60            | 12                   | 0.05  | 88             |                    |                 |
| 148.43         | +0.40                          | N   | TI (WB) Washington St/Jefferson St (off)                 | Unk          | Unk           | 1          | 10                  | 24            | 10                   | 0.13  | 88             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M148 to M149</a>        | PCC          | PCC           | 5          | 10                  | 72            | 12                   | 0.04  | 88             |                    |                 |
| 148.47         | +0.45                          | N   | WB   | PCC          | PCC           | 5          | 10                  | 66            | 12                   | 0.04  | 88             |                    |                 |
| 148.51         | +0.48                          | N   | WB   | PCC          | PCC           | 5          | 10                  | 60            | 12                   | 0.22  | 88             |                    |                 |
| 148.73         | +0.70                          | N   | WB   | PCC          | PCC           | 4          | 10                  | 48            | 12                   | 0.40  | 88             |                    |                 |
| 148.84         | +0.81                          | N   | TI (WB) Sky Harbor Blvd (on)                             | PCC          | PCC           | 2          | 6                   | 24            | 2                    | 0.67  | 88             |                    |                 |
| 148.94         | +0.91                          | N   | OP (WB) Exit #149 at Sky Harbor Blvd & EB Off Ramp       |              |               |            |                     |               |                      |       | 1988           | 265 ft Concrete    |                 |
| 148.99         | +0.97                          | N   | TI (WB) Buckeye Rd (on)                                  | PCC          | PCC           | 3          | 6                   | 36            | 2                    | 0.05  | 88             |                    |                 |
|                |                                | N   | VMS (WB) Variable Message Sign #212 (Existing)           |              |               |            |                     |               |                      |       | 2004           |                    |                 |
| 149.08         | M149 +0.06                     | N   | TI (WB) Buckeye Rd (on)                                  | PCC          | PCC           | 2          | 6                   | 24            | 2                    | 0.09  | 88             |                    |                 |
| 149.13         | +0.11                          | N   | TI (WB) Buckeye Rd (on)                                  | PCC          | PCC           | 1          | 6                   | 24            | 2                    | 0.05  | 88             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M149 to M150</a>        | PCC          | PCC           | 4          | 10                  | 60            | 12                   | 0.19  | 88             |                    |                 |
| 149.31         | +0.30                          | N   | OP (WB) Mohave St  |              |               |            |                     |               |                      |       | 1988           | 119 ft Concrete    |                 |
| 149.32         |                                | N   | WB <a href="#">Projects spanning M149 to M150</a>        | PCC          | PCC           | 4          | 10                  | 48            | 12                   | 0.70  | 88             |                    |                 |
|                |                                | N   | TI (WB) Exit # 150 to I 017 (on)                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 150.00         | +0.99                          | N   | TI (WB) 24th St (off)                                    | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.09  | 88             |                    |                 |
| 150.02         | M150 +0.01                     | N   | TI (WB) I 017 (off)                                      |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M150 to M151</a>        | PCC          | PCC           | 6          | 10                  | 84            | 12                   | 0.19  | 88             |                    |                 |
| 150.08         | +0.07                          | N   | TI (WB) 24th St (off)                                    | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.08  | 88             |                    |                 |
| 150.21         | +0.20                          | N   | WB <a href="#">Projects spanning M150 to M151</a>        | PCC          | PCC           | 6          | 10                  | 96            | 12                   | 0.06  | 88             |                    |                 |
|                |                                | N   | TI (WB) 24th St (off)                                    | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.13  | 88             |                    |                 |
| 150.26         | +0.25                          | N   | WB <a href="#">Projects spanning M150 to M151</a>        | PCC          | PCC           | 6          | 10                  | 90            | 12                   | 0.03  | 88             |                    |                 |
| 150.29         | +0.28                          | N   | WB   | PCC          | PCC           | 6          | 10                  | 84            | 12                   | 0.98  | 88             |                    |                 |
| 151.27         | M151 +0.27                     | N   | WB <a href="#">Projects spanning M151 to M152</a>        | PCC          | PCC           | 6          | 10                  | 72            | 12                   | 0.43  | 88             |                    |                 |
| 151.37         | +0.37                          | N   | TI (WB) University Dr (on)                               | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.10  | 89             |                    |                 |
| 151.43         | +0.43                          | N   | TI (WB) University Dr (on)                               | PCC          | PCC           | 1.5        | 2                   | 18            | 8                    | 0.06  | 89             |                    |                 |
| 151.46         | +0.46                          | N   | TI (WB) University Dr (on)                               | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.03  | 89             |                    |                 |
| 151.48         | +0.48                          | N   | VMS (WB) Variable Message Sign #211 (Existing)           |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | N   | TI (WB) University Dr (off)                              | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.05  | 89             |                    |                 |

**I 010 at M151+0.48**

**M151+0.48 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M151+0.53**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M151+0.53 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 151.54         | M151 +0.53                     | N   | TI (WB) University Dr (off)                            | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.06  |                |                    | 89              |
| 151.60         | +0.60                          | N   | TI (WB) University Dr (off)                            | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.06  |                |                    | 89              |
| 151.70         | +0.69                          | N   | WB <a href="#">Projects spanning M151 to M152</a>      | PCC          | PCC           | 6          | 12                  | 72            | 10                   | 0.45  |                |                    | 88              |
| 152.15         | M152 +0.16                     | N   | WB <a href="#">Projects spanning M152 to M153</a>      | PCC          | PCC           | 5          | 12                  | 60            | 10                   | 0.42  |                |                    | 88              |
| 152.23         | +0.24                          | N   | TI (WB) 40th St (on)                                   | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.08  |                |                    | 90              |
| 152.31         | +0.32                          | N   | TI (WB) 40th St (on)                                   | PCC          | PCC           | 1.5        | 2                   | 18            | 2                    | 0.08  |                |                    | 90              |
| 152.36         | +0.36                          | N   | TI (WB) 40th St (on)                                   | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.05  |                |                    | 90              |
| 152.46         | +0.47                          | N   | TI (WB) 40th St (off)                                  | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.09  |                |                    | 90              |
| 152.51         | +0.52                          | N   | TI (WB) 40th St (off)                                  | PCC          | PCC           | 2.5        | 2                   | 30            | 2                    | 0.05  |                |                    | 90              |
| 152.57         | +0.58                          | N   | TI (WB) 40th St (off)                                  | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.06  |                |                    | 90              |
|                |                                | N   | WB <a href="#">Projects spanning M152 to M153</a>      | PCC          | PCC           | 5          | 12                  | 84            | 10                   | 0.02  |                |                    | 88              |
| 152.59         | +0.60                          | N   | WB   | PCC          | PCC           | 5          | 12                  | 84            | 4                    | 0.06  |                |                    | 90              |
| 152.65         | +0.66                          | N   | WB   | PCC          | PCC           | 5          | 12                  | 78            | 4                    | 0.03  |                |                    | 90              |
| 152.68         | +0.69                          | N   | WB   | PCC          | PCC           | 5          | 12                  | 72            | 4                    | 0.35  |                |                    | 90              |
| 153.04         | M153 +0.12                     | N   | WB <a href="#">Projects spanning M153 to M154</a>      | PCC          | PCC           | 5          | 12                  | 78            | 4                    | 0.07  |                |                    | 90              |
| 153.11         | +0.19                          | N   | WB   | PCC          | PCC           | 5          | 12                  | 84            | 4                    | 0.12  |                |                    | 90              |
| 153.23         | +0.31                          | N   | WB   | PCC          | PCC           | 5          | 12                  | 72            | 4                    | 0.08  |                |                    | 90              |
| 153.30         | +0.38                          | N   | WB   | PCC          | PCC           | 5          | 12                  | 60            | 4                    | 0.52  |                |                    | 90              |
| 153.33         | +0.41                          | N   | TI (WB) 48th St (on)                                   | PCC          | PCC           | 1          | 2                   | 24            | 2                    | 0.23  |                |                    | 90              |
| 153.36         | +0.44                          | N   | VMS (WB) Variable Message Sign #210 (Existing)         |              |               |            |                     |               |                      |       |                |                    |                 |
| 153.77         | +0.85                          | N   | TI (WB) Broadway Rd (on)                               | PCC          | PCC           | 2          | 8                   | 24            | 8                    | 0.54  |                |                    | 90              |
| 153.83         | +0.91                          | N   | TI (WB) S 143 NB (off)                                 | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.58  | 22 Mar 2001    |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M153 to M154</a>      | PCC          | PCC           | 5          | 12                  | 84            | 4                    | 0.10  |                |                    | 90              |
| 153.90         | +0.98                          | N   | TI (WB) Broadway Rd (off)                              | PCC          | PCC           | 3          | 8                   | 36            | 8                    | 0.08  |                |                    | 90              |
| 153.92         | M154 +0.01                     | N   | WB <a href="#">Projects spanning M154 to M155</a>      | PCC          | PCC           | 5          | 12                  | 78            | 4                    | 0.05  |                |                    | 90              |
| 153.94         | +0.03                          | N   | TI (WB) Broadway Rd (off)                              | PCC          | PCC           | 2          | 8                   | 24            | 8                    | 0.05  |                |                    | 90              |
| 153.97         | +0.07                          | N   | WB <a href="#">Projects spanning M154 to M155</a>      | PCC          | PCC           | 5          | 12                  | 72            | 4                    | 0.06  |                |                    | 90              |
| 154.04         | +0.13                          | N   | WB   | PCC          | PCC           | 5          | 10                  | 72            | 13                   | 0.04  |                |                    | 90              |
| 154.08         | +0.17                          | N   | TI (WB) Broadway Rd (off)                              | PCC          | PCC           | 1          | 8                   | 24            | 8                    | 0.15  |                |                    | 90              |
|                |                                | N   | WB <a href="#">Projects spanning M154 to M155</a>      | PCC          | PCC           | 5          | 10                  | 84            | 13                   | 0.09  |                |                    | 90              |
| 154.17         | +0.26                          | N   | WB   | PCC          | PCC           | 5          | 10                  | 78            | 13                   | 0.04  |                |                    | 90              |
| 154.21         | +0.30                          | N   | WB   | PCC          | PCC           | 5          | 10                  | 72            | 13                   | 0.01  |                |                    | 90              |
| 154.22         | +0.31                          | N   | WB   | PCC          | PCC           | 5          | 23                  | 72            | 13                   | 0.44  |                |                    | 90              |
| 154.66         | +0.75                          | N   | WB   | PCC          | PCC           | 5          | 10                  | 72            | 2                    | 0.08  | Sep 2000       |                    |                 |
| 154.74         | +0.83                          | N   | WB   | PCC          | PCC           | 5          | 10                  | 78            | 2                    | 0.19  | Sep 2000       |                    |                 |
| 154.87         | +0.96                          | N   | TI (WB) HOV from US-60 WB (on)                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 154.93         | M155 +0.01                     | N   | WB <a href="#">Projects spanning M155 to M156</a>      | PCC          | PCC           | 5          | 10                  | 84            | 2                    | 0.12  | Sep 2000       |                    |                 |
| 155.05         | +0.13                          | N   | WB   | PCC          | PCC           | 4          | 10                  | 48            | 2                    | 0.08  | Sep 2000       |                    |                 |
|                |                                | N   | TI (WB) Exit # 154 from Superstition Frwy to I 010(on) |              |               |            |                     |               |                      |       |                |                    |                 |

**I 010 at M155+0.13**

**M155+0.13 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M155+0.21**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M155+0.21 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 155.13         | M155 +0.21                     | N   | WB   | <a href="#">Projects spanning M155 to M156</a> | PCC           | PCC        | 4                   | 10            | 54                   | 2     | 0.10           | Sep 2000           |                 |
| 155.16         | +0.24                          | N   | UP   | (WB) Under U 060 HOV Flyover                   |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 155.24         | +0.31                          | N   | WB   | <a href="#">Projects spanning M155 to M156</a> | PCC           | PCC        | 4                   | 10            | 54                   | 4     | 0.01           | Sep 2000           |                 |
| 155.25         | +0.33                          | N   | WB   |  | PCC           | PCC        | 4                   | 10            | 60                   | 4     | 0.07           | Sep 2000           |                 |
| 155.32         | +0.40                          | N   | WB   |  | PCC           | PCC        | 4                   | 10            | 48                   | 4     | 0.07           | Sep 2000           |                 |
| 155.35         | +0.43                          | N   | TI   | (WB) Baseline Rd (on)                          | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.03           | Sep 2000           |                 |
| 155.39         | +0.46                          | N   | WB   | <a href="#">Projects spanning M155 to M156</a> | PCC           | PCC        | 4                   | 12            | 48                   | 14    | 0.56           | Sep 2000           |                 |
|                | +0.47                          | N   | TI   | (WB) Baseline Rd (on)                          | PCC           | PCC        | 1.5                 | 8             | 18                   | 2     | 0.03           | Sep 2000           |                 |
| 155.45         | +0.53                          | N   | TI   | (WB) Baseline Rd (on)                          | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.07           | Sep 2000           |                 |
| 155.46         |                                | N   | TI   | (WB) U 060 EB                                  | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.25           | Sep 2000           |                 |
| 155.82         | +0.89                          | N   | TI   | (WB) U 060 EB                                  | PCC           | PCC        | 3                   | 8             | 36                   | 2     | 0.36           | Sep 2000           |                 |
| 155.88         | +0.96                          | N   | TI   | (WB) Baseline Rd (on)                          | PCC           | PCC        | 1.5                 | 8             | 18                   | 2     | 0.06           | Sep 2000           |                 |
| 155.93         | +1.01                          | N   | TI   | (WB) U 060 EB                                  | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.05           | Sep 2000           |                 |
| 155.95         | +1.03                          | N   | WB   | <a href="#">Projects spanning M155 to M156</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 48                   | 14    | 0.01           | 01 May 2005        |                 |
| 155.96         | +1.04                          | N   | TI   | (WB) U 060 EB                                  | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.14           | Sep 2000           |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M155 to M156</a> | AC/PCC        | AC/PCC     | 5                   | 12            | 72                   | 14    | 0.14           | 01 May 2005        |                 |
| 156.02         | +1.10                          | N   | TI   | (WB) Baseline Rd (off)                         | PCC           | PCC        | 4                   | 8             | 48                   | 2     | 0.06           | Sep 2000           |                 |
| 156.10         | +1.18                          | N   | WB   | <a href="#">Projects spanning M155 to M156</a> | AC/PCC        | AC/PCC     | 5                   | 12            | 66                   | 14    | 0.02           | 01 May 2005        |                 |
| 156.12         | +1.20                          | N   | WB   |  | AC/PCC        | AC/PCC     | 5                   | 12            | 60                   | 14    | 0.06           | 01 May 2005        |                 |
| 156.13         | +1.21                          | N   | TI   | (WB) Baseline Rd (off)                         | PCC           | PCC        | 2.5                 | 8             | 30                   | 2     | 0.11           | Sep 2000           |                 |
| 156.18         | M156 +0.04                     | N   | TI   | (WB) Baseline Rd (off)                         | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.05           | Sep 2000           |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M156 to M157</a> | AC/PCC        | AC/PCC     | 5                   | 12            | 72                   | 14    | 0.10           | 01 May 2005        |                 |
| 156.29         | +0.14                          | N   | WB   |  | AC/PCC        | AC/PCC     | 5                   | 12            | 66                   | 14    | 0.03           | 01 May 2005        |                 |
| 156.31         | +0.17                          | N   | WB   |  | AC/PCC        | AC/PCC     | 5                   | 12            | 60                   | 14    | 0.32           | 01 May 2005        |                 |
| 156.64         | +0.49                          | N   | WB   |  | AC/PCC        | AC/PCC     | 5                   | 12            | 60                   | 12    | 0.49           | 01 May 2005        |                 |
| 157.13         | +0.98                          | N   | WB   |  | AC/PCC        | AC/PCC     | 5                   | 9             | 60                   | 6     | 0.09           | 01 May 2005        |                 |
| 157.21         | M157 +0.05                     | N   | WB   | <a href="#">Projects spanning M157 to M158</a> | AC/PCC        | AC/PCC     | 5                   | 9             | 60                   | 6     | 0.17           | 01 May 2005        |                 |
| 157.22         | +0.06                          | N   | VMS  | (WB) Variable Message Sign #9 (Existing)       |               |            |                     |               |                      |       |                |                    |                 |
| 157.39         | +0.22                          | N   | WB   | <a href="#">Projects spanning M157 to M158</a> | AC/PCC        | AC/PCC     | 5                   | 12            | 60                   | 12    | 0.42           | 01 May 2005        |                 |
| 157.81         | +0.64                          | N   | WB   |  | AC/PCC        | AC/PCC     | 4                   | 12            | 48                   | 12    | 0.35           | 01 May 2005        |                 |
| 157.96         | +0.79                          | N   | TI   | (WB) Elliot Rd (on)                            | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.15           | 72                 |                 |
| 158.06         | +0.89                          | N   | TI   | (WB) Elliot Rd (off)                           | PCC           | PCC        | 3                   | 8             | 36                   | 2     | 0.08           | 72                 |                 |
| 158.16         | +0.99                          | N   | TI   | (WB) Elliot Rd (off)                           | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.10           | 72                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M157 to M158</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 60                   | 12    | 0.02           | 01 May 2005        |                 |
| 158.18         | +1.02                          | N   | WB   |  | AC/PCC        | AC/PCC     | 4                   | 12            | 60                   | 12    | 0.55           | 01 May 2005        |                 |
| 158.73         | M158 +0.52                     | N   | WB   | <a href="#">Projects spanning M158 to M159</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 48                   | 12    | 0.47           | 01 May 2005        |                 |
| 158.76         | +0.56                          | N   | TI   | (WB) Warner Rd (on)                            | PCC           | PCC        | 1.5                 | 8             | 18                   | 2     | 0.03           | 86                 |                 |
| 158.98         | +0.78                          | N   | TI   | (WB) Warner Rd (on)                            | AC            | AC         | 2                   | 8             | 24                   | 2     | 0.22           | 86                 |                 |
| 159.05         | +0.85                          | N   | TI   | (WB) Warner Rd (off)                           | AC            | AC         | 3                   | 8             | 36                   | 2     | 0.06           | 86                 |                 |

**I 010 at M158+0.85**

**M158+0.85 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M158+0.95**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M158+0.95 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 159.15         | M158 +0.95                     | N   | TI (WB) Warner Rd (off)                           | AC           | AC            | 2          | 8                   | 24            | 2                    | 0.10  | 86             |                    |                 |
| 159.20         | +1.00                          | N   | TI (WB) Warner Rd (off)                           | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.05  | 86             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M158 to M159</a> | AC/PCC       | AC/PCC        | 4          | 12                  | 60            | 12                   | 0.61  | 01 May 2005    |                    |                 |
| 159.81         | M159 +0.60                     | N   | WB <a href="#">Projects spanning M159 to M160</a> | AC/PCC       | AC/PCC        | 4          | 12                  | 48            | 12                   | 0.01  | 01 May 2005    |                    |                 |
| 159.82         | +0.61                          | N   | WB  | AC/PCC       | AC/PCC        | 4          | 12                  | 54            | 12                   | 0.02  | 01 May 2005    |                    |                 |
| 159.84         | +0.63                          | N   | WB  | AC/PCC       | AC/PCC        | 4          | 7                   | 54            | 10.8                 | 0.15  | 17 Nov 2003    |                    |                 |
| 159.85         | +0.64                          | N   | TI (WB) Ray Rd (on)                               | AC/PCC       | AC/PCC        | 1          | 8                   | 12            | 2                    | 0.04  | 86             |                    |                 |
| 159.98         | +0.77                          | N   | TI (WB) Ray Rd (on)                               | AC/PCC       | AC/PCC        | 2          | 8                   | 24            | 2                    | 0.13  | 86             |                    |                 |
| 159.99         | +0.78                          | N   | WB <a href="#">Projects spanning M159 to M160</a> | PCC          | AC/PCC        | 4          | 7                   | 54            | 10.8                 | 0.01  | 17 Nov 2003    |                    |                 |
|                |                                | N   | VMS (WB) Variable Message Sign (Operational)      |              |               |            |                     |               |                      |       |                |                    |                 |
| 160.00         | +0.79                          | N   | WB <a href="#">Projects spanning M159 to M160</a> | PCC          | AC/PCC        | 4          | 12                  | 54            | 10.8                 | 0.08  | 17 Nov 2003    |                    |                 |
| 160.04         | +0.83                          | N   | TI (WB) Ray Rd (off)                              | AC/PCC       | AC/PCC        | 2          | 8                   | 24            | 2                    | 0.05  | 86             |                    |                 |
| 160.08         | +0.87                          | N   | TI (WB) Ray Rd (off)                              | AC/PCC       | AC/PCC        | 1.5        | 8                   | 18            | 2                    | 0.04  | 86             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M159 to M160</a> | PCC          | AC/PCC        | 4          | 12                  | 60            | 10.8                 | 0.09  | 17 Nov 2003    |                    |                 |
| 160.17         | +0.96                          | N   | WB  | PCC          | AC/PCC        | 4          | 10                  | 60            | 10.8                 | 0.03  | 17 Nov 2003    |                    |                 |
| 160.20         | +0.99                          | N   | TI (WB) Ray Rd (off)                              | AC/PCC       | AC/PCC        | 1          | 8                   | 12            | 2                    | 0.12  | 86             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M159 to M160</a> | PCC          | AC/PCC        | 4          | 10                  | 72            | 10.8                 | 0.26  | 17 Nov 2003    |                    |                 |
| 160.44         | M160 +0.20                     | N   | CG Curb to Left                                   |              |               |            |                     |               |                      | 0.28  |                |                    |                 |
| 160.46         | +0.22                          | N   | WB <a href="#">Projects spanning M160 to M161</a> | PCC          | AC/PCC        | 4          | 10                  | 78            | 10.8                 | 0.09  | 17 Nov 2003    |                    |                 |
| 160.55         | +0.31                          | N   | WB  | PCC          | AC            | 4          | 10                  | 78            | 10.8                 | 0.08  | 17 Nov 2003    |                    |                 |
| 160.63         | +0.39                          | N   | WB  | PCC          | AC            | 4          | 10                  | 84            | 10.8                 | 0.14  | 17 Nov 2003    |                    |                 |
| 160.77         | +0.53                          | N   | WB  | PCC          | AC            | 4          | 10                  | 72            | 8                    | 0.10  | 17 Nov 2003    |                    |                 |
|                |                                | N   | CG Curb to Left                                   |              |               |            |                     |               |                      | 0.65  |                |                    |                 |
| 160.87         | +0.63                          | N   | WB <a href="#">Projects spanning M160 to M161</a> | AC           | AC            | 4          | 10                  | 72            | 8                    | 0.10  | 17 Nov 2003    |                    |                 |
| 160.96         | +0.72                          | N   | WB  | AC           | AC            | 4          | 10                  | 48            | 8                    | 0.04  | 17 Nov 2003    |                    |                 |
|                |                                | N   | TI (WB) SR-202 (on)                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 160.98         | +0.74                          | N   | TI (WB) Chandler Blvd (on)                        | PCC          | PCC           | 2          | 2                   | 24            | 4                    | 0.21  | 17 Nov 2003    |                    |                 |
| 161.01         | +0.77                          | N   | WB <a href="#">Projects spanning M160 to M161</a> | AC           | AC            | 3.5        | 10                  | 42            | 8                    | 0.10  | 17 Nov 2003    |                    |                 |
| 161.08         | +0.84                          | N   | TI (WB) Chandler Blvd (off)                       | PCC          | PCC           | 3          | 4                   | 36            | 8                    | 0.08  | 17 Nov 2003    |                    |                 |
| 161.10         | +0.86                          | N   | WB <a href="#">Projects spanning M160 to M161</a> | AC           | AC            | 3          | 10                  | 36            | 8                    | 0.32  | 17 Nov 2003    |                    |                 |
| 161.12         | +0.88                          | N   | TI (WB) Chandler Blvd (off)                       | PCC          | PCC           | 2          | 4                   | 24            | 8                    | 0.04  | 17 Nov 2003    |                    |                 |
| 161.42         | M161 +0.21                     | N   | WB <a href="#">Projects spanning M161 to M162</a> | AC           | AC            | 3          | 11                  | 36            | 8                    | 0.04  | 17 Nov 2003    |                    |                 |
| 161.44         | +0.23                          | N   | UP (WB) S 202 EB to I 010 WB OP                   |              |               |            |                     |               |                      |       | 15 Jan 2002    |                    | ??-??"          |
| 161.46         | +0.25                          | N   | WB <a href="#">Projects spanning M161 to M162</a> | AC           | AC            | 3          | 11                  | 36            | 10                   | 0.07  | 17 Nov 2003    |                    |                 |
| 161.50         | +0.29                          | N   | UP (WB) I 010 EB to S 202 EB OP                   |              |               |            |                     |               |                      |       | 17 Nov 2003    |                    | ??-??"          |
| 161.53         | +0.32                          | N   | TI (WB) Chandler Blvd (off)                       | PCC          | PCC           | 1          | 4                   | 12            | 8                    | 0.41  | 17 Nov 2003    |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M161 to M162</a> | AC           | AC            | 3          | 10                  | 48            | 8                    | 0.08  | 17 Nov 2003    |                    |                 |
| 161.58         | +0.37                          | N   | OP (WB) S 202                                     |              |               |            |                     |               |                      |       | 17 Nov 2003    | 292 ft Concrete    |                 |
| 161.61         | +0.40                          | N   | WB <a href="#">Projects spanning M161 to M162</a> | AC           | AC            | 3          | 10                  | 48            | 10                   | 0.01  | 17 Nov 2003    |                    |                 |

**I 010 at M161+0.40**

**M161+0.40 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M161+0.41**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M161+0.41 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 161.62         | M161 +0.41                     | N   | WB   | <a href="#">Projects spanning M161 to M162</a> | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.01           |                    | 17 Nov 2003     |
| 161.63         | +0.42                          | N   | WB   |  | AC            | AC         | 3                   | 10            | 42                   | 8     | 0.01           |                    | 17 Nov 2003     |
| 161.65         | +0.44                          | N   | WB   |  | AC            | AC         | 3                   | 11            | 36                   | 8     | 0.01           |                    | 17 Nov 2003     |
| 161.66         | +0.45                          | N   | WB   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.28           |                    | 17 Nov 2003     |
|                |                                | N   | CG   | Curb to Left                                   |               |            |                     |               |                      |       | 0.28           |                    |                 |
| 161.69         | +0.48                          | N   | TI   | (WB) S 202 EB (off)                            | PCC           | PCC        | 3                   | 4             | 36                   | 8     | 0.08           |                    | 17 Nov 2003     |
|                |                                | N   | TI   | (WB) S 202 EB (off)                            | PCC           | PCC        | 2.5                 | 4             | 30                   | 8     | 0.13           |                    | 17 Nov 2003     |
| 161.79         | +0.58                          | N   | TI   | (WB) S 202 WB (off)                            | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.50           |                    | 17 Nov 2003     |
|                |                                | N   | TI   | (WB) S 202 EB (off)                            | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.32           |                    | 17 Nov 2003     |
| 161.94         | +0.73                          | N   | TI   | (WB) S 202 EB/WB (off)                         | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.15           |                    | 17 Nov 2003     |
|                |                                | N   | WB   | <a href="#">Projects spanning M161 to M162</a> | AC            | AC         | 3                   | 12            | 60                   | 8     | 0.04           |                    | 17 Nov 2003     |
| 161.98         | +0.77                          | N   | WB   |  | AC            | AC         | 3                   | 12            | 54                   | 8     | 0.03           |                    | 17 Nov 2003     |
| 162.01         | +0.80                          | N   | WB   |  | AC            | AC         | 3                   | 10            | 48                   | 8     | 0.26           |                    | 17 Nov 2003     |
| 162.28         | +1.07                          | N   | WB   |  | PCC           | PCC        | 3                   | 10            | 48                   | 8     | 0.30           |                    | 20 Oct 2004     |
| 162.57         | M162 +0.20                     | N   | WB   | <a href="#">Projects spanning M162 to M163</a> | PCC           | PCC        | 3                   | 10            | 36                   | 8     | 0.45           |                    | 20 Oct 2004     |
| 162.80         | +0.43                          | N   | TI   | (WB) Maricopa Rd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.23           |                    | 12 Jan 2004     |
| 162.88         | +0.50                          | N   | TI   | (WB) Maricopa Rd (off)                         | PCC           | PCC        | 3                   | 2             | 36                   | 2     | 0.05           |                    | 12 Jan 2004     |
| 162.93         | +0.55                          | N   | TI   | (WB) Maricopa Rd (off)                         | PCC           | PCC        | 2.5                 | 5             | 30                   | 2     | 0.05           |                    | 12 Jan 2004     |
| 163.03         | +0.65                          | N   | TI   | (WB) Maricopa Rd (off)                         | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.09           |                    | 12 Jan 2004     |
|                |                                | N   | WB   | <a href="#">Projects spanning M162 to M163</a> | PCC           | PCC        | 3                   | 10            | 48                   | 8     | 0.27           |                    | 20 Oct 2004     |
| 163.30         | M163 +0.04                     | N   | WB   | <a href="#">Projects spanning M163 to M164</a> | PCC           | PCC        | 3                   | 10            | 42                   | 8     | 0.03           |                    | 20 Oct 2004     |
| 163.33         | +0.07                          | N   | WB   |  | PCC           | PCC        | 2.5                 | 10            | 30                   | 6     | 0.02           |                    | 20 Oct 2004     |
| 163.35         | +0.09                          | N   | WB   |  | AC            | PCC        | 2.5                 | 10            | 30                   | 6     | 0.01           |                    | May 1999        |
|                | +0.10                          | N   | WB   |  | AC            | PCC        | 2                   | 8             | 24                   | 4     | 0.45           |                    | May 1999        |
| 163.80         | +0.54                          | N   | WB   |  | AC            | AC         | 2                   | 8             | 24                   | 4     | 0.39           |                    | May 1999        |
| 164.19         | +0.94                          | N   | WB   |  | AC            | AC         | 2                   | 8             | 36                   | 4     | 0.15           |                    | May 1999        |
| 164.34         | M164 +0.06                     | N   | WB   | <a href="#">Projects spanning M164 to M165</a> | AC            | AC         | 2                   | 8             | 30                   | 4     | 0.15           |                    | May 1999        |
| 164.49         | +0.21                          | N   | WB   |  | AC            | AC         | 2                   | 8             | 24                   | 4     | 0.59           |                    | May 1999        |
| 164.56         | +0.28                          | N   | TI   | (WB) Queen Creek Rd (on)                       | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.07           |                    | May 1999        |
| 164.66         | +0.38                          | N   | TI   | (WB) Queen Creek Rd (on)                       | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 2     | 0.11           |                    | May 1999        |
| 164.78         | +0.50                          | N   | TI   | (WB) Queen Creek Rd (on)                       | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.13           |                    | May 1999        |
| 164.86         | +0.58                          | N   | TI   | (WB) Queen Creek Rd (off)                      | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.07           |                    | May 1999        |
| 164.88         | +0.60                          | N   | TI   | (WB) Queen Creek Rd (off)                      | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 2     | 0.02           |                    | May 1999        |
| 165.08         | +0.80                          | N   | TI   | (WB) Queen Creek Rd (off)                      | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.20           |                    | May 1999        |
|                |                                | N   | WB   | <a href="#">Projects spanning M164 to M165</a> | AC            | AC         | 2                   | 8             | 36                   | 4     | 0.05           |                    | May 1999        |
| 165.14         | +0.86                          | N   | WB   |  | AC            | AC         | 2                   | 8             | 30                   | 4     | 0.03           |                    | May 1999        |
| 165.17         | +0.89                          | N   | WB   |  | AC            | AC         | 2                   | 8             | 24                   | 4     | 2.13           |                    | May 1999        |
| 167.29         | M167 +0.01                     | N   | WB   | <a href="#">Projects spanning M167 to M168</a> | AC            | AC         | 2                   | 8             | 30                   | 4     | 0.06           |                    | May 1999        |
| 167.36         | +0.08                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.02           |                    | 06 Jun 2003     |

**I 010 at M167+0.08**

**M167+0.08 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M167+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M167+0.10 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|
| 167.38         | M167 +0.10                     | N   | WB   | <a href="#">Projects spanning M167 to M168</a>                      | AC            | MBH        | 2                   | 10            | 30                   | 4     | 0.05           | 06 Jun 2003        |                  |
| 167.43         | +0.15                          | N   | WB   |   | AC            | MBH        | 2                   | 10            | 36                   | 4     | 0.21           | 06 Jun 2003        |                  |
| 167.63         | +0.35                          | N   | WB   |   | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.45           | 06 Jun 2003        |                  |
| 167.71         | +0.43                          | N   | TI   | (WB) Riggs Rd (on)  | AC            | AC         | 1                   | 8             | 12                   | 2     | 0.08           | 06 Jun 2003        |                  |
| 167.80         | +0.52                          | N   | TI   | (WB) Riggs Rd (on)  | AC            | AC         | 1.5                 | 5             | 18                   | 2     | 0.11           | 06 Jun 2003        |                  |
| 167.86         | +0.58                          | N   | TI   | (WB) Riggs Rd (on)  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.07           | 06 Jun 2003        |                  |
| 167.91         | +0.62                          | N   | TI   | (WB) Riggs Rd (off)   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 06 Jun 2003        |                  |
| 167.93         | +0.65                          | N   | TI   | (WB) Riggs Rd (off)   | AC            | AC         | 1.5                 | 5             | 18                   | 2     | 0.03           | 06 Jun 2003        |                  |
| 168.08         | +0.80                          | N   | WB   | <a href="#">Projects spanning M167 to M168</a>                      | AC            | MBH        | 2                   | 10            | 36                   | 4     | 0.05           | 06 Jun 2003        |                  |
|                |                                | N   | TI   | (WB) Riggs Rd (off)   | AC            | AC         | 1                   | 8             | 12                   | 2     | 0.16           | 06 Jun 2003        |                  |
| 168.13         | +0.84                          | N   | WB   | <a href="#">Projects spanning M167 to M168</a>                      | AC            | MBH        | 2                   | 10            | 30                   | 4     | 0.02           | 06 Jun 2003        |                  |
| 168.15         | +0.87                          | N   | WB   |   | AC            | MBH        | 2                   | 10            | 24                   | 4     | 5.20           | 06 Jun 2003        |                  |
| 173.34         | M173 +0.06                     | N   | WB   | <a href="#">Projects spanning M173 to M174</a>                      | AC            | MBH        | 2                   | 8             | 24                   | 4     | 0.17           | 90                 |                  |
| 173.41         | +0.12                          | N   | BR   | (WB) Gila River   |               |            |                     |               |                      |       |                | 1998               | 1337 ft Concrete |
| 173.52         | +0.23                          | N   | WB   | <a href="#">Projects spanning M173 to M174</a>                      | AC            | AC         | 2                   | 8             | 24                   | 4     | 0.09           | 1998               |                  |
| 173.61         | +0.32                          | N   | WB   |   | AC            | MBH        | 2                   | 8             | 24                   | 4     | 0.41           | 90                 |                  |
| 174.02         | +0.73                          | N   | WB   |   | AC            | AC         | 2                   | 8             | 24                   | 4     | 2.39           | 1995               |                  |
| 174.43         | M174 +0.15                     | N   | FR   | Frontage Rd Left  | Unk           | Unk        | 2                   |               | 24                   |       | 0.68           |                    |                  |
| 175.99         | M175 +0.70                     | N   | TI   | (WB) Casa Blanca Rd (off)   | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.10           | 67                 |                  |
| 176.00         | +0.71                          | N   | TI   | (WB) Casa Blanca Rd (on)  | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.22           | 67                 |                  |
|                |                                | N   | FR   | Frontage Rd Left  | Unk           | Unk        | 2                   |               | 24                   |       | 0.60           |                    |                  |
| 176.41         | M176 +0.12                     | N   | WB   | <a href="#">Projects spanning M176 to M177</a>                      | AC            | MBH        | 2                   | 8             | 24                   | 4     | 3.88           | 85                 |                  |
| 177.29         | M177 +0.00                     | N   | OP   | (WB) Casa Blanca Canal Rd   |               |            |                     |               |                      |       |                |                    | Unknown          |
| 180.28         | M180                           | N   | WB   | <a href="#">Projects spanning M180 to M181</a>                      | AC            | AC         | 2                   | 8             | 24                   | 4     | 19.98          | 19 Oct 1999        |                  |
| 183.42         | M183 +0.13                     | N   | RA   | (WB) Sacaton Rest Area (on)   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.06           |                    |                  |
| 183.65         | +0.36                          | N   | RA   | (WB) Sacaton Rest Area  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.28           |                    |                  |
| 183.71         | +0.43                          | N   | RA   | (WB) Sacaton Rest Area (off)  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.07           |                    |                  |
| 185.48         | M185 +0.25                     | N   | TI   | (WB) S 387 (on)   | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.20           | 67                 |                  |
| 185.68         | +0.44                          | N   | TI   | (WB) S 387 (off)  | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.23           | 67                 |                  |
| 191.05         | M190 +0.77                     | N   | TI   | (WB) McCartney (on)   | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.39           | 68                 |                  |
| 191.30         | M191 +0.04                     | N   | TI   | (WB) McCartney (off)  | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.29           | 68                 |                  |
| 195.20         | M194 +0.90                     | N   | TI   | (WB) Florence Blvd (on)   | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.17           | Sep 1999           |                  |
| 195.38         | M195 +0.08                     | N   | TI   | (WB) Florence Blvd (off)  | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.18           | Sep 1999           |                  |
| 198.32         | M198 +0.03                     | N   | TI   | (WB) Jimmie Kerr Blvd (off)   | Unk           | Unk        | 1                   | 6             | 12                   | 10    | 0.44           | 09 Dec 2003        |                  |
| 198.42         | +0.13                          | N   | OP   | (WB) Exit #198 at Old S 084 (Jimmie Kerr Blvd) and Union Pacific RR |               |            |                     |               |                      |       |                | 1966               | 503 ft Concrete  |
| 198.45         | +0.17                          | N   | TI   | (WB) Jimmie Kerr Blvd (on)  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.53           | 09 Dec 2003        |                  |
| 199.39         | M199 +0.10                     | N   | UP   | (WB) Exit #199 at I 008 E   |               |            |                     |               |                      |       |                | 1966               | 16'-01"          |
| 199.59         | +0.31                          | N   | TI   | (WB) Exit # 199 (Arizola TI) from I 008 EB (on)                     | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.42           | 66                 |                  |
| 199.97         | +0.68                          | N   | TI   | (WB) Exit # 199 (Arizola TI) to I 008 WB (off)                      | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.64           | 66                 |                  |

**I 010 at M199+0.68**

**M199+0.68 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M199+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M199+0.71 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |       | Miles       | Year/Date Open  | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|------------|---------------|-------------|-------|-------------|-----------------|--------------------|-----------------|
|                |                                |     |  |              |               |            | Width Left | Surface Width | Width Right | Width |             |                 |                    |                 |
| 199.99         | M199 +0.71                     | N   | TI (WB) Sunland Gin Rd to I 008 WB                       | AC           | AC            | 1          | 10         | 12            | 4           | 0.14  | 27 Nov 2003 |                 |                    |                 |
|                |                                | N   | TI (WB) Exit # 199 (Arizola TI) from I 010 Frontage (on) | AC           | AC            | 1          | 10         | 12            | 4           | 0.82  | 27 Nov 2003 |                 |                    |                 |
| 200.09         | +0.80                          | N   | TI (WB) Exit # 199 (Arizola TI) from I 010 Frontage (on) | AC           | AC            | 1.5        | 8          | 18            | 2           | 0.09  | 66          |                 |                    |                 |
| 200.21         | +0.92                          | N   | TI (WB) Exit # 199 (Arizola TI) from I 010 Frontage (on) | AC           | AC            | 1          | 8          | 12            | 2           | 0.12  | 66          |                 |                    |                 |
| 200.27         | M200 +0.00                     | N   | WB <a href="#">Projects spanning M200 to M201</a>        | AC           | MBH           | 2          | 8          | 24            | 4           | 0.36  | 89          |                 |                    |                 |
|                |                                | N   | TI (WB) Exit # 199 (Arizola TI) from I 010 Frontage (on) | AC           | AC            | 1.5        | 10         | 18            | 4           | 0.08  | 27 Nov 2003 |                 |                    |                 |
| 200.30         | +0.03                          | N   | TI (WB) Exit # 199 (Arizola TI) from I 010 Frontage (on) | AC           | AC            | 2          | 10         | 24            | 4           | 0.04  | 27 Nov 2003 |                 |                    |                 |
| 200.33         | +0.06                          | N   | TI (WB) Sunland Gin (off)                                | AC           | AC            | 2          | 8          | 28            | 2           | 0.04  | 27 Nov 2003 |                 |                    |                 |
| 200.38         | +0.11                          | N   | TI (WB) Sunland Gin (off)                                | AC           | AC            | 1.5        | 8          | 21            | 2           | 0.05  | 27 Nov 2003 |                 |                    |                 |
| 200.62         | +0.35                          | N   | TI (WB) Sunland Gin (off)                                | AC           | AC            | 1          | 8          | 14            | 2           | 0.28  | 27 Nov 2003 |                 |                    |                 |
| 200.63         | +0.36                          | N   | WB <a href="#">Projects spanning M200 to M201</a>        | AC           | MBH           | 2          | 8          | 24            | 4           | 7.64  | 90          |                 |                    |                 |
| 204.07         | M203 +0.80                     | N   | TI (WB) Toltec (on)                                      | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.24  | 89          |                 |                    |                 |
| 204.27         | M204 +0.02                     | N   | TI (WB) Toltec (off)                                     | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.21  | 89          |                 |                    |                 |
| 205.47         | M205 +0.20                     | N   | VMS (WB) Variable Message Sign #315 (Operational)        |              |               |            |            |               |             |       | 2002        |                 |                    |                 |
| 208.27         | M208 +0.00                     | N   | WB <a href="#">Projects spanning M208 to M209</a>        | AC           | AC            | 2          | 9.5        | 24            | 3.5         | 8.00  | 02 Oct 2000 |                 |                    |                 |
| 208.98         | +0.71                          | N   | FR Frontage Rd Left                                      | Unk          | Unk           | 2          |            | 24            |             | 1.14  |             |                 |                    |                 |
| 209.02         | +0.75                          | N   | TI (WB) Sunshine Blvd (on)                               | Unk          | Unk           | 1          | 4          | 12            | 2           | 0.22  | 08 Sep 2000 |                 |                    |                 |
| 209.23         | +0.96                          | N   | TI (WB) Sunshine Blvd (off)                              | Unk          | Unk           | 1          | 4          | 12            | 2           | 0.23  | 08 Sep 2000 |                 |                    |                 |
| 211.02         | M210 +0.76                     | N   | TI (WB) S 084 and S 087 (on)                             |              |               |            |            |               |             |       |             |                 |                    |                 |
| 211.25         | +0.99                          | N   | OP (WB) Exit #211A at S 084 to S 087                     |              |               |            |            |               |             |       | 02 Oct 2000 | 137 ft Concrete |                    |                 |
| 211.60         | M211 +0.33                     | N   | TI (WB) Exit # 211 (on)                                  | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.19  | 02 Oct 2000 |                 |                    |                 |
|                |                                | N   | FR Two Way Frontage Rd Left                              | Unk          | Unk           | 2          | 0          | 24            | 0           | 0.87  |             |                 |                    |                 |
|                |                                | N   | OP (WB) Philips Rd                                       |              |               |            |            |               |             |       | 1967        | 91 ft Concrete  |                    |                 |
| 211.78         | +0.51                          | N   | TI (WB) S 084 (off)                                      | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.12  | 02 Oct 2000 |                 |                    |                 |
| 212.47         | M212 +0.20                     | N   | OP (WB) Exit #212 at Picacho Hwy                         |              |               |            |            |               |             |       | 02 Oct 2000 | 97 ft Concrete  |                    |                 |
| 213.17         | +0.90                          | N   | TI (WB) Picacho (off)                                    | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.19  | 02 Oct 2000 |                 |                    |                 |
| 216.27         | M216 +0.00                     | N   | WB <a href="#">Projects spanning M216 to M217</a>        | AC           | AC            | 2          | 9.5        | 24            | 3.5         | 10.26 | 10 May 2000 |                 |                    |                 |
| 220.11         | M219 +0.84                     | N   | OP (WB) Exit #219 at Picacho Peak Rd                     |              |               |            |            |               |             |       | 1960        | 29 ft Concrete  |                    |                 |
|                |                                | N   | TI (WB) Picacho Peak (on)                                | Unk          | Unk           | 1          | 0          | 12            | 1           | 0.13  | 60          |                 |                    |                 |
| 220.26         | M220 +0.00                     | N   | TI (WB) Picacho Peak (off)                               | Unk          | Unk           | 1          | 0          | 12            | 1           | 0.15  | 60          |                 |                    |                 |
| 226.52         | M226                           | N   | WB <a href="#">Projects spanning M226 to M227</a>        | AC           | AC            | 2          | 9.5        | 24            | 3.5         | 5.76  | 10 May 2000 |                 |                    |                 |
| 226.98         | +0.45                          | N   | TI (WB) Red Rock (on)                                    | Unk          | Unk           | 1          | 2          | 12            | 2           | 0.21  | 10 May 2000 |                 |                    |                 |
| 227.18         | +0.66                          | N   | TI (WB) Red Rock (off)                                   | Unk          | Unk           | 1          | 2          | 12            | 2           | 0.20  | 10 May 2000 |                 |                    |                 |
| 232.28         | M231 +0.76                     | N   | WB <a href="#">Projects spanning M231 to M232</a>        | AC           | MBH           | 2          | 10         | 24            | 4           | 0.09  | 1995        |                 |                    |                 |
| 232.37         | +0.84                          | N   | WB   | AC           | AC            | 2          | 10         | 24            | 4           | 5.25  | 1995        |                 |                    |                 |
| 232.48         | +0.96                          | N   | TI (WB) Pinal Airpark Rd (on)                            | Unk          | Unk           | 1          | 2          | 12            | 2           | 0.16  | 63          |                 |                    |                 |
| 232.52         | M232 +0.00                     | N   | VMS (WB) Variable Message Sign (Proposed)                |              |               |            |            |               |             |       |             |                 |                    |                 |
| 232.54         | +0.02                          | N   | TI (WB) Pinal Airpark Rd (off)                           | Unk          | Unk           | 1          | 2          | 12            | 2           | 0.17  | 63          |                 |                    |                 |
| 232.99         | +0.47                          | N   | FR Two Way Frontage Rd Left                              | Unk          | Unk           | 2          | 0          | 20            | 0           | 1.74  |             |                 |                    |                 |

**I 010 at M232+0.47**

**M232+0.47 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M234+0.29**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M234+0.29 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 234.80         | M234 +0.29                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Gravel     | 2                   | 2             | 20                   | 2     | 1.67           |                    |                 |
| 236.48         | M235 +0.96                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Gravel     | 2                   | 2             | 20                   | 2     | 0.46           |                    |                 |
| 236.94         | M236 +0.42                     | N   | OP   | (WB) Exit #236 at Marana                       |               |            |                     |               |                      |       |                | 1963               | 127 ft Concrete |
|                |                                | N   | TI   | (WB) Marana (on)                               | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.38           | 63                 |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Gravel     | 2                   | 2             | 20                   | 2     | 0.58           |                    |                 |
| 237.27         | +0.76                          | N   | TI   | (WB) Marana (off)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.34           | 63                 |                 |
| 237.52         | +1.00                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Gravel     | 2                   | 2             | 20                   | 2     | 2.10           |                    |                 |
| 237.62         | M237 +0.02                     | N   | WB   | <a href="#">Projects spanning M237 to M238</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 6.90           | 92                 |                 |
| 239.62         | M239 +0.07                     | N   | FR   | One Way Frontage Rd WB                         | AC            | MBH        | 2                   | 1             | 24                   | 1     | 1.35           |                    |                 |
| 240.78         | M240 +0.26                     | N   | TI   | (WB) Tangerine (on)                            | Unk           | Unk        | 1                   | 6             | 12                   | 2     | 0.12           | 67                 |                 |
| 240.97         | +0.45                          | N   | OP   | (WB) Exit #240 at Tangerine Rd                 |               |            |                     |               |                      |       |                | 1967               | 127 ft Concrete |
|                |                                | N   | FR   | One Way Frontage Rd WB                         | AC            | MBH        | 2                   | 1             | 24                   | 1     | 2.50           |                    |                 |
| 241.27         | +0.76                          | N   | TI   | (WB) Tangerine (off)                           | Unk           | Unk        | 1                   | 6             | 12                   | 2     | 0.11           | 67                 |                 |
| 242.63         | M242 +0.12                     | N   | OP   | (WB) Arizona Portland Cement RR                |               |            |                     |               |                      |       |                | 1967               | 160 ft Steel    |
| 243.36         | +0.85                          | N   | TI   | (WB) Avra Valley (on)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.18           | 67                 |                 |
| 243.47         | +0.96                          | N   | FR   | One Way Frontage Rd WB                         | AC            | MBH        | 2                   | 1             | 24                   | 1     | 3.79           |                    |                 |
|                |                                | N   | OP   | (WB) Exit #242 at Avra Valley Rd               |               |            |                     |               |                      |       |                | 1967               | 127 ft Concrete |
| 243.70         | M243 +0.19                     | N   | TI   | (WB) Avra Valley (off)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.17           | 67                 |                 |
| 243.83         | +0.32                          | N   | OP   | (WB) American Smelting & Refining RR           |               |            |                     |               |                      |       |                | 1967               | 159 ft Steel    |
| 244.51         | M244 +0.00                     | N   | WB   | <a href="#">Projects spanning M244 to M245</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 3.14           | Nov 1999           |                 |
| 245.33         | +0.82                          | N   | VMS  | (WB) Variable Message Sign #412 (Existing)     |               |            |                     |               |                      |       |                |                    |                 |
| 247.10         | M246 +0.59                     | N   | TI   | (WB) Cortaro Rd (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.20           | 65                 |                 |
| 247.25         | +0.74                          | N   | OP   | (WB) Exit #246 at Cortaro Farms Rd             |               |            |                     |               |                      |       |                | 1965               | 127 ft Concrete |
|                |                                | N   | FR   | One Way Frontage Rd WB                         | AC            | MBH        | 3                   | 8             | 36                   | 2     | 0.21           |                    |                 |
| 247.47         | +0.95                          | N   | FR   | One Way Frontage Rd WB                         | AC            | MBH        | 1                   | 1             | 12                   | 1     | 0.16           |                    |                 |
| 247.62         | M247 +0.08                     | N   | FR   | One Way Frontage Rd WB                         | AC            | MBH        | 2                   | 1             | 24                   | 1     | 1.02           |                    |                 |
| 247.66         | +0.11                          | N   | WB   | <a href="#">Projects spanning M247 to M248</a> | AC            | AC         | 2                   | 10            | 24                   | 10    | 0.07           | 01 Oct 2003        |                 |
| 247.67         | +0.13                          | N   | TI   | (WB) Cortaro Rd (off)                          | AC            | AC         | 2                   | 8             | 24                   | 2     | 0.20           | 65                 |                 |
| 247.73         | +0.18                          | N   | TI   | (WB) Cortaro Rd (off)                          | AC            | AC         | 2                   | 8             | 24                   | 2     | 0.06           | 01 Oct 2003        |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M247 to M248</a> | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.35           | 01 Oct 2003        |                 |
| 248.08         | +0.54                          | N   | WB   |  | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.06           | 01 Oct 2003        |                 |
| 248.15         | +0.60                          | N   | WB   |  | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.57           | 01 Oct 2003        |                 |
| 248.64         | M248 +0.13                     | N   | FR   | One Way Frontage Rd WB                         | AC            | MBH        | 1                   | 2             | 12                   | 4     | 0.39           |                    |                 |
| 248.72         | +0.21                          | N   | WB   | <a href="#">Projects spanning M248 to M249</a> | AC            | AC         | 3                   | 10            | 42                   | 10    | 0.10           | 01 Oct 2003        |                 |
| 248.82         | +0.31                          | N   | WB   |  | AC            | AC         | 3                   | 10            | 48                   | 10    | 0.17           | 01 Oct 2003        |                 |
| 248.99         | +0.48                          | N   | WB   |  | AC            | AC         | 3                   | 10            | 36                   | 10    | 0.22           | 01 Oct 2003        |                 |
| 249.03         | +0.52                          | N   | TI   | (WB) Ina Rd (on)                               | AC            | AC         | 1                   | 2             | 12                   | 2     | 0.04           | 01 Oct 2003        |                 |
|                |                                | N   | FR   | One Way Frontage Rd WB                         | AC            | AC         | 1                   | 2             | 20                   | 2     | 0.25           | 01 Oct 2003        |                 |
| 249.21         | +0.70                          | N   | WB   | <a href="#">Projects spanning M248 to M249</a> | AC            | MBH        | 3                   | 10            | 36                   | 10    | 0.28           | 03 May 2004        |                 |

**I 010 at M248+0.70**

**M248+0.70 on I 010**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M248+0.75**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M248+0.75 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|
| 249.26         | M248 +0.75                     | N   | OP   | (WB) Exit #248 at Ina Rd                               |               |            |                     |                        |                      |       | 01 Oct 2003    | 170 ft Concrete    |                 |
| 249.28         | +0.77                          | N   | FR   | One Way Frontage Rd WB                                 | AC            | AC         | 2                   | 8                      | 24                   | 8     | 0.07           |                    | 21 Sep 2001     |
| 249.35         | +0.84                          | N   | FR   | One Way Frontage Rd WB                                 | PCC           | PCC        | 2                   | 8                      | 24                   | 8     | 1.15           |                    | 21 Sep 2001     |
| 249.49         | +0.98                          | N   | WB   | <a href="#">Projects spanning M248 to M249</a>         | AC            | AC         | 3                   | 10                     | 36                   | 10    | 0.13           |                    | 03 May 2004     |
| 249.62         | M249 +0.11                     | N   | TI   | (WB) Ina Rd (off)                                      | Unk           | Unk        | 1                   | 6                      | 14                   | 2     | 0.04           |                    | 65              |
|                |                                | N   | WB   | <a href="#">Projects spanning M249 to M250</a>         | AC            | AC         | 3                   | 10                     | 48                   | 10    | 0.08           |                    | 03 May 2004     |
| 249.70         | +0.19                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 42                   | 10    | 0.07           |                    | 03 May 2004     |
| 249.77         | +0.26                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 36                   | 10    | 0.33           |                    | 03 May 2004     |
| 250.10         | +0.59                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 42                   | 10    | 0.13           |                    | 03 May 2004     |
| 250.11         | +0.60                          | N   | BR   | (WB) Canada Del Oro                                    |               |            |                     |                        |                      |       |                |                    | 1953            |
| 250.23         | +0.72                          | N   | WB   | <a href="#">Projects spanning M249 to M250</a>         | AC            | AC         | 3                   | 10                     | 48                   | 10    | 0.10           | 03 May 2004        |                 |
| 250.33         | +0.82                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 36                   | 10    | 0.63           | 03 May 2004        |                 |
| 250.42         | +0.91                          | N   | TI   | (WB) Orange Grove Rd (on)                              | Unk           | Unk        | 1                   | 6                      | 14                   | 2     | 0.09           | 65                 |                 |
| 250.50         | +0.99                          | N   | FR   | One Way Frontage Rd WB                                 | AC            | AC         | 2                   | 8                      | 24                   | 8     | 0.11           | 21 Sep 2001        |                 |
| 250.60         | M250 +0.08                     | N   | OP   | (WB) Exit #250 at Orange Grove Rd                      |               |            |                     |                        |                      |       |                | 1965               | 139 ft Concrete |
| 250.61         | +0.09                          | N   | FR   | One Way Frontage Rd WB                                 | AC            | AC         | 2                   | 8                      | 24                   | 8     | 0.07           | 21 Sep 2001        |                 |
| 250.68         | +0.16                          | N   | FR   | One Way Frontage Rd WB                                 | PCC           | PCC        | 2                   | 8                      | 24                   | 8     | 1.02           | 21 Sep 2001        |                 |
| 250.96         | +0.44                          | N   | WB   | <a href="#">Projects spanning M250 to M251</a>         | AC            | AC         | 3                   | 10                     | 48                   | 10    | 0.09           | 03 May 2004        |                 |
|                |                                | N   | TI   | (WB) Orange Grove Rd (off)                             | Unk           | Unk        | 1                   | 6                      | 14                   | 2     | 0.09           | 65                 |                 |
| 251.04         | +0.53                          | N   | WB   | <a href="#">Projects spanning M250 to M251</a>         | AC            | AC         | 3                   | 10                     | 42                   | 10    | 0.04           | 03 May 2004        |                 |
| 251.08         | +0.57                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 36                   | 10    | 0.14           | 03 May 2004        |                 |
| 251.22         | +0.70                          | N   | BR   | (WB) Rillito Creek                                     |               |            |                     |                        |                      |       |                | 1965               | 343 ft Concrete |
|                |                                | N   | WB   | <a href="#">Projects spanning M250 to M251</a>         | AC            | AC         | 3                   | 10                     | 48                   | 10    | 0.11           | 03 May 2004        |                 |
| 251.33         | +0.81                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 42                   | 10    | 0.12           | 03 May 2004        |                 |
| 251.45         | +0.93                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 36                   | 10    | 0.69           | 03 May 2004        |                 |
| 251.55         | M251 +0.03                     | N   | TI   | (WB) Sunset Rd (on)                                    | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.10           | 65                 |                 |
| 251.70         | +0.19                          | N   | FR   | One Way Frontage Rd WB                                 | PCC           | PCC        | 2                   | 6                      | 24                   | 6     | 1.21           | 03 Dec 2001        |                 |
|                |                                | N   | OP   | (WB) Exit #251 at Sunset Rd                            |               |            |                     |                        |                      |       |                | 1965               | 127 ft Concrete |
| 252.13         | +0.62                          | N   | WB   | <a href="#">Projects spanning M251 to M252</a>         | AC            | AC         | 3                   | 10                     | 48                   | 10    | 0.03           | 03 May 2004        |                 |
|                |                                | N   | TI   | (WB) Sunset Rd (off)                                   | Unk           | Unk        | 1                   | 4                      | 14                   | 2     | 0.14           | 03 Dec 2001        |                 |
| 252.17         | +0.65                          | N   | WB   | <a href="#">Projects spanning M251 to M252</a>         | AC            | AC         | 3                   | 10                     | 42                   | 10    | 0.06           | 03 May 2004        |                 |
| 252.22         | +0.71                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 36                   | 10    | 0.11           | 03 May 2004        |                 |
| 252.33         | +0.81                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 42                   | 10    | 0.13           | 03 May 2004        |                 |
| 252.45         | +0.94                          | N   | WB   |  | AC            | AC         | 3                   | 10                     | 48                   | 10    | 0.12           | 03 May 2004        |                 |
| 252.57         | M252 +0.05                     | N   | WB   | <a href="#">Projects spanning M252 to M253</a>         | AC            | AC         | 3                   | 10                     | 36                   | 10    | 0.76           | 03 May 2004        |                 |
| 252.81         | +0.29                          | N   | TI   | (WB) El Camino Del Cerro (on)                          | Unk           | Unk        | 1                   | 4                      | 14                   | 2     | 0.24           | 03 Dec 2001        |                 |
| 252.92         | +0.40                          | N   | FR   | One Way Frontage Rd WB                                 | AC            | AC         | 2                   | 6                      | 24                   | 6     | 0.06           | 03 Dec 2001        |                 |
| 252.96         | +0.44                          | N   | OP   | (WB) Exit #252 at El Camino Del Cerro and Ruthrauff Rd |               |            |                     |                        |                      |       |                | 1965               | 196 ft Concrete |
| 252.98         | +0.46                          | N   | FR   | One Way Frontage Rd WB                                 | AC            | AC         | 2                   | 6                      | 24                   | 6     | 0.09           | 03 Dec 2001        |                 |

**I 010 at M252+0.46**

**M252+0.46 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M252+0.55**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M252+0.55 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 253.07         | M252 +0.55                     | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 2          | 6             | 24                   | 6     | 1.56           | 03 Dec 2001        |                 |
| 253.33         | +0.81                          | N   | TI   | (WB) El Camino De Cerro (off)                  | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.09           | 65                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M252 to M253</a> | AC            | AC         | 3          | 10            | 48                   | 10    | 0.02           | 03 May 2004        |                 |
| 253.35         | +0.84                          | N   | WB   |  | AC            | AC         | 3          | 10            | 42                   | 10    | 0.05           | 03 May 2004        |                 |
| 253.40         | +0.88                          | N   | WB   |  | AC            | AC         | 3          | 10            | 36                   | 10    | 0.51           | 03 May 2004        |                 |
| 253.91         | M253 +0.40                     | N   | WB   | <a href="#">Projects spanning M253 to M254</a> | AC            | AC         | 3          | 10            | 42                   | 10    | 0.13           | 03 May 2004        |                 |
| 254.04         | +0.53                          | N   | WB   |  | AC            | AC         | 3          | 10            | 48                   | 10    | 0.18           | 03 May 2004        |                 |
| 254.22         | +0.71                          | N   | WB   |  | AC            | AC         | 3          | 10            | 36                   | 10    | 0.89           | 03 May 2004        |                 |
| 254.32         | +0.81                          | N   | TI   | (WB) Prince Rd (on)                            | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.10           | 65                 |                 |
| 254.63         | M254 +0.11                     | N   | FR   | One Way Frontage Rd WB                         | AC            | AC         | 2          | 6             | 24                   | 6     | 0.20           | 03 Dec 2001        |                 |
| 254.83         | +0.31                          | N   | OP   | (WB) Exit #254 at Prince Rd                    |               |            |            |               |                      |       |                | 1965               | 127 ft Concrete |
|                |                                | N   | FR   | One Way Frontage Rd WB                         | AC            | AC         | 2          | 8             | 24                   | 8     | 0.17           |                    |                 |
| 255.00         | +0.49                          | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 2          | 8             | 24                   | 8     | 0.82           |                    |                 |
| 255.11         | +0.60                          | N   | WB   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 3          | 10            | 36                   | 10    | 0.30           | 1996               |                 |
| 255.14         | +0.63                          | N   | TI   | (WB) Prince Rd (off)                           | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.14           | 65                 |                 |
| 255.41         | +0.90                          | N   | WB   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 3          | 10            | 42                   | 10    | 0.04           | 1996               |                 |
| 255.46         | +0.94                          | N   | WB   |  | AC            | AC         | 3          | 10            | 42                   | 8     | 0.01           | 1996               |                 |
| 255.47         | +0.96                          | N   | WB   |  | AC            | AC         | 3          | 10            | 48                   | 8     | 0.05           | 1996               |                 |
| 255.52         | M255 +0.00                     | N   | WB   | <a href="#">Projects spanning M255 to M256</a> | AC            | AC         | 3          | 10            | 36                   | 8     | 0.42           | 1996               |                 |
| 255.61         | +0.09                          | N   | TI   | (WB) Miracle Mile (on)                         | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.08           | 60                 |                 |
| 255.83         | +0.31                          | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 2          | 6             | 24                   | 6     | 0.89           |                    |                 |
| 255.94         | +0.42                          | N   | WB   | <a href="#">Projects spanning M255 to M256</a> | AC            | AC         | 3          | 10            | 36                   | 6     | 2.96           | 1996               |                 |
| 256.09         | +0.57                          | N   | TI   | (WB) Miracle Mile (off)                        | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.10           | 60                 |                 |
| 256.64         | M256 +0.12                     | N   | TI   | (WB) Grant Rd (on)                             | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.11           | 62                 |                 |
| 256.72         | +0.20                          | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 2          | 6             | 24                   | 6     | 1.14           |                    |                 |
| 257.07         | +0.55                          | N   | TI   | (WB) Grant Rd (off)                            | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.09           | 62                 |                 |
| 257.65         | M257 +0.13                     | N   | TI   | (WB) Speedway Blvd (on)                        | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.08           | 59                 |                 |
| 257.85         | +0.34                          | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 2          | 8             | 24                   | 8     | 0.45           | 28 Jun 2002        |                 |
| 257.89         | +0.37                          | N   | VMS  | (WB) Variable Message Sign #418 (Existing)     |               |            |            |               |                      |       |                |                    |                 |
| 258.09         | +0.58                          | N   | TI   | (WB) Speedway Blvd (off)                       | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.08           | 59                 |                 |
| 258.30         | +0.79                          | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 2          | 8             | 24                   | 8     | 0.59           | 28 Jun 2002        |                 |
| 258.79         | M258 +0.27                     | N   | TI   | (WB) Congress St (on)                          | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.12           | 60                 |                 |
| 258.89         | +0.37                          | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 2          | 8             | 24                   | 8     | 0.98           |                    |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M258 to M259</a> | AC            | AC         | 3          | 10            | 36                   | 6     | 1.04           | 01 Sep 2000        |                 |
| 259.10         | +0.58                          | N   | TI   | (WB) Congress St (off)                         | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.07           | 60                 |                 |
| 259.78         | M259 +0.25                     | N   | TI   | (WB) 22nd St (on)                              | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.12           | 61                 |                 |
| 259.87         | +0.35                          | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 2          | 8             | 24                   | 8     | 0.43           |                    |                 |
| 259.88         | +0.36                          | N   | CG   | Low Profile Gutter to Left                     |               |            |            |               |                      |       | 0.52           | 20 Aug 2004        |                 |
| 259.94         | +0.41                          | N   | WB   | <a href="#">Projects spanning M259 to M260</a> | AC            | AC         | 3          | 10            | 42                   | 13    | 0.20           | 20 Aug 2004        |                 |

**I 010 at M259+0.41**

**M259+0.41 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M259+0.61**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M259+0.61 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|
| 260.13         | M259 +0.61                     | N   | WB   | <a href="#">Projects spanning M259 to M260</a> | AC            | AC         | 3                   | 10            | 48                   | 13    | 0.17           | 20 Aug 2004        |                 |         |
| 260.31         | +0.78                          | N   | WB   |  | PCC           | PCC        | 3                   | 10            | 48                   | 13    | 0.09           | 20 Aug 2004        |                 |         |
|                |                                | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 3                   | 2             | 36                   | 6     | 0.07           | 20 Aug 2004        |                 |         |
| 260.37         | +0.84                          | N   | OP   | (WB) 29th St Left & Silverlake Rd Right        |               |            |                     |               |                      |       |                | 20 Aug 2004        | 155 ft Concrete |         |
| 260.38         | +0.85                          | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 3                   | 5             | 36                   | 8     | 0.14           | 20 Aug 2004        |                 |         |
| 260.39         | M260 +0.11                     | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 1                   | 8             | 12                   | 3     | 0.25           | 20 Aug 2004        |                 |         |
| 260.40         | M259 +0.87                     | N   | WB   | <a href="#">Projects spanning M259 to M260</a> | PCC           | PCC        | 2.5                 | 10            | 30                   | 13    | 0.11           | 20 Aug 2004        |                 |         |
|                |                                | N   | TI   | (WB) I 019 (on)                                |               |            |                     |               |                      |       |                |                    |                 |         |
| 260.51         | +0.98                          | N   | WB   | <a href="#">Projects spanning M259 to M260</a> | PCC           | PCC        | 3                   | 10            | 36                   | 13    | 0.21           | 20 Aug 2004        |                 |         |
| 260.52         | +0.99                          | N   | FR   | One Way Frontage Rd WB                         | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.11           | 20 Aug 2004        |                 |         |
| 260.54         | M260 +0.02                     | N   | CG   | Low Profile Gutter to Left                     |               |            |                     |               |                      |       | 0.10           | 20 Aug 2004        |                 |         |
| 260.61         | +0.08                          | N   | UP   | (WB) I 019 NB                                  |               |            |                     |               |                      |       |                | 20 Aug 2004        |                 | ??'-??" |
| 260.62         | +0.10                          | N   | TI   | (WB) I 010 to I 019 SB (off)                   | PCC           | PCC        | 1                   | 10            | 14                   | 10    | 0.48           | 20 Aug 2004        |                 |         |
| 260.69         | +0.17                          | N   | UP   | (WB) I 019 NB to I 010 Fronage Rd Ramp         |               |            |                     |               |                      |       |                | 20 Aug 2004        |                 | ??'-??" |
| 260.71         | +0.19                          | N   | WB   | <a href="#">Projects spanning M260 to M261</a> | PCC           | PCC        | 3                   | 10            | 48                   | 13    | 0.10           | 20 Aug 2004        |                 |         |
|                |                                | N   | TI   | (WB) 22nd St (off)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.21           | 20 Aug 2004        |                 |         |
| 260.74         | +0.22                          | N   | UP   | (WB) I 010 Frontage Rd                         |               |            |                     |               |                      |       |                | 20 Aug 2004        |                 | 16'-00" |
| 260.82         | +0.29                          | N   | WB   | <a href="#">Projects spanning M260 to M261</a> | PCC           | PCC        | 3                   | 10            | 42                   | 13    | 0.03           | 20 Aug 2004        |                 |         |
| 260.85         | +0.33                          | N   | WB   |  | PCC           | PCC        | 3                   | 10            | 36                   | 13    | 0.09           | 20 Aug 2004        |                 |         |
| 260.94         | +0.42                          | N   | WB   |  | PCC           | PCC        | 3                   | 10            | 48                   | 13    | 0.08           | 20 Aug 2004        |                 |         |
|                |                                | N   | TI   | (WB) I 010 to I 019 SB (off)                   | PCC           | PCC        | 1                   | 9             | 14                   | 15    | 0.48           | 20 Aug 2004        |                 |         |
| 260.96         | +0.44                          | N   | CG   | Low Profile Gutter to Left                     |               |            |                     |               |                      |       | 0.06           | 20 Aug 2004        |                 |         |
| 261.02         | +0.50                          | N   | WB   | <a href="#">Projects spanning M260 to M261</a> | PCC           | PCC        | 3                   | 10            | 48                   | 12    | 0.03           | 20 Aug 2004        |                 |         |
| 261.05         | +0.52                          | N   | WB   |  | PCC           | PCC        | 3                   | 10            | 48                   | 12    | 0.33           | 91                 |                 |         |
| 261.37         | +0.85                          | N   | WB   |  | PCC           | PCC        | 3                   | 10            | 36                   | 12    | 1.54           | 91                 |                 |         |
| 261.49         | +0.97                          | N   | TI   | (WB) 6th Ave and VA Hospital Access (on)       | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.12           | 91                 |                 |         |
|                |                                | N   | FR   | One Way Frontage Rd WB                         | Unk           | MBH        | 2                   | 2             | 24                   | 2     | 0.73           |                    |                 |         |
| 262.02         | M261 +0.50                     | N   | TI   | (WB) 6th Ave (off)                             | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.07           | 91                 |                 |         |
| 262.24         | +0.73                          | N   | TI   | (WB) Park Ave (on)                             | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.26           | 91                 |                 |         |
| 262.50         | +0.98                          | N   | TI   | (WB) Park Ave (off)                            | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.35           | 91                 |                 |         |
| 262.91         | M262 +0.39                     | N   | WB   | <a href="#">Projects spanning M262 to M263</a> | AC            | AC         | 3                   | 9.5           | 36                   | 12    | 0.11           | 91                 |                 |         |
| 262.92         | +0.40                          | N   | TI   | (WB) Kino Pkwy SB (on)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.30           | 08 Oct 2000        |                 |         |
| 263.02         | +0.51                          | N   | WB   | <a href="#">Projects spanning M262 to M263</a> | AC            | AC         | 2                   | 9.5           | 24                   | 4     | 1.43           | 08 Oct 2000        |                 |         |
| 263.20         | +0.68                          | N   | TI   | (WB) Kino Pkwy NB (on)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.16           | 08 Oct 2000        |                 |         |
|                |                                | N   | TI   | (WB) Kino Pkwy (on/off)                        | Unk           | Unk        | 2                   | 8             | 24                   | 2     | 0.28           | 08 Oct 2000        |                 |         |
| 263.31         | +0.79                          | N   | TI   | (WB) Kino Pkwy (off)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.17           | 08 Oct 2000        |                 |         |
| 264.33         | M263 +0.82                     | N   | OP   | (WB) Country Club                              |               |            |                     |               |                      |       |                | 1967               | 150 ft Concrete |         |
| 264.45         | +0.94                          | N   | WB   | <a href="#">Projects spanning M263 to M264</a> | AC            | AC         | 2                   | 9.5           | 24                   | 4     | 3.55           | 08 Oct 2000        |                 |         |
| 264.85         | M264 +0.34                     | N   | TI   | (WB) Palo Verde (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.22           | 08 Oct 2000        |                 |         |

**I 010 at M264+0.34**

**M264+0.34 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M264+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M264+0.43 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|--|
| 264.95         | M264 +0.43                     | N   | OP   | (WB) Exit #264 at Palo Verde Rd                |               |            |                     |                        |                      |       | 08 Oct 2000    | 195 ft Concrete    |                 |  |
| 265.06         | +0.55                          | N   | TI   | (WB) Irvington Rd (on)                         | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.16           |                    | 08 Oct 2000     |  |
| 265.23         | +0.72                          | N   | TI   | (WB) Irvington Rd (off)                        | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.22           |                    | 08 Oct 2000     |  |
| 265.54         | M265 +0.03                     | N   | OP   | (WB) Exit #265 at Alvernon Way                 |               |            |                     |                        |                      |       | 08 Oct 2000    | 210 ft Concrete    |                 |  |
| 265.80         | +0.29                          | N   | TI   | (WB) Alvernon Way (off)                        | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.36           |                    | 08 Oct 2000     |  |
| 267.66         | M267 +0.13                     | N   | OP   | (WB) Exit #267 at Valencia Rd                  |               |            |                     |                        |                      |       | 08 Oct 2000    | 183 ft Concrete    |                 |  |
| 267.69         | +0.16                          | N   | TI   | (WB) Valencia Rd (on)                          | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.27           |                    | 08 Oct 2000     |  |
|                |                                | N   | FR   | One Way Frontage Rd WB                         | Unk           | MBH        | 2                   | 1                      | 24                   | 1     | 0.91           |                    |                 |  |
| 268.00         | +0.48                          | N   | WB   | <a href="#">Projects spanning M267 to M268</a> | AC            | AC         | 3                   | 9.5                    | 36                   | 4     | 0.09           | 08 Oct 2000        |                 |  |
| 268.02         | +0.49                          | N   | TI   | (WB) Valencia Rd (off)                         | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.04           | 08 Oct 2000        |                 |  |
| 268.09         | +0.57                          | N   | WB   | <a href="#">Projects spanning M267 to M268</a> | AC            | MBH        | 3                   | 10                     | 36                   | 4     | 0.11           | 08 Oct 2000        |                 |  |
| 268.20         | +0.68                          | N   | WB   |  | AC            | MBH        | 3                   | 10                     | 36                   | 4     | 0.48           | 88                 |                 |  |
| 268.36         | +0.83                          | N   | TI   | (WB) Craycroft Rd (on)                         | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.04           | 60                 |                 |  |
| 268.59         | M268 +0.08                     | N   | FR   | One Way Frontage Rd WB                         | Unk           | MBH        | 1                   | 7                      | 12                   | 7     | 1.25           |                    |                 |  |
| 268.68         | +0.17                          | N   | WB   | <a href="#">Projects spanning M268 to M269</a> | AC            | MBH        | 2                   | 12                     | 24                   | 3     | 3.92           | 88                 |                 |  |
| 269.00         | +0.48                          | N   | TI   | (WB) Craycroft Rd (off)                        | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.04           | 60                 |                 |  |
| 269.51         | +0.99                          | N   | TI   | (WB) Wilmot Rd (on)                            | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.05           | 85                 |                 |  |
| 269.84         | M269 +0.32                     | N   | FR   | One Way Frontage Rd WB                         | Unk           | MBH        | 1                   | 6                      | 12                   | 6     | 1.20           |                    |                 |  |
| 269.86         | +0.33                          | N   | OP   | (WB) Exit #269 at Wilmot Rd                    |               |            |                     |                        |                      |       | 1985           | 177 ft Concrete    |                 |  |
| 270.09         | +0.57                          | N   | TI   | (WB) Wilmot Rd (off)                           | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.13           |                    | 85              |  |
| 270.45         | +0.93                          | N   | VMS  | (WB) Variable Message Sign #317 (Existing)     |               |            |                     |                        |                      |       |                |                    |                 |  |
| 270.92         | M270 +0.40                     | N   | TI   | (WB) Kolb Rd (on)                              | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.14           | 86                 |                 |  |
| 271.46         | +0.94                          | N   | TI   | (WB) Kolb Rd (off)                             | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.46           | 86                 |                 |  |
| 272.60         | M272 +0.09                     | N   | WB   | <a href="#">Projects spanning M272 to M273</a> | AC            | MBH        | 2                   | 10                     | 24                   | 10    | 0.89           | 91                 |                 |  |
| 273.30         | +0.78                          | N   | FR   | Frontage Rd Left                               | Unk           | Unk        | 2                   |                        | 24                   |       | 0.39           |                    |                 |  |
| 273.49         | +0.98                          | N   | WB   | <a href="#">Projects spanning M272 to M273</a> | AC            | MBH        | 2                   | 10                     | 24                   | 4     | 2.58           | 91                 |                 |  |
| 273.66         | M273 +0.14                     | N   | TI   | (WB) Rita Rd (on)                              | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.23           | 62                 |                 |  |
| 273.85         | +0.33                          | N   | TI   | (WB) Rita Rd (off)                             | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.21           | 62                 |                 |  |
| 276.00         | M275 +0.48                     | N   | TI   | (WB) Houghton Rd (on)                          | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.26           | 62                 |                 |  |
| 276.07         | +0.55                          | N   | WB   | <a href="#">Projects spanning M275 to M276</a> | AC            | MBH        | 2                   | 10                     | 24                   | 4     | 0.20           | 79                 |                 |  |
| 276.18         | +0.66                          | N   | TI   | (WB) Houghton Rd (off)                         | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.21           | 62                 |                 |  |
| 276.27         | +0.75                          | N   | WB   | <a href="#">Projects spanning M275 to M276</a> | AC            | AC         | 2                   | 10                     | 24                   | 4     | 3.38           | 1995               |                 |  |
| 277.76         | M277 +0.26                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Gravel     | 2                   | 2                      | 20                   | 2     | 2.11           |                    |                 |  |
| 279.65         | M279 +0.13                     | N   | WB   | <a href="#">Projects spanning M279 to M280</a> | AC            | AC         | 2                   | 10                     | 24                   | 4     | 0.52           | 20 Apr 2000        |                 |  |
| 279.84         | +0.32                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1                      | 24                   | 1     | 2.26           |                    |                 |  |
| 279.87         | +0.35                          | N   | TI   | (WB) Vail Rd (on)                              | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.16           | 20 Apr 2000        |                 |  |
| 279.89         | +0.37                          | N   | UP   | (WB) Exit 279 at Vail Rd and Wentworth Rd      |               |            |                     |                        |                      |       | 2005           |                    | ??-??"          |  |
| 280.07         | +0.55                          | N   | TI   | (WB) Vail Rd (off)                             | Unk           | Unk        | 1                   | 8                      | 12                   | 2     | 0.21           | 20 Apr 2000        |                 |  |
| 280.18         | +0.65                          | N   | WB   | <a href="#">Projects spanning M279 to M280</a> | AC            | AC         | 2                   | 10                     | 24                   | 4     | 1.56           | 1995               |                 |  |

**I 010 at M279+0.65**

**M279+0.65 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M281+0.20**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M281+0.20 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 281.74         | M281 +0.20                     | N   | WB   | <a href="#">Projects spanning M281 to M282</a> | AC            | AC         | 2          | 9.5           | 24                   | 3.5   | 7.35           | Nov 2000           |                 |
| 282.01         | +0.48                          | N   | TI   | (WB) S 083 Mountain View-Sonoita Hwy (off)     | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.07           | 61                 |                 |
| 282.07         | +0.54                          | N   | TI   | (WB) S 083 Mountain View-Sonoita Hwy (on)      | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.25           | 61                 |                 |
| 282.08         | +0.55                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24                   | 1     | 0.92           |                    |                 |
| 283.01         | M282 +0.48                     | N   | VMS  | (WB) Variable Message Sign #320 (Existing)     |               |            |            |               |                      |       |                | 2003               |                 |
| 284.94         | M284 +0.44                     | N   | BR   | (WB) Davidson Canyon                           |               |            |            |               |                      |       |                | 1960               | 314 ft Steel    |
| 289.09         | M288 +0.58                     | N   | WB   | <a href="#">Projects spanning M288 to M289</a> | AC            | MBH        | 2          | 10            | 24                   | 4     | 0.21           | 81                 |                 |
| 289.30         | +0.80                          | N   | WB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 0.04           | 05 May 2005        |                 |
| 289.34         | +0.83                          | N   | WB   |  | AC            | AC         | 2          | 9             | 24                   | 4     | 0.44           | 05 May 2005        |                 |
| 289.71         | M289 +0.21                     | N   | BR   | (WB) Cienega Creek                             |               |            |            |               |                      |       |                | 1961               | 273 ft Steel    |
| 289.77         | +0.27                          | N   | WB   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 2          | 9             | 24                   | 1     | 0.07           | 05 May 2005        |                 |
| 289.85         | +0.34                          | N   | WB   |  | AC            | AC         | 2          | 6             | 24                   | 1     | 0.01           | 05 May 2005        |                 |
| 289.86         | +0.35                          | N   | WB   |  | AC            | AC         | 2          | 7             | 24                   | 1     | 0.01           | 05 May 2005        |                 |
|                | +0.36                          | N   | WB   |  | AC            | AC         | 2          | 7             | 36                   | 1     | 0.17           | 05 May 2005        |                 |
| 289.91         | +0.41                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Unk        | 2          |               | 24                   |       | 0.20           |                    |                 |
| 290.03         | +0.53                          | N   | WB   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 2          | 7             | 36                   | 1     | 0.06           | 05 May 2005        |                 |
| 290.09         | +0.59                          | N   | TI   | (WB) Marsh Station (on)                        | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.08           | 61                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 2          | 7             | 24                   | 1     | 0.24           | 05 May 2005        |                 |
| 290.23         | +0.73                          | N   | TI   | (WB) Marsh Station (off)                       | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.16           | 61                 |                 |
| 290.33         | +0.83                          | N   | WB   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 2          | 9             | 24                   | 1     | 0.29           | 05 May 2005        |                 |
| 290.63         | M290 +0.12                     | N   | WB   | <a href="#">Projects spanning M290 to M291</a> | AC            | AC         | 2          | 9             | 24                   | 1     | 0.07           | 90                 |                 |
| 290.70         | +0.20                          | N   | WB   |  | AC            | MBH        | 2          | 9             | 24                   | 1     | 0.13           | 90                 |                 |
| 290.83         | +0.32                          | N   | WB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 5.99           | 1998               |                 |
| 292.85         | M292 +0.35                     | N   | OP   | (WB) Union Pacific RR                          |               |            |            |               |                      |       |                | 1963               | 124 ft Steel    |
| 293.03         | +0.53                          | N   | TI   | (WB) Bell/Empirita (on)                        | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.14           | 63                 |                 |
| 293.28         | +0.78                          | N   | TI   | (WB) Bell/Empirita (off)                       | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.19           | 63                 |                 |
| 296.81         | M296 +0.31                     | N   | WB   | <a href="#">Projects spanning M296 to M297</a> | AC            | AC         | 2          | 10            | 24                   | 4     | 6.87           | 1995               |                 |
| 297.68         | M297 +0.17                     | N   | TI   | (WB) Mescal (on)                               | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.20           | 58                 |                 |
| 297.85         | +0.34                          | N   | TI   | (WB) Mescal (off)                              | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.17           | 58                 |                 |
| 299.65         | M299 +0.14                     | N   | BR   | (WB) Cornfield Canyon                          |               |            |            |               |                      |       |                |                    | 106 ft Concrete |
| 299.85         | +0.34                          | N   | TI   | (WB) Skyline (on)                              | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.12           | 61                 |                 |
|                |                                | N   | OP   | (WB) Exit #299 at Skyline Rd                   |               |            |            |               |                      |       |                | 1961               | 260 ft Concrete |
| 299.97         | +0.46                          | N   | TI   | (WB) Skyline (off)                             | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.12           | 61                 |                 |
| 301.69         | M301 +0.19                     | N   | FR   | Frontage Rd Left                               | Unk           | Unk        | 2          |               | 24                   |       | 1.26           |                    |                 |
| 302.89         | M302 +0.39                     | N   | TI   | (WB) Whetstone (on)                            | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.23           | 67                 |                 |
|                |                                | N   | OP   | (WB) Exit #302 at S 090 E & Whetstone (Benson) |               |            |            |               |                      |       |                | 1967               | 104 ft Concrete |
| 303.02         | +0.52                          | N   | TI   | (WB) Whetstone (off)                           | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.13           | 67                 |                 |
| 303.68         | M303 +0.20                     | N   | WB   | <a href="#">Projects spanning M303 to M304</a> | AC            | MBH        | 2          | 10            | 24                   | 4     | 0.17           | 79                 |                 |
| 303.85         | +0.37                          | N   | WB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 3.36           | 1993               |                 |

**I 010 at M303+0.37**

**M303+0.37 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M303+0.89**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M303+0.89 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 304.38         | M303 +0.89                     | N   | OP   | (WB) Exit #303 at SB010(3) E (Benson)          |               |            |                     |               |                      |       | 1969           | 137 ft Concrete    |                 |
| 304.40         | +0.91                          | N   | TI   | (WB) W Benson (on)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.54           | 69                 |                 |
| 304.82         | M304 +0.32                     | N   | OP   | (WB) Union Pacific RR                          |               |            |                     |               |                      |       | 1970           | 156 ft Concrete    |                 |
| 305.43         | +0.93                          | N   | OP   | (WB) Exit #304 at Ocotillo Rd                  |               |            |                     |               |                      |       | 1970           | 104 ft Concrete    |                 |
|                |                                | N   | TI   | (WB) Ocotillo Rd (on)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.22           | 70                 |                 |
| 305.54         | M305 +0.00                     | N   | VMS  | (WB) Variable Message Sign #24 (Existing)      |               |            |                     |               |                      |       |                |                    |                 |
| 305.62         | +0.08                          | N   | TI   | (WB) Ocotillo Rd (off)                         | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.19           | 70                 |                 |
| 307.22         | M306 +0.76                     | N   | WB   | <a href="#">Projects spanning M306 to M307</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.14           | 20 May 2005        |                 |
| 307.29         | +0.83                          | N   | BR   | (WB) San Pedro River                           |               |            |                     |               |                      |       | 20 May 2005    | 304 ft Concrete    |                 |
| 307.36         | +0.90                          | N   | WB   | <a href="#">Projects spanning M306 to M307</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 3.80           | 1993               |                 |
| 307.66         | +1.20                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 2             | 24                   | 2     | 2.86           |                    |                 |
|                |                                | N   | TI   | (WB) Pomerene Rd (on)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.20           | 74                 |                 |
|                | +1.21                          | N   | OP   | (WB) Exit #306 at SB010(3) W & Pomerene Rd     |               |            |                     |               |                      |       | 1974           | 188 ft Concrete    |                 |
| 308.03         | M307 +0.02                     | N   | TI   | (WB) Pomerene Rd (off)                         | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.37           | 74                 |                 |
| 309.77         | M308 +0.76                     | N   | VMS  | (WB) Variable Message Sign #324 (Existing)     |               |            |                     |               |                      |       | 2003           |                    |                 |
| 310.78         | M309 +0.79                     | N   | BR   | (WB) Adams Peak Wash                           |               |            |                     |               |                      |       | 1972           | 149 ft Concrete    |                 |
| 311.15         | M310 +0.15                     | N   | WB   | <a href="#">Projects spanning M310 to M311</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.07           | 72                 |                 |
| 311.22         | +0.22                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 5.89           | 89                 |                 |
| 313.77         | M312 +0.77                     | N   | OP   | (WB) Exit #312 at Sibyl Rd                     |               |            |                     |               |                      |       | 1960           | 89 ft Concrete     |                 |
|                |                                | N   | TI   | (WB) Sibyl Rd (on)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.16           | 60                 |                 |
| 313.78         | +0.78                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.94           |                    |                 |
| 313.99         | +0.98                          | N   | TI   | (WB) Sibyl Rd (off)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.21           | 60                 |                 |
| 317.11         | M316 +0.11                     | N   | WB   | <a href="#">Projects spanning M316 to M317</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 5.93           | 1994               |                 |
| 319.90         | M318 +0.91                     | N   | TI   | (WB) Dragoon Rd (off)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.09           | 63                 |                 |
| 319.92         | +0.92                          | N   | TI   | (WB) Dragoon Rd (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.15           | 63                 |                 |
| 319.98         | +0.99                          | N   | OP   | (WB) Exit #318 at Dragoon Rd                   |               |            |                     |               |                      |       | 1963           | 97 ft Concrete     |                 |
| 321.31         | M320 +0.31                     | N   | RA   | (WB) Texas Canyon Rest Area (on)               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.12           |                    |                 |
| 321.57         | +0.57                          | N   | RA   | (WB) Texas Canyon Rest Area                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.26           |                    |                 |
| 321.76         | +0.76                          | N   | RA   | (WB) Texas Canyon Rest Area (off)              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.19           |                    |                 |
| 323.05         | M322 +0.04                     | N   | WB   | <a href="#">Projects spanning M322 to M323</a> | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.26           | 1994               |                 |
| 323.30         | +0.30                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.08           | 1994               |                 |
| 323.39         | +0.38                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.34           | 1994               |                 |
| 323.61         | +0.60                          | N   | TI   | (WB) Johnson Rd (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.22           | 58                 |                 |
| 323.73         | +0.72                          | N   | TI   | (WB) Johnson Rd (off)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.13           | 58                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M322 to M323</a> | AC            | AC         | 2                   | 10            | 48                   | 4     | 0.01           | 1994               |                 |
| 323.75         | +0.74                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.12           | 1994               |                 |
| 323.86         | +0.85                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 5.13           | 1994               |                 |
| 328.99         | M328 +0.00                     | N   | WB   | <a href="#">Projects spanning M328 to M329</a> | AC            | AC         | 2                   | 9.5           | 25                   | 3.5   | 0.32           | 21 Oct 2005        |                 |
| 329.31         | +0.32                          | N   | WB   |  | AC            | MBH        | 2                   | 9.5           | 25                   | 3.5   | 2.69           | 21 Oct 2005        |                 |

**I 010 at M328+0.32**

**M328+0.32 on I 010**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 010 at M331+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M331+0.00 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 332.01         | M331 +0.00                     | N   | WB   | <a href="#">Projects spanning M331 to M332</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.97           | 17 Sep 1998        |                 |
| 332.86         | +0.84                          | N   | TI   | (WB) U 191 from Cochise (on)                   | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.09           | 58                 |                 |
| 332.98         | +0.96                          | N   | TI   | (WB) U 191 to Cochise (off)                    | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.14           | 58                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M331 to M332</a> | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.02           | 17 Sep 1998        |                 |
| 333.00         | +0.98                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.01           | 17 Sep 1998        |                 |
|                | M332 +0.00                     | N   | WB   | <a href="#">Projects spanning M332 to M333</a> | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.04           | 17 Sep 1998        |                 |
| 333.04         | +0.03                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.02           | 17 Sep 1998        |                 |
| 333.06         | +0.05                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.56           | 21 Oct 2005        |                 |
| 333.62         | +0.61                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.29           | 17 Sep 1998        |                 |
| 333.91         | +0.90                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.02           | 17 Sep 1998        |                 |
| 333.93         | +0.92                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.36           | 21 Oct 2005        |                 |
| 334.29         | M333 +0.28                     | N   | WB   | <a href="#">Projects spanning M333 to M334</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.20           | 21 Oct 2005        |                 |
| 334.49         | +0.48                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.18           | 17 Sep 1998        |                 |
| 334.67         | +0.66                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.07           | 21 Oct 2005        |                 |
| 334.74         | +0.73                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.11           | 17 Sep 1998        |                 |
| 334.85         | +0.84                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.03           | 21 Oct 2005        |                 |
| 334.88         | +0.87                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.07           | 17 Sep 1998        |                 |
| 334.95         | +0.94                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.06           | 21 Oct 2005        |                 |
| 335.01         | M334 +0.00                     | N   | WB   | <a href="#">Projects spanning M334 to M335</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.18           | 17 Sep 1998        |                 |
| 335.19         | +0.18                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.07           | 21 Oct 2005        |                 |
| 335.26         | +0.25                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.17           | 17 Sep 1998        |                 |
| 335.43         | +0.42                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.10           | 21 Oct 2005        |                 |
| 335.53         | +0.52                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.35           | 17 Sep 1998        |                 |
| 335.88         | +0.87                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.40           | 21 Oct 2005        |                 |
| 336.28         | M335 +0.27                     | N   | WB   | <a href="#">Projects spanning M335 to M336</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.73           | 17 Sep 1998        |                 |
| 337.01         | M336 +0.00                     | N   | WB   | <a href="#">Projects spanning M336 to M337</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.30           | 17 Sep 1998        |                 |
| 337.31         | +0.30                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.08           | 89                 |                 |
| 337.39         | +0.37                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.80           | 1995               |                 |
| 337.90         | +0.88                          | N   | TI   | (WB) W Willcox (on)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.31           | 65                 |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.42           |                    |                 |
| 338.19         | M337 +0.19                     | N   | WB   | <a href="#">Projects spanning M337 to M338</a> | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.08           | 1995               |                 |
|                |                                | N   | TI   | (WB) W Willcox (off)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.31           | 65                 |                 |
| 338.26         | +0.27                          | N   | WB   | <a href="#">Projects spanning M337 to M338</a> | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.05           | 1995               |                 |
| 338.32         | +0.32                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 7.58           | 1995               |                 |
| 341.54         | M340 +0.54                     | N   | UP   | (WB) Exit #340 at S 186 & Ft Grant Rd          |               |            |                     |               |                      |       |                | 1967               | 16'-01"         |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.37           |                    |                 |
|                |                                | N   | TI   | (WB) Fort Grant Rd (on)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.19           | 67                 |                 |
| 341.73         | +0.73                          | N   | TI   | (WB) Fort Grant Rd (off)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.20           | 67                 |                 |
| 345.72         | M344 +0.72                     | N   | TI   | (WB) E Willcox (on)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.10           | 67                 |                 |

**I 010 at M344+0.72**

**M344+0.72 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M344+0.87**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M344+0.87 on I 010**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 345.88         | M344 +0.87                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Gravel     | 2                   | 2             | 20                   | 2     | 1.45           |                    |                 |
| 345.90         | +0.90                          | N   | WB   | <a href="#">Projects spanning M344 to M345</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.11           | 30 May 2000        |                 |
| 345.94         | +0.93                          | N   | TI   | (WB) E Willcox (off)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.23           | 67                 |                 |
| 346.01         | M345 +0.01                     | N   | WB   | <a href="#">Projects spanning M345 to M346</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 6.39           | 30 May 2000        |                 |
| 352.41         | M351 +0.39                     | N   | WB   | <a href="#">Projects spanning M351 to M352</a> | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.46           | 30 May 2000        |                 |
| 352.86         | +0.85                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.18           | 30 May 2000        |                 |
| 353.04         | M352 +0.03                     | N   | WB   | <a href="#">Projects spanning M352 to M353</a> | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.44           | 30 May 2000        |                 |
| 353.43         | +0.41                          | N   | TI   | (WB) U 191 from Safford (on)                   | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.30           | 30 May 2000        |                 |
| 353.49         | +0.47                          | N   | WB   | <a href="#">Projects spanning M352 to M353</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 3.93           | 30 May 2000        |                 |
| 353.71         | +0.69                          | N   | TI   | (WB) U 191 toward Safford (off)                | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.28           | 30 May 2000        |                 |
| 356.02         | M355 +0.00                     | N   | VMS  | (WB) Variable Message Sign #95 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 356.95         | +0.93                          | N   | TI   | (WB) Luzena (on)                               | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.25           | 30 May 2000        |                 |
| 357.30         | M356 +0.27                     | N   | TI   | (WB) Luzena (off)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.37           | 30 May 2000        |                 |
| 357.42         | +0.40                          | N   | WB   | <a href="#">Projects spanning M356 to M357</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.16           | 76                 |                 |
| 357.58         | +0.56                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 5.92           | 1994               |                 |
| 357.66         | +0.64                          | N   | BR   | (WB) Little Cal Creek                          |               |            |                     |               |                      |       |                | 1961               | 218 ft Concrete |
| 357.99         | +0.97                          | N   | OP   | (WB) Union Pacific RR                          |               |            |                     |               |                      |       |                | 1961               | 142 ft Steel    |
| 363.51         | M362 +0.50                     | N   | WB   | <a href="#">Projects spanning M362 to M363</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.21           | 30 Jun 2000        |                 |
| 363.72         | +0.70                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.30           | 30 Jun 2000        |                 |
| 363.82         | +0.80                          | N   | TI   | (WB) W Bowie (off)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.14           | 67                 |                 |
| 364.09         | M363 +0.07                     | N   | TI   | (WB) W Bowie (on)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.77           | 67                 |                 |
| 364.72         | +0.70                          | N   | OP   | (WB) Barlett Ranch Rd                          |               |            |                     |               |                      |       |                | 1967               | 120 ft Concrete |
| 365.02         | M364 +0.00                     | N   | WB   | <a href="#">Projects spanning M364 to M365</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.01           | 29 Jun 1999        |                 |
| 365.03         | +0.01                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 3.67           | 30 Jun 2000        |                 |
| 365.81         | +0.78                          | N   | OP   | (WB) Richards                                  |               |            |                     |               |                      |       |                | 1967               | 108 ft Concrete |
| 367.68         | M366 +0.66                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 5             | 24                   | 5     | 3.39           |                    |                 |
| 367.79         | +0.78                          | N   | TI   | (WB) E Bowie (on)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.16           | 67                 |                 |
| 368.02         | M367 +0.00                     | N   | TI   | (WB) E Bowie (off)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.35           | 67                 |                 |
| 368.70         | +0.68                          | N   | WB   | <a href="#">Projects spanning M367 to M368</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.12           | 85                 |                 |
| 368.81         | +0.80                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 10.63          | 91                 |                 |
| 371.03         | M370 +0.03                     | N   | OP   | (WB) Holt                                      |               |            |                     |               |                      |       |                | 1962               | 91 ft Concrete  |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | BST        | 2                   | 1             | 24                   | 1     | 2.65           |                    |                 |
| 373.68         | M372 +0.64                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 5             | 24                   | 5     | 4.16           |                    |                 |
|                | +0.65                          | N   | OP   | (WB) Olga                                      |               |            |                     |               |                      |       |                | 1962               | 91 ft Concrete  |
| 377.84         | M376 +0.80                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 2.45           |                    |                 |
| 379.44         | M378 +0.41                     | N   | WB   | <a href="#">Projects spanning M378 to M379</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.98           | 1995               |                 |
| 379.83         | +0.80                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.93           |                    |                 |
| 380.15         | M379 +0.12                     | N   | TI   | (WB) W San Simon (on)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.35           | 67                 |                 |
| 380.26         | +0.23                          | N   | TI   | (WB) W San Simon (off)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.27           | 67                 |                 |

**I 010 at M379+0.23**

**M379+0.23 on I 010**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 010 at M380+0.36**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M380+0.36 on I 010**

| GIS Route Mile                                      | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type     | Vert. Clearance |
|---|--------------------------------|-----|---|--------------|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|------------------------|-----------------|
| 381.39  | M380 +0.36                     | N   | OP (WB) Cochise Ave                               |              |               |               |                     |               |                      |               | 1967           | 97 ft Concrete         |                 |
| 381.43  | +0.40                          | N   | WB <a href="#">Projects spanning M380 to M381</a> | AC           | AC            | 2             | 10                  | 24            | 4                    | 0.01          | 29 Jun 1999    |                        |                 |
| 381.44  | +0.41                          | N   | WB  | AC           | AC            | 2             | 10                  | 24            | 4                    | 2.46          | 1995           |                        |                 |
| 382.71  | M381 +0.68                     | N   | BR (WB) San Simon River                           |              |               |               |                     |               |                      |               | 1967           | 232 ft Concrete        |                 |
| 383.16  | M382 +0.13                     | N   | FR Two Way Frontage Rd Left                       | Unk          | MBH           | 2             | 1                   | 24            | 1                    | 1.08          |                |                        |                 |
| 383.31  | +0.28                          | N   | TI (WB) E San Simon (on)                          | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.16          | 67             |                        |                 |
| 383.52  | +0.49                          | N   | TI (WB) E San Simon (off)                         | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.28          | 67             |                        |                 |
| 383.89  | +0.86                          | N   | WB <a href="#">Projects spanning M382 to M383</a> | AC           | MBH           | 2             | 10                  | 24            | 4                    | 1.37          | 81             |                        |                 |
| 384.24  | M383 +0.20                     | N   | IS (WB) Inspection Station (on)                   | Unk          | Unk           | 1             |                     | 12            |                      | 0.08          |                |                        |                 |
| 384.31  | +0.27                          | N   | IS (WB) Inspection Station                        | Unk          | Unk           | 1             |                     | 12            |                      | 0.07          |                |                        |                 |
| 384.40  | +0.37                          | N   | IS (WB) Inspection Station (off)                  | Unk          | Unk           | 1             |                     | 12            |                      | 0.09          |                |                        |                 |
| 385.26  | M384 +0.23                     | N   | WB <a href="#">Projects spanning M384 to M385</a> | AC           | AC            | 2             | 10                  | 24            | 4                    | 0.68          | 1995           |                        |                 |
| 385.95  | +0.91                          | N   | WB  | PCC          | PCC           | 2             | 10                  | 24            | 4                    | 0.06          | 29 Jul 2002    |                        |                 |
| 385.97  | +0.93                          | N   | X WIM Unit (right lane)                           |              |               |               |                     |               |                      |               |                |                        |                 |
| 386.00  | +0.97                          | N   | WB <a href="#">Projects spanning M384 to M385</a> | AC           | AC            | 2             | 10                  | 24            | 4                    | 0.23          | 1995           |                        |                 |
| 386.03  | M385 +0.00                     | N   | VMS (WB) Variable Message Sign #329 (Existing)    |              |               |               |                     |               |                      |               |                |                        |                 |
| 386.23  | +0.20                          | N   | WB <a href="#">Projects spanning M385 to M386</a> | AC           | AC            | 2             | 10                  | 24            | 4                    | 0.01          | 29 Jun 1999    |                        |                 |
| 386.24  | +0.21                          | N   | WB  | AC           | AC            | 2             | 10                  | 24            | 4                    | 5.99          | 1995           |                        |                 |
| 389.76  | M388 +0.72                     | N   | RA (WB) San Simon Rest Area (on)                  | Unk          | Unk           | 1             | 2                   | 12            | 8                    | 0.11          |                |                        |                 |
| 389.89  | +0.85                          | N   | RA (WB) San Simon Rest Area                       | Unk          | Unk           | 1             | 2                   | 12            | 8                    | 0.13          |                |                        |                 |
| 390.03  | +0.99                          | N   | RA (WB) San Simon Rest Area (off)                 | Unk          | Unk           | 1             | 2                   | 12            | 8                    | 0.14          |                |                        |                 |
| 390.49  | M389 +0.45                     | N   | BR (WB) Island Wash                               |              |               |               |                     |               |                      |               | 1938           | 101 ft Concrete        |                 |
| 391.82  | M390 +0.78                     | N   | TI (WB) Cavot (on)                                | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.20          | 61             |                        |                 |
|   |                                | N   | OP (WB) Exit #390 at Cavot Rd                     |              |               |               |                     |               |                      |               |                | 91 ft Concrete         |                 |
| 391.97  | +0.93                          | N   | TI (WB) Cavot (off)                               | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.16          | 61             |                        |                 |
| 392.22  | M391 +0.18                     | N   | VMS (WB) Variable Message Sign #110 (Proposed)    |              |               |               |                     |               |                      |               |                |                        |                 |
| 392.23  | +0.23                          | N   | J (WB) End I 010 at AZ/NM State Line              |              |               |               |                     |               |                      |               |                |                        |                 |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                |     |   |              |               | <b>886.52</b> | <b>4.55</b>         | <b>27.91</b>  | <b>9.99</b>          | <b>392.06</b> | <b>1996.4</b>  | 391.98 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                |     |   |              |               | <b>883.18</b> | <b>9.71</b>         | <b>27.80</b>  | <b>4.59</b>          | <b>392.16</b> | <b>1996.6</b>  |                        |                 |
| <b>Frontage Roads Averages/Totals:</b>              |                                |     |   |              |               | <b>122.03</b> | <b>2.65</b>         | <b>23.15</b>  | <b>2.70</b>          | <b>62.84</b>  |                |                        |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                |     |   |              |               | <b>136.94</b> | <b>2.65</b>         | <b>22.92</b>  | <b>2.62</b>          | <b>70.01</b>  |                |                        |                 |

**I 010 at M391+0.23**

**M391+0.23 on I 010**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 015 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on I 015**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 015 - Cardinal (low to higher reference marker)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J (NB) Begin I 015 at AZ/NV State Line            |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB Mohave County                                  |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB <a href="#">Projects spanning M0 to M1</a>     | AC           | AC            | 2          | 4                   | 24            | 10                   | 7.80  | Feb 1999       |                    |                 |
|  |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 8.82  |                |                    |                 |
| 6.00   | M006                           | C   | VMS (NB) Variable Message Sign #70 (Under Design) |              |               |            |                     |               |                      |       |                |                    |                 |
| 7.80   | M007 +0.79                     | C   | NB <a href="#">Projects spanning M7 to M8</a>     | AC           | AC            | 2          | 4                   | 24            | 10                   | 4.71  | Apr 2000       |                    |                 |
| 8.15   | M008 +0.14                     | C   | TI (NB) Littlefield Rd (off)                      | Unk          | Unk           | 2          | 6                   | 24            | 12                   | 0.45  | Apr 2000       |                    |                 |
| 8.60   | +0.59                          | C   | TI (NB) Littlefield Rd (on)                       | Unk          | Unk           | 2          | 6                   | 24            | 12                   | 0.26  | Apr 2000       |                    |                 |
| 8.61   | +0.61                          | C   | OP (NB) Exit #8 Littlefield Rd                    |              |               |            |                     |               |                      |       |                | 153 ft Unknown     |                 |
|  |                                | A   | TI (NB/SB) Littlefield Rd Crossing                | Unk          | Unk           | 2          |                     | 24            |                      | 0.22  |                |                    |                 |
| 8.82   | +0.81                          | C   | MD Concrete Median Barrier                        |              |               |            |                     |               |                      | 0.67  |                |                    |                 |
| 9.21   | M009 +0.20                     | A   | BR Virgin River #1                                |              |               |            |                     |               |                      |       | 1987           | 851 ft Concrete    |                 |
| 9.49   | +0.48                          | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 2.86  |                |                    |                 |
| 9.63   | +0.61                          | A   | OP Exit #9 Farm Rd                                |              |               |            |                     |               |                      |       |                | Unknown            |                 |
| 9.68   | +0.67                          | C   | TI (NB) Farm Rd (off)                             | Unk          | Unk           | 1          |                     | 12            |                      | 0.17  |                |                    |                 |
| 9.85   | M010 +0.03                     | C   | TI (NB) Farm Rd (on)                              | Unk          | Unk           | 1          |                     | 12            |                      | 0.15  |                |                    |                 |
| 12.35  | M012 +0.34                     | C   | MD Concrete Median Barrier                        |              |               |            |                     |               |                      | 11.37 |                |                    |                 |
| 12.51  | +0.50                          | C   | NB <a href="#">Projects spanning M12 to M13</a>   | AC           | AC            | 2          | 4                   | 24            | 6                    | 0.51  | Apr 2000       |                    |                 |
| 13.02  | M013 +0.00                     | C   | NB <a href="#">Projects spanning M13 to M14</a>   | AC           | AC            | 2          | 4                   | 24            | 8                    | 10.71 | 24 May 2005    |                    |                 |
| 13.19  | +0.17                          | A   | BR Virgin River #2                                |              |               |            |                     |               |                      |       | 1971           | 740 ft Concrete    |                 |
| 13.27  | +0.25                          | A   | BR Virgin River #3                                |              |               |            |                     |               |                      |       | 1971           | 822 ft Concrete    |                 |
| 14.02  | M014 +0.00                     | C   | SVP (NB) Paved 710' long 6' wide                  |              |               |            |                     |               |                      | 0.13  | 24 May 2005    |                    |                 |
| 14.32  | +0.30                          | C   | BR (NB) Virgin River #4                           |              |               |            |                     |               |                      |       | 1971           | 270 ft Concrete    |                 |
| 14.42  | +0.41                          | C   | SVP (NB) Paved 1160' long 6' wide                 |              |               |            |                     |               |                      | 0.22  | 24 May 2005    |                    |                 |
| 15.39  | M015 +0.37                     | C   | BR (NB) Virgin River #5                           |              |               |            |                     |               |                      |       | 1971           | 531 ft Concrete    |                 |
| 15.58  | +0.56                          | C   | BR (NB) Virgin River #6                           |              |               |            |                     |               |                      |       | 1971           | 649 ft Concrete    |                 |
| 16.62  | M016 +0.60                     | C   | SVP (NB) Paved 1060' long 6' wide                 |              |               |            |                     |               |                      | 0.20  | 24 May 2005    |                    |                 |
| 18.08  | M018 +0.06                     | C   | TI (NB) Cedar Pocket (off)                        | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.26  | 24 May 2005    |                    |                 |
| 18.35  | +0.32                          | C   | TI (NB) Cedar Pocket (on)                         | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.24  | 24 May 2005    |                    |                 |
|  | +0.33                          | A   | TI (EB/WB) Cedar Pocket Crossing                  | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.07  | 24 May 2005    |                    |                 |
|  |                                | A   | UP Exit #18 at Cedar Pocket Rest Area             |              |               |            |                     |               |                      |       | 1973           |                    | 20'-11"         |
| 19.82  | M019 +0.80                     | C   | SVP (NB) Paved 410' long 6' wide                  |              |               |            |                     |               |                      | 0.08  | 24 May 2005    |                    |                 |
| 20.12  | M020 +0.09                     | C   | SVP (NB) Paved 460' long 6' wide                  |              |               |            |                     |               |                      | 0.09  | 24 May 2005    |                    |                 |
| 22.56  | M022 +0.53                     | A   | BR Virgin River #7                                |              |               |            |                     |               |                      |       | 1967           | 495 ft Steel       |                 |
| 23.73  | M023 +0.70                     | C   | NB <a href="#">Projects spanning M23 to M24</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 5.71  | 24 May 2005    |                    |                 |
|  |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 5.71  |                |                    |                 |
| 27.37  | M027 +0.36                     | C   | TI (NB) Black Rock Rd (off)                       | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.14  | 24 May 2005    |                    |                 |

**I 015 at M027+0.36**

**M027+0.36 on I 015**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 015 at M027+0.49**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M027+0.49 on I 015**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 27.49          | M027 +0.49                     | C   | TI (NB) Black Rock Rd (on)                           | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.14  | 24 May 2005    |                    |                 |
|                |                                | C   | UP (NB) Exit #27 at Black Rock Rd                    |              |               |            |                     |               |                      |       | 1965           |                    | 16'-04"         |
|                |                                | A   | TI (NB/SB) Black Rock Rd Crossing                    | AC           | AC            | 2          | 2                   | 22            | 2                    | 0.25  | 24 May 2005    |                    |                 |
| 29.43          | M029 +0.40                     | C   | J (NB) End I 015 at AZ/UT State Line (NB)            |              |               |            |                     |               |                      |       |                |                    |                 |
| 30.43          | +1.40                          | C   | IS (NB) Inspection Station For DOT and MVD (in Utah) | Unk          | Unk           |            |                     |               | ?                    | 0.10  |                |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 015 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on I 015**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes   | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|--------------|---------------------|------------------------|----------------------|--------------|----------------|-----------------------|-----------------|
| <b>I 015 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |              |                     |                        |                      |              |                |                       |                 |
| 0.00  | M000 +0.00                     | N   | J    | (SB) Begin I 015 at AZ/NV State Line              |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | SB   | AC  | AC            | 2            | 10                  | 24                     | 4                    | 7.80         | Feb 1999       |                       |                 |
| 7.80  | M007 +0.80                     | N   | SB   | <a href="#">Projects spanning M0 to M1</a>        |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | SB   | AC  | AC            | 2            | 10                  | 24                     | 4                    | 5.22         | Apr 2000       |                       |                 |
| 7.90  | +0.90                          | N   | FR   | Two Way Frontage Rd Left                          |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | FR   | Unk   | MBH           | 2            | 5                   | 24                     | 5                    | 0.82         |                |                       |                 |
| 8.62  | M008 +0.62                     | N   | OP   | (SB) Exit #8 Littlefield Rd                       |               |              |                     |                        |                      |              |                |                       |                 |
|   | +0.63                          | N   | TI   | Unk   | Unk           | 2            | 12                  | 24                     | 6                    | 0.36         | Apr 2000       | 153 ft Unknown        |                 |
| 8.85  | +0.85                          | N   | TI   | (SB) Littlefield Rd (off)                         |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | TI   | Unk   | Unk           | 2            | 12                  | 24                     | 6                    | 0.23         | Apr 2000       |                       |                 |
| 9.84  | M010 +0.02                     | N   | TI   | (SB) Farm Rd (on)                                 |               |              |                     |                        |                      |              |                |                       |                 |
|   | +0.22                          | N   | TI   | Unk   | Unk           | 1            |                     | 12                     |                      | 0.22         |                |                       |                 |
| 10.04   |                                | N   | TI   | (SB) Farm Rd (off)                                |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | TI   | Unk   | Unk           | 1            |                     | 12                     |                      | 0.20         |                |                       |                 |
| 13.01   | M013 +0.00                     | N   | SB   | <a href="#">Projects spanning M13 to M14</a>      |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | SB   | AC  | AC            | 2            | 8                   | 24                     | 4                    | 10.71        | 24 May 2005    |                       |                 |
| 14.33   | M014 +0.30                     | N   | BR   | (SB) Virgin River #4                              |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | BR   |   |               |              |                     |                        |                      |              | 27 Feb 2004    | 270 ft Concrete       |                 |
| 15.38   | M015 +0.37                     | N   | BR   | (SB) Virgin River #5                              |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | BR   |   |               |              |                     |                        |                      |              | 27 Feb 2004    | 525 ft Concrete       |                 |
| 15.57   | +0.57                          | N   | BR   | (SB) Virgin River #6                              |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | BR   |   |               |              |                     |                        |                      |              | 27 Feb 2004    | 676 ft Concrete       |                 |
| 18.34   | M018 +0.33                     | N   | TI   | (SB) Cedar Pocket (on)                            |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | TI   | AC  | AC            | 1            | 8                   | 12                     | 2                    | 0.28         | 24 May 2005    |                       |                 |
| 18.61   | +0.60                          | N   | TI   | (SB) Cedar Pocket (off)                           |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | TI   | AC  | AC            | 1            | 8                   | 12                     | 2                    | 0.28         | 24 May 2005    |                       |                 |
| 23.72   | M023 +0.69                     | N   | SB   | <a href="#">Projects spanning M23 to M24</a>      |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | SB   | AC  | AC            | 2            | 10                  | 24                     | 4                    | 5.64         | 24 May 2005    |                       |                 |
| 27.50   | M027 +0.47                     | N   | UP   | (SB) Exit #27 at Black Rock Rd                    |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | UP   |   |               |              |                     |                        |                      |              | 1965           |                       | 16'-05"         |
|   |                                | N   | VMS  | (SB) Variable Message Sign #71 (Existing)         |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | TI   | AC  | AC            | 1            | 8                   | 12                     | 2                    | 0.17         | 24 May 2005    |                       |                 |
| 27.66   | +0.63                          | N   | TI   | (SB) Black Rock Rd (off)                          |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | TI   | AC  | AC            | 1            | 8                   | 12                     | 2                    | 0.18         | 24 May 2005    |                       |                 |
| 28.37   | M028 +0.34                     | N   | SVP  | (SB) Paved 1140' long 6' wide                     |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | SVP  |   |               |              |                     |                        |                      | 0.22         | 24 May 2005    |                       |                 |
| 29.37   | M029 +0.40                     | N   | J    | (SB) End I 015 at AZ/UT State Line (SB)           |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | J    |   |               |              |                     |                        |                      |              |                |                       |                 |
| 30.37   | +1.40                          | N   | IS   | (SB) Inspection Station For DOT and MVD (in Utah) |               |              |                     |                        |                      |              |                |                       |                 |
|   |                                | N   | IS   | Unk   | Unk           |              |                     | ?                      |                      | 0.10         |                |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |   |               | <b>58.88</b> | <b>4.00</b>         | <b>24.00</b>           | <b>9.20</b>          | <b>29.44</b> | <b>2002.5</b>  | 29.43 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |   |               | <b>58.74</b> | <b>9.27</b>         | <b>24.00</b>           | <b>4.00</b>          | <b>29.37</b> | <b>2002.5</b>  |                       |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b>                     |                                |     |      |   |               | <b>1.64</b>  | <b>5.00</b>         | <b>24.00</b>           | <b>5.00</b>          | <b>0.82</b>  |                |                       |                 |

**I 015 at M029+1.40**

**M029+1.40 on I 015**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M193+0.94**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M193+0.94 on I 017**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 017 - Cardinal (low to higher reference marker)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M193 +0.94                     | C   | J (NB) Begin I 017 at I 010 Gore/Exit #150A                     |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB Inside Phoenix Urbanized Area                                |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB Inside Phoenix, Maricopa County                              |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB <a href="#">Projects spanning M193 to M194</a>               | PCC          | PCC           | 3          | 10                  | 36            | 12                   | 0.61  | 88             |                    |                 |
|  |                                | C   | MD Variable Curbed Soil Median                                  |              |               |            |                     |               |                      | 0.61  |                |                    |                 |
| 0.45   | +1.39                          | C   | OP (NB) Over I 010 WB/EB and Flyunder from I 017 SB to I 010 WB |              |               |            |                     |               |                      |       | 1987           | 752 ft Concrete    |                 |
| 0.61   | +1.55                          | C   | NB <a href="#">Projects spanning M193 to M194</a>               | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.13  | 1993           |                    |                 |
|  |                                | C   | MD Concrete Median Barrier                                      |              |               |            |                     |               |                      | 7.59  |                |                    |                 |
| 0.74   | +1.68                          | C   | NB <a href="#">Projects spanning M193 to M194</a>               | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.14  | 1993           |                    |                 |
|  |                                | C   | TI (NB) I 010 EB (on)   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.88   | +1.82                          | C   | NB <a href="#">Projects spanning M193 to M194</a>               | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.15  | 1993           |                    |                 |
| 1.04   | +1.97                          | C   | NB  | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.10  | 1993           |                    |                 |
| 1.14   | +2.07                          | C   | NB  | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.25  | Nov 2000       |                    |                 |
|  |                                | A   | OP Exit #195A at 16th St  |              |               |            |                     |               |                      |       | 1984           | 104 ft Concrete    |                 |
|  |                                | A   | TI (NB/SB) 16th St Crossing                                     | AC/PCC       | AC/PCC        | 4          |                     | 48            |                      | 0.06  |                |                    |                 |
|  |                                | C   | FR One Way Frontage Rd NB                                       | AC           | AC            | 2          | 1                   | 25            | 0                    | 1.01  | 13 Feb 2003    |                    |                 |
| 1.28   | M195 +0.07                     | C   | TI (NB) 16th St (on)  | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.10  | 62             |                    |                 |
| 1.38   | +0.17                          | C   | NB <a href="#">Projects spanning M195 to M196</a>               | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.05  | Nov 2000       |                    |                 |
| 1.43   | +0.22                          | C   | NB  | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.10  | Nov 2000       |                    |                 |
| 1.53   | +0.32                          | C   | NB  | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.26  | Nov 2000       |                    |                 |
| 1.79   | +0.58                          | C   | NB  | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.11  | Nov 2000       |                    |                 |
| 1.90   | +0.68                          | C   | NB  | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.07  | Nov 2000       |                    |                 |
| 1.97   | +0.76                          | C   | NB  | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.36  | Nov 2000       |                    |                 |
|  |                                | C   | TI (NB) 7th St (off)  | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.09  | 62             |                    |                 |
| 2.15   | +0.93                          | C   | FR One Way Frontage Rd NB                                       | AC           | AC            | 2          | 1                   | 25            | 0                    | 0.50  | 13 Feb 2003    |                    |                 |
|  |                                | A   | TI (NB/SB) 7th St Crossing                                      | AC/PCC       | AC/PCC        | 4          |                     | 48            |                      | 0.06  |                |                    |                 |
|  |                                | A   | OP Exit #195B at 7th St   |              |               |            |                     |               |                      |       |                | Unknown            |                 |
| 2.22   | M196 +0.00                     | C   | EQ MP 195+1.16 Back Equals MP 196+0.00 Ahead                    |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | TI (NB) 7th St (on)   | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.11  | 62             |                    |                 |
| 2.33   | +0.11                          | C   | NB <a href="#">Projects spanning M196 to M197</a>               | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.04  | Nov 2000       |                    |                 |
| 2.38   | +0.15                          | C   | NB  | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.10  | Nov 2000       |                    |                 |
| 2.42   | +0.19                          | A   | OP Railroad   |              |               |            |                     |               |                      |       | 1962           | 122 ft Concrete    |                 |
| 2.47   | +0.25                          | C   | NB <a href="#">Projects spanning M196 to M197</a>               | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.38  | Nov 2000       |                    |                 |
| 2.65   | +0.42                          | A   | OP Central Ave  |              |               |            |                     |               |                      |       | 1962           | 122 ft Concrete    |                 |
|  |                                | A   | TI (NB/SB) Central Ave Crossing                                 | AC/PCC       | AC/PCC        | 4          |                     | 48            |                      | 0.05  |                |                    |                 |
|  |                                | C   | FR One Way Frontage Rd NB                                       | AC           | AC            | 2          | 1                   | 25            | 0                    | 0.51  | 13 Feb 2003    |                    |                 |
| 2.86   | +0.63                          | C   | NB <a href="#">Projects spanning M196 to M197</a>               | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.08  | Nov 2000       |                    |                 |

**I 017 at M196+0.63**

**M196+0.63 on I 017**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 017 at M196+0.68**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M196+0.68 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 2.91           | M196 +0.68                     | C   | VMS (NB) Variable Message Sign #217 (Existing)    |              |               |            |                     |               |                      |       |                |                    |                 |
| 2.94           | +0.71                          | C   | <a href="#">Projects spanning M196 to M197</a>    | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.04  | Nov 2000       |                    |                 |
| 2.98           | +0.76                          | C   | NB  | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.37  | Nov 2000       |                    |                 |
|                |                                | C   | TI (NB) 7th Ave (off)                             | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.12  | 62             |                    |                 |
| 3.16           | +0.93                          | A   | OP Exit #196 at 7th Ave                           |              |               |            |                     |               |                      |       |                | Unknown            |                 |
|                |                                | A   | TI (NB/SB) 7th Ave Crossing                       | AC/PCC       | AC/PCC        | 4          |                     | 48            |                      | 0.06  |                |                    |                 |
|                |                                | C   | FR One Way Frontage Rd Right                      | AC           | AC            | 2          | 1                   | 23            |                      | 0.25  | 13 Feb 2003    |                    |                 |
| 3.25           | M197 +0.02                     | C   | TI (NB) 7th Ave (on)                              | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.10  | 62             |                    |                 |
| 3.35           | +0.12                          | C   | NB <a href="#">Projects spanning M197 to M198</a> | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.04  | Nov 2000       |                    |                 |
| 3.39           | +0.16                          | C   | NB  | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.10  | Nov 2000       |                    |                 |
| 3.41           | +0.18                          | A   | OP 11th Ave and Railroad                          |              |               |            |                     |               |                      |       | 1962           | 70 ft Concrete     |                 |
|                |                                | A   | TI (NB/SB) 11th Ave Crossing                      | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.04  |                |                    |                 |
|                |                                | C   | FR One Way Frontage Rd NB                         | AC           | AC            | 2          | 1                   | 23            | 0                    | 0.25  | 13 Feb 2003    |                    |                 |
| 3.49           | +0.26                          | C   | NB <a href="#">Projects spanning M197 to M198</a> | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.30  | Nov 2000       |                    |                 |
| 3.66           | +0.43                          | C   | FR One Way Frontage Rd NB                         | AC           | AC            | 2          | 2                   | 24            | 9                    | 0.44  | 13 Feb 2003    |                    |                 |
|                |                                | A   | OP 15th Ave                                       |              |               |            |                     |               |                      |       | 1962           | 104 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) 15th Ave Crossing                      | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.04  |                |                    |                 |
| 3.78           | +0.55                          | C   | NB <a href="#">Projects spanning M197 to M198</a> | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.06  | Nov 2000       |                    |                 |
| 3.84           | +0.61                          | C   | NB  | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.18  | Nov 2000       |                    |                 |
| 4.02           | +0.79                          | C   | NB  | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.51  | Nov 2000       |                    |                 |
|                |                                | C   | TI (NB) 19th Ave (off)                            | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.08  | 19 Sep 2001    |                    |                 |
| 4.10           | +0.87                          | C   | FR One Way Frontage Rd NB                         | AC           | AC            | 1          | 2                   | 12            | 9                    | 0.07  | 13 Feb 2003    |                    |                 |
| 4.16           | +0.94                          | C   | FR One Way Frontage Rd NB                         | AC           | AC            | 2          | 0                   | 26            | 0                    | 0.62  | 13 Feb 2003    |                    |                 |
|                |                                | A   | OP Exit #197 at 19th Ave                          |              |               |            |                     |               |                      |       |                | 104 ft Unknown     |                 |
|                |                                | A   | TI (NB/SB) 19th Ave Crossing                      | AC/PCC       | AC/PCC        | 4          |                     | 48            |                      | 0.05  |                |                    |                 |
| 4.53           | M198 +0.33                     | C   | NB <a href="#">Projects spanning M198 to M199</a> | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.06  | Nov 2000       |                    |                 |
| 4.58           | +0.39                          | C   | NB  | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.07  | Nov 2000       |                    |                 |
| 4.65           | +0.46                          | C   | NB  | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.21  | Nov 2000       |                    |                 |
|                |                                | C   | TI (NB) Buckeye Rd (off)                          | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.15  | 1993           |                    |                 |
| 4.81           | +0.61                          | C   | FR One Way Frontage Rd NB                         | AC           | AC            | 3          | 0                   | 38            | 0                    | 0.22  | 13 Feb 2003    |                    |                 |
| 4.86           | +0.67                          | C   | NB <a href="#">Projects spanning M198 to M199</a> | AC           | AC            | 3          | 2                   | 36            | 10                   | 0.09  | Nov 2000       |                    |                 |
| 4.95           | +0.76                          | C   | NB  | AC/PCC       | AC/PCC        | 3          | 2                   | 36            | 10                   | 0.07  | 20052310       |                    |                 |
|                |                                | C   | CG Low Profile Gutter to Right                    |              |               |            |                     |               |                      | 2.99  | 2005           |                    |                 |
| 5.03           | +0.83                          | C   | FR One Way Frontage Rd Right                      | AC           | AC            | 2          |                     | 24            |                      | 0.31  | 13 Feb 2003    |                    |                 |
|                |                                | C   | NB <a href="#">Projects spanning M198 to M199</a> | AC/PCC       | AC/PCC        | 3          | 2                   | 36            | 10                   | 0.07  | 23 Oct 2005    |                    |                 |
|                |                                | A   | UP Buckeye Rd                                     |              |               |            |                     |               |                      |       | 1993           |                    | ??-??"          |
|                |                                | A   | TI (EB/WB) Buckeye Rd Crossing                    | AC/PCC       | AC            | 4          |                     | 48            |                      | 0.06  |                |                    |                 |
| 5.09           | +0.90                          | C   | NB <a href="#">Projects spanning M198 to M199</a> | AC/PCC       | AC/PCC        | 3          | 2                   | 42            | 10                   | 0.02  | 23 Oct 2005    |                    |                 |
| 5.11           | +0.92                          | C   | NB  | AC/PCC       | AC/PCC        | 3          | 2                   | 48            | 10                   | 0.04  | 23 Oct 2005    |                    |                 |

**I 017 at M198+0.92**

**M198+0.92 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M198+0.95**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M198+0.95 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 5.15           | M198 +0.95                     | C   | NB   | <a href="#">Projects spanning M198 to M199</a> | AC/PCC        | AC/PCC     | 3                   | 2             | 36                   | 10    | 0.32           | 23 Oct 2005        |                 |
|                |                                | C   | TI   | (NB) Grant St (off)                            | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.12           | 59                 |                 |
| 5.34           | M199 +0.16                     | A   | UP   | Exit #199A at Grant St                         |               |            |                     |               |                      |       | 1959           |                    | 15'-09"         |
|                |                                | C   | VMS  | (NB) Variable Message Sign #218 (Existing)     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (EB/WB) Grant St Crossing                      | AC/PCC        | AC/PCC     | 4                   |               | 48                   |       | 0.06           |                    |                 |
|                |                                | C   | FR   | Frontage Rd Right                              | AC            | AC         | 2                   |               | 24                   |       | 0.39           | 13 Feb 2003        |                 |
| 5.40           | +0.22                          | C   | TI   | (NB) Grant St (on)                             | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.08           | 59                 |                 |
| 5.47           | +0.29                          | C   | NB   | <a href="#">Projects spanning M199 to M200</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.05           | 23 Oct 2005        |                 |
| 5.52           | +0.34                          | C   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 42                   | 10    | 0.10           | 23 Oct 2005        |                 |
| 5.55           | +0.37                          | A   | UP   | Union Pacific RR                               |               |            |                     |               |                      |       | 1960           |                    | 15'-11"         |
| 5.62           | +0.44                          | C   | NB   | <a href="#">Projects spanning M199 to M200</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.09           | 23 Oct 2005        |                 |
| 5.71           | +0.53                          | C   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 42                   | 10    | 0.02           | 23 Oct 2005        |                 |
| 5.73           | +0.55                          | A   | UP   | Jefferson St                                   |               |            |                     |               |                      |       | 1959           |                    | 15'-11"         |
|                |                                | A   | TI   | (EB/WB) Jefferson St Crossing                  | AC/PCC        | AC/PCC     | 4                   |               | 48                   |       | 0.06           |                    |                 |
|                |                                | C   | FR   | Frontage Rd Right                              | AC            | AC         | 2                   |               | 24                   |       | 0.15           | 13 Feb 2003        |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M199 to M200</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.04           | 23 Oct 2005        |                 |
| 5.77           | +0.59                          | C   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.18           | 23 Oct 2005        |                 |
|                |                                | C   | TI   | (NB) Adams St (off)                            | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.11           | 87                 |                 |
| 5.88           | +0.70                          | C   | FR   | Frontage Rd Right                              | AC            | AC         | 2                   |               | 24                   |       | 0.14           | 13 Feb 2003        |                 |
|                |                                | A   | UP   | Exit #199B at Adams St                         |               |            |                     |               |                      |       | 1987           |                    | 16'-03"         |
|                |                                | A   | TI   | (EB/WB) Adams St Crossing                      | AC/PCC        | AC/PCC     | 4                   |               | 48                   |       | 0.06           |                    |                 |
| 5.91           | +0.74                          | C   | TI   | (NB) Adams St (on)                             | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.04           | 87                 |                 |
| 5.95           | +0.77                          | C   | NB   | <a href="#">Projects spanning M199 to M200</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.03           | 23 Oct 2005        |                 |
| 5.98           | +0.80                          | C   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 6             | 48                   | 10    | 0.22           | 23 Oct 2005        |                 |
| 6.02           | +0.84                          | A   | TI   | (EB/WB) Van Buren St Corssing                  | AC/PCC        | AC/PCC     | 4                   |               | 48                   |       | 0.07           |                    |                 |
|                |                                | A   | UP   | Van Buren                                      |               |            |                     |               |                      |       | 1987           |                    | 16'-05"         |
|                |                                | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.12           | 13 Feb 2003        |                 |
| 6.14           | +0.96                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2.5                 | 0             | 38                   | 0     | 0.04           | 13 Feb 2003        |                 |
| 6.18           | M200 +0.00                     | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 28                   | 0     | 0.73           | 13 Feb 2003        |                 |
| 6.20           | +0.02                          | C   | NB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 3                   | 6             | 54                   | 10    | 0.04           | 23 Oct 2005        |                 |
| 6.24           | +0.06                          | C   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 6             | 36                   | 10    | 0.15           | 23 Oct 2005        |                 |
|                |                                | C   | TI   | (NB) I 010 EB (off)                            | PCC           | PCC        | 1.5                 | 2             | 18                   | 8     | 0.03           | 88                 |                 |
| 6.27           | +0.09                          | C   | TI   | (NB) I 010 EB (off)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.15           | 88                 |                 |
| 6.39           | +0.22                          | C   | NB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 3                   | 6             | 42                   | 10    | 0.09           | 23 Oct 2005        |                 |
| 6.42           | +0.24                          | C   | TI   | (NB) I 010 EB (off)                            | PCC           | PCC        | 2.5                 | 2             | 30                   | 8     | 0.05           | 88                 |                 |
| 6.46           | +0.29                          | C   | TI   | (NB) I 010 EB (off)                            | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.02           | 88                 |                 |
| 6.49           | +0.31                          | C   | TI   | (NB) I 010 WB (off)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.48           | 88                 |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 3                   | 6             | 48                   | 10    | 0.12           | 23 Oct 2005        |                 |
|                |                                | C   | TI   | (NB) I 010 EB (off)                            | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.50           | 88                 |                 |

**I 017 at M200+0.31**

**M200+0.31 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M200+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M200+0.43 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 6.61           | M200 +0.43                     | C   | NB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 3                   | 6             | 36                   | 10    | 0.18           | 23 Oct 2005        |                 |
|                |                                | C   | TI   | (NB) I-17 Front (off)                          | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.01           | 23 Oct 2005        |                 |
| 6.62           | +0.44                          | C   | TI   | (NB) I-17 Front (off)                          | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.29           | 88                 |                 |
| 6.71           | +0.53                          | A   | UP   | Under I 017 NB to I 010 WB Ramp                |               |            |                     |               |                      |       |                | 1988               | 17'-09"         |
| 6.73           | +0.55                          | A   | UP   | Under I 017 SB to I 010 EB Ramp                |               |            |                     |               |                      |       |                | 1990               | ??'-??"         |
| 6.78           | +0.61                          | C   | NB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 2.5                 | 6             | 30                   | 10    | 0.16           | 23 Oct 2005        |                 |
| 6.88           | +0.71                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 0             | 38                   | 0     | 0.16           | 13 Feb 2003        |                 |
| 6.95           | +0.77                          | C   | NB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 2                   | 6             | 24                   | 10    | 0.12           | 23 Oct 2005        |                 |
| 7.04           | +0.86                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 1             | 38.5                 | 0     | 0.20           | 13 Feb 2003        |                 |
| 7.05           | +0.87                          | A   | UP   | Exit #200B at McDowell Rd                      |               |            |                     |               |                      |       |                | 1987               |                 |
|                |                                | A   | TI   | (EB/WB) McDowell Rd Crossing                   | Unk           | Unk        | 6                   |               | 72                   |       | 0.07           |                    | 16'-04"         |
| 7.06           | +0.88                          | C   | TI   | (NB) I 010 EB (on)                             |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.89                          | C   | NB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 4                   | 6             | 60                   | 10    | 0.28           | 23 Oct 2005        |                 |
|                |                                | C   | TI   | (NB) I 010 WB (on)                             |               |            |                     |               |                      |       |                |                    |                 |
| 7.24           | M201 +0.06                     | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 26                   | 0     | 0.51           | 13 Feb 2003        |                 |
| 7.31           | +0.12                          | C   | TI   | (NB) McDowell Rd (on)                          | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.04           | 87                 |                 |
| 7.35           | +0.16                          | C   | NB   | <a href="#">Projects spanning M201 to M202</a> | AC/PCC        | AC/PCC     | 4                   | 6             | 72                   | 10    | 0.40           | 23 Oct 2005        |                 |
| 7.75           | +0.56                          | C   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 6             | 60                   | 10    | 0.08           | 23 Oct 2005        |                 |
|                |                                | C   | TI   | (NB) Thomas Rd (off)                           | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.03           | 88                 |                 |
|                | +0.57                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 0             | 38                   | 0     | 0.34           | 13 Feb 2003        |                 |
| 7.79           | +0.60                          | A   | UP   | Burlington Northern Santa Fe RR                |               |            |                     |               |                      |       |                | 1987               | 16'-07"         |
| 7.82           | +0.64                          | C   | NB   | <a href="#">Projects spanning M201 to M202</a> | AC/PCC        | AC/PCC     | 4                   | 6             | 54                   | 10    | 0.08           | 23 Oct 2005        |                 |
| 7.84           | +0.66                          | A   | UP   | Grand Ave (UX060)                              |               |            |                     |               |                      |       |                | 1987               | ??'-??"         |
| 7.90           | +0.72                          | C   | NB   | <a href="#">Projects spanning M201 to M202</a> | AC/PCC        | AC/PCC     | 4                   | 8             | 54                   | 8     | 0.07           | 23 Oct 2005        |                 |
| 7.97           | +0.78                          | C   | NB   |  | AC            | AC         | 4                   | 8             | 54                   | 8     | 0.08           | 1997               |                 |
| 8.05           | +0.86                          | C   | NB   |  | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.25           | 1997               |                 |
| 8.09           | +0.90                          | A   | UP   | Exit #201 at Thomas Rd                         |               |            |                     |               |                      |       |                | 1988               |                 |
|                |                                | C   | VMS  | (NB) Variable Message Sign #19 (Existing)      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (EB/WB) Thomas Rd Crossing                     | AC/PCC        | AC/PCC     | 6                   |               | 72                   |       | 0.06           |                    |                 |
|                | +0.91                          | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 1                   | 0             | 12                   | 0     | 0.99           |                    |                 |
| 8.20           | M202 +0.02                     | C   | MD   | Concrete Curbed Median                         |               |            |                     |               |                      |       | 0.09           |                    |                 |
| 8.25           | +0.07                          | C   | TI   | (NB) Thomas Rd (on)                            | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.05           | 88                 |                 |
| 8.29           | +0.11                          | C   | MD   | Concrete Median Barrier                        |               |            |                     |               |                      |       | 12.53          |                    |                 |
| 8.30           | +0.12                          | C   | NB   | <a href="#">Projects spanning M202 to M203</a> | AC            | AC         | 4                   | 8             | 60                   | 4     | 0.53           | 1997               |                 |
| 8.82           | +0.64                          | C   | NB   |  | AC            | AC         | 4                   | 8             | 60                   | 2     | 0.06           | 1997               |                 |
| 8.88           | +0.71                          | C   | NB   |  | AC            | AC         | 4                   | 8             | 48                   | 2     | 0.20           | 1997               |                 |
|                |                                | C   | TI   | (NB) Indian School Rd (off)                    | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.09           | 1993               |                 |
| 9.08           | +0.90                          | A   | UP   | Exit #202 at Indian School Rd                  |               |            |                     |               |                      |       |                | 1993               |                 |
|                |                                | A   | TI   | (EB/WB) Auxiliary lane                         | PCC           | PCC        | 8                   |               | 96                   |       | 0.05           |                    | 17'-01"         |

**I 017 at M202+0.90**

**M202+0.90 on I 017**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M202+0.90**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M202+0.90 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 9.08           | M202 +0.90                     | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 1                   | 0             | 12                   | 0     | 1.00           |                    |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M202 to M203</a> | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.20           | 1997               |                 |
| 9.19           | M203 +0.01                     | C   | TI   | (NB) Indian School Rd (on)                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.09           | 1993               |                 |
| 9.28           | +0.11                          | C   | NB   | <a href="#">Projects spanning M203 to M204</a> | AC            | AC         | 4                   | 8             | 60                   | 10    | 0.62           | 1997               |                 |
| 9.90           | +0.72                          | C   | NB   |  | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.42           | 1997               |                 |
|                |                                | C   | TI   | (NB) Camelback Rd (off)                        | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.05           | 60                 |                 |
| 10.08          | +0.90                          | A   | UP   | Exit #203 at Camelback Rd                      |               |            |                     |               |                      |       |                | 1999               | 16'-09"         |
|                |                                | C   | VMS  | (NB) Variable Message Sign #20 (Existing)      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (EB/WB) Camelback Rd Crossing                  | PCC           | PCC        | 6                   |               | 72                   |       | 0.16           |                    |                 |
| 10.10          | +0.92                          | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 1                   | 0             | 12                   | 0     | 0.99           |                    |                 |
| 10.27          | M204 +0.09                     | C   | TI   | (NB) Camelback Rd (on)                         | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.05           | 60                 |                 |
| 10.32          | +0.14                          | C   | NB   | <a href="#">Projects spanning M204 to M205</a> | AC            | AC         | 4                   | 8             | 60                   | 10    | 0.55           | 1997               |                 |
| 10.87          | +0.69                          | C   | NB   |  | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.49           | 1997               |                 |
|                |                                | C   | TI   | (NB) Bethany Home Rd (off)                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.04           | Jun 2000           |                 |
| 11.09          | +0.91                          | A   | TI   | (EB/WB) Bethany Home Rd Crossing               | AC/PCC        | AC/PCC     | 6                   |               | 72                   |       | 0.17           |                    |                 |
|                |                                | A   | UP   | Exit #204 at Bethany Home Rd                   |               |            |                     |               |                      |       |                | Jun 2000           | 16'-06"         |
|                |                                | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 1                   | 0             | 12                   | 0     | 1.00           |                    |                 |
| 11.31          | M205 +0.13                     | C   | TI   | (NB) Bethany Home Rd (on)                      | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.05           | Jun 2000           |                 |
| 11.36          | +0.18                          | C   | NB   | <a href="#">Projects spanning M205 to M206</a> | AC            | AC         | 4                   | 8             | 60                   | 10    | 0.54           | 1997               |                 |
| 11.90          | +0.72                          | C   | NB   |  | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.41           | 1997               |                 |
|                |                                | C   | TI   | (NB) Glendale Ave (off)                        | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.05           | 60                 |                 |
| 12.09          | +0.91                          | A   | TI   | (EB/WB) Glendale Ave Crossing                  | PCC           | PCC        | 6                   |               | 72                   |       | 0.15           |                    |                 |
|                |                                | A   | UP   | Exit #205 at Glendale Rd                       |               |            |                     |               |                      |       |                | 1999               | 15'-02"         |
|                |                                | C   | VMS  | (NB) Variable Message Sign #21 (Existing)      |               |            |                     |               |                      |       |                |                    |                 |
| 12.10          | +0.92                          | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 1                   | 0             | 12                   | 0     | 0.98           |                    |                 |
| 12.26          | M206 +0.08                     | C   | TI   | (NB) Glendale Ave (on)                         | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.05           | 60                 |                 |
| 12.31          | +0.13                          | C   | NB   | <a href="#">Projects spanning M206 to M207</a> | AC            | AC         | 4                   | 8             | 60                   | 10    | 0.59           | 1997               |                 |
| 12.90          | +0.72                          | C   | NB   |  | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.47           | 1997               |                 |
|                |                                | C   | TI   | (NB) Northern Ave (off)                        | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.04           | 61                 |                 |
| 13.09          | +0.91                          | A   | UP   | Exit #206 at Northern Ave                      |               |            |                     |               |                      |       |                | 1998               | 16'-07"         |
|                |                                | A   | TI   | (EB/WB) Northern Ave Crossing                  | PCC           | PCC        | 6                   |               | 72                   |       | 0.15           |                    |                 |
| 13.10          | +0.92                          | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 1                   | 0             | 12                   | 0     | 1.03           |                    |                 |
| 13.34          | M207 +0.17                     | C   | TI   | (NB) Northern Ave (on)                         | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.02           | 61                 |                 |
| 13.36          | +0.19                          | C   | NB   | <a href="#">Projects spanning M207 to M208</a> | AC            | AC         | 4                   | 8             | 60                   | 10    | 0.54           | 1997               |                 |
| 13.90          | +0.73                          | C   | NB   |  | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.42           | 1997               |                 |
| 13.91          |                                | C   | TI   | (NB) Dunlap Ave (off)                          | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.03           | 64                 |                 |
| 14.14          | +0.97                          | A   | UP   | Exit #207 at Dunlap Ave                        |               |            |                     |               |                      |       |                | 1998               | 16'-10"         |
|                |                                | A   | TI   | (EB/WB) Dunlap Ave Crossing                    | PCC           | PCC        | 6                   |               | 72                   |       | 0.16           |                    |                 |
| 14.15          | +0.98                          | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.81           |                    |                 |

**I 017 at M207+0.98**

**M207+0.98 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M208+0.13**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M208+0.13 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 14.32          | M208 +0.13                     | C   | NB   | <a href="#">Projects spanning M208 to M209</a> | PCC           | MBH        | 4                   | 2             | 48                   | 10    | 0.08           |                    |                 |
| 14.40          | +0.21                          | A   | BR   | Arizona Canal                                  |               |            |                     |               |                      |       | 1988           | 144 ft Concrete    |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M208 to M209</a> | AC            | MBH        | 4                   | 4             | 48                   | 10    | 0.06           |                    | 80              |
| 14.43          | +0.24                          | C   | TI   | (NB) Dunlap Ave (on)                           | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.03           |                    | 64              |
| 14.47          | +0.28                          | C   | NB   | <a href="#">Projects spanning M208 to M209</a> | AC            | MBH        | 4                   | 4             | 60                   | 10    | 0.01           |                    | 80              |
|                |                                | C   | NB   |  | PCC           | AC         | 4                   | 4             | 60                   | 10    | 0.42           |                    | 80              |
| 14.89          | +0.70                          | C   | NB   |  | PCC           | AC         | 4                   | 4             | 48                   | 10    | 0.02           |                    | 80              |
|                |                                | C   | TI   | (NB) Peoria Ave (off)                          | AC/PCC        | AC/PCC     | 2                   | 0             | 24                   | 0     | 0.04           |                    | 64              |
| 14.91          | +0.73                          | C   | NB   | <a href="#">Projects spanning M208 to M209</a> | PCC           | AC         | 4                   | 4             | 48                   | 10    | 0.10           | Mar 2001           |                 |
| 14.96          | +0.77                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 4                   | 0             | 46                   | 0     | 0.18           | 13 Feb 2003        |                 |
| 15.01          | +0.82                          | C   | NB   | <a href="#">Projects spanning M208 to M209</a> | PCC           | AC         | 4                   | 10            | 48                   | 10    | 0.30           | Mar 2001           |                 |
| 15.04          | +0.85                          | C   | VMS  | (NB) Variable Message Sign #22 (Existing)      |               |            |                     |               |                      |       |                |                    |                 |
| 15.13          | +0.94                          | A   | TI   | (EB/WB) Peoria Ave Crossing                    | PCC           | PCC        | 6                   |               | 72                   |       | 0.07           |                    |                 |
|                |                                | A   | OP   | Exit #208 at Peoria Ave                        |               |            |                     |               |                      |       |                | 1965               | 154 ft Concrete |
|                |                                | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 2             | 34                   | 2     | 0.18           | 06 Oct 2003        |                 |
| 15.31          | M209 +0.13                     | C   | NB   | <a href="#">Projects spanning M209 to M210</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.24           | 31 Oct 2005        |                 |
|                | +0.14                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 0             | 40                   | 0     | 0.16           | 06 Oct 2003        |                 |
| 15.47          | +0.29                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 1.5                 | 0             | 18                   | 0     | 0.06           | 06 Oct 2003        |                 |
|                |                                | C   | TI   | (NB) Peoria Ave (on)                           | AC            | AC         | 2                   | 0             | 26                   | 0     | 0.07           | 31 Oct 2005        |                 |
| 15.53          | +0.35                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 24                   | 2     | 0.28           | 06 Oct 2003        |                 |
| 15.54          | +0.37                          | C   | NB   | <a href="#">Projects spanning M209 to M210</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.28           | 31 Oct 2005        |                 |
| 15.81          | +0.63                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 1.5                 | 0             | 21                   | 0     | 0.03           | 06 Oct 2003        |                 |
| 15.82          | +0.65                          | C   | NB   | <a href="#">Projects spanning M209 to M210</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.56           | 31 Oct 2005        |                 |
|                |                                | C   | TI   | (NB) Cactus Rd (off)                           | AC            | AC         | 1                   | 0             | 12                   | 0     | 0.02           | 31 Oct 2005        |                 |
| 15.85          | +0.67                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 25                   | 0     | 0.02           | 06 Oct 2003        |                 |
| 15.86          | +0.69                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2.5                 | 0             | 31.2                 | 0     | 0.03           | 06 Oct 2003        |                 |
| 15.89          | +0.72                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 0             | 37.5                 | 0     | 0.05           | 06 Oct 2003        |                 |
| 15.95          | +0.77                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3.5                 | 0             | 43.8                 | 0     | 0.02           | 06 Oct 2003        |                 |
| 15.96          | +0.79                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 4                   | 0             | 50                   | 0     | 0.12           | 06 Oct 2003        |                 |
| 16.08          | +0.91                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3.5                 | 0             | 43.8                 | 0     | 0.02           | 06 Oct 2003        |                 |
| 16.11          | +0.93                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 0             | 37.5                 | 0     | 0.02           | 06 Oct 2003        |                 |
| 16.13          | +0.95                          | A   | OP   | Exit #209 at Cactus Rd                         |               |            |                     |               |                      |       |                | 1965               | 154 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Cactus Rd Crossing                     | PCC           | PCC        | 4                   |               | 48                   |       | 0.41           |                    |                 |
|                |                                | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.21           | 13 Feb 2003        |                 |
| 16.33          | M210 +0.16                     | C   | TI   | (NB) Cactus Rd (on)                            | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.05           | 31 Oct 2005        |                 |
|                |                                | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 1.5                 | 0             | 21                   | 0     | 0.06           | 13 Feb 2003        |                 |
| 16.38          | +0.20                          | C   | NB   | <a href="#">Projects spanning M210 to M211</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.22           | 31 Oct 2005        |                 |
| 16.39          | +0.22                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 2             | 24                   | 1     | 0.50           | 13 Feb 2003        |                 |
| 16.60          | +0.42                          | C   | NB   | <a href="#">Projects spanning M210 to M211</a> | AC            | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.30           | Mar 2001           |                 |

**I 017 at M210+0.42**

**M210+0.42 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M210+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M210+0.71 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 16.89          | M210 +0.71                     | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 1.5                 | 2             | 18                   | 1     | 0.06           | 13 Feb 2003        |                 |
| 16.91          | +0.73                          | C   | NB   | <a href="#">Projects spanning M210 to M211</a> | AC            | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.20           | Mar 2001           |                 |
|                |                                | C   | TI   | (NB) Thunderbird Rd (off)                      | AC/PCC        | AC/PCC     | 1                   | 4             | 14                   | 10    | 0.02           | 31 Oct 2005        |                 |
| 16.92          | +0.74                          | C   | TI   | (NB) Thunderbird Rd (off)                      | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.03           | 92                 |                 |
| 16.95          | +0.77                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 2             | 24                   | 1     | 0.05           | 13 Feb 2003        |                 |
| 16.99          | +0.81                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2.5                 | 0             | 30                   | 0     | 0.02           | 13 Feb 2003        |                 |
| 17.01          | +0.83                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.04           | 13 Feb 2003        |                 |
| 17.04          | +0.86                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3.5                 | 0             | 42                   | 0     | 0.02           | 13 Feb 2003        |                 |
| 17.06          | +0.88                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.06           | 13 Feb 2003        |                 |
| 17.10          | +0.92                          | C   | NB   | <a href="#">Projects spanning M210 to M211</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.10           | 31 Oct 2005        |                 |
| 17.12          | +0.94                          | A   | TI   | (EB/WB) Thunderbird Dr Crossing                | PCC           | PCC        | 6                   |               | 72                   |       | 0.34           |                    |                 |
|                |                                | A   | OP   | Exit #210 at Thunderbird Rd                    |               |            |                     |               |                      |       |                | 1965               | 144 ft Concrete |
| 17.13          | +0.96                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.17           | 13 Feb 2003        |                 |
| 17.20          | M211 +0.03                     | C   | NB   | <a href="#">Projects spanning M211 to M212</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.15           | 01 May 2005        |                 |
| 17.29          | +0.11                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.05           | 13 Feb 2003        |                 |
| 17.33          | +0.15                          | C   | TI   | (NB) Thunderbird Rd (on)                       | AC            | AC         | 2                   | 0             | 26                   | 4     | 0.02           | 31 Oct 2005        |                 |
|                | +0.16                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 1.5                 | 1             | 18.8                 | 0     | 0.01           | 13 Feb 2003        |                 |
| 17.34          | +0.17                          | C   | NB   | <a href="#">Projects spanning M211 to M212</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.50           | 01 May 2005        |                 |
| 17.35          |                                | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 1             | 25                   | 0     | 0.42           | 13 Feb 2003        |                 |
| 17.77          | +0.60                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 1.5                 | 0             | 22.5                 | 0     | 0.10           | 13 Feb 2003        |                 |
| 17.85          | +0.67                          | C   | NB   | <a href="#">Projects spanning M211 to M212</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.10           | 01 May 2005        |                 |
|                |                                | C   | TI   | (NB) Greenway Rd (off)                         | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.04           | 31 Oct 2005        |                 |
| 17.86          | +0.69                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 1                   | 0             | 15                   | 0     | 0.02           | 13 Feb 2003        |                 |
| 17.88          | +0.71                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 30                   | 0     | 0.02           | 13 Feb 2003        |                 |
| 17.90          | +0.73                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 26                   | 0     | 0.02           | 13 Feb 2003        |                 |
| 17.92          | +0.75                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3                   | 0             | 39                   | 0     | 0.06           | 13 Feb 2003        |                 |
| 17.95          | +0.77                          | C   | NB   | <a href="#">Projects spanning M211 to M212</a> | AC/PCC        | AC         | 4                   | 10            | 48                   | 10    | 0.16           | 01 May 2005        |                 |
| 17.98          | +0.81                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 3.5                 | 0             | 45.5                 | 0     | 0.02           | 13 Feb 2003        |                 |
| 18.00          | +0.82                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 4                   | 0             | 52                   | 0     | 0.12           | 13 Feb 2003        |                 |
| 18.10          | +0.93                          | C   | NB   | <a href="#">Projects spanning M211 to M212</a> | AC/PCC        | AC         | 4                   | 8             | 48                   | 10    | 0.31           | 01 May 2005        |                 |
| 18.12          | +0.94                          | A   | OP   | Exit #211 at Greenway Rd                       |               |            |                     |               |                      |       |                | 1965               | 142 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Greenway Rd Crossing                   | PCC           | PCC        | 4                   |               | 48                   |       | 0.07           |                    |                 |
|                |                                | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 26                   | 0     | 0.20           | 13 Feb 2003        |                 |
| 18.32          | M212 +0.14                     | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.03           | 24 May 2005        |                 |
| 18.34          | +0.17                          | C   | TI   | (NB) Greenway Rd (on)                          | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 4     | 0.08           | 64                 |                 |
|                |                                | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   | 0             | 25                   | 0     | 0.60           | 13 Feb 2003        |                 |
| 18.41          | +0.23                          | C   | NB   | <a href="#">Projects spanning M212 to M213</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.01           | 01 May 2005        |                 |
| 18.42          | +0.24                          | C   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.37           | 01 May 2005        |                 |
| 18.79          | +0.61                          | C   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 66                   | 10    | 0.03           | 01 May 2005        |                 |

**I 017 at M212+0.61**

**M212+0.61 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M212+0.63**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M212+0.63 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.81          | M212 +0.63                     | C   | NB   | <a href="#">Projects spanning M212 to M213</a> | AC/PCC        | AC         | 4                   | 8             | 66                   | 10    | 0.06           |                    |                 |
| 18.87          | +0.69                          | C   | NB   |  | AC/PCC        | AC         | 4                   | 8             | 72                   | 10    | 0.07           |                    |                 |
| 18.94          | +0.76                          | C   | NB   |  | AC/PCC        | AC         | 4                   | 8             | 48                   | 10    | 0.37           |                    |                 |
|                |                                | C   | TI   | (NB) Bell Rd (off)                             | AC/PCC        | AC/PCC     | 2                   | 0             | 24                   | 2     |                |                    |                 |
| 18.95          | +0.77                          | C   | TI   | (NB) Bell Rd (off)                             | PCC           | PCC        | 2                   | 0             | 24                   | 2     | 0.03           |                    | 1996            |
|                |                                | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 0.19           |                    |                 |
| 19.13          | +0.95                          | A   | OP   | Exit #212 at Bell Rd                           |               |            |                     |               |                      |       |                | 1965               | 166 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Bell Rd Crossing                       | PCC           | PCC        | 6                   |               | 72                   |       | 0.29           |                    |                 |
| 19.14          | +0.97                          | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.27           |                    |                 |
| 19.24          | M213 +0.06                     | C   | TI   | (NB) Bell Rd (on)                              | PCC           | PCC        | 2                   | 0             | 24                   | 2     | 0.10           |                    | 1996            |
| 19.31          | +0.13                          | C   | NB   | <a href="#">Projects spanning M213 to M214</a> | AC/PCC        | AC/PCC     | 4                   | 4             | 48                   | 10    | 0.02           |                    | 01 May 2005     |
| 19.33          | +0.15                          | C   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 4             | 60                   | 10    | 0.43           |                    | 01 May 2005     |
| 19.40          | +0.23                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   |               | 27                   |       | 0.65           |                    | 13 Feb 2003     |
| 19.76          | +0.58                          | C   | NB   | <a href="#">Projects spanning M213 to M214</a> | AC/PCC        | AC/PCC     | 4                   | 8             | 60                   | 10    | 0.24           |                    | 01 May 2005     |
| 20.00          | +0.82                          | C   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 8             | 48                   | 10    | 0.60           |                    | 01 May 2005     |
|                |                                | C   | TI   | (NB) Union Hills Dr/Yorkshire Dr (off)         | Unk           | Unk        | 1                   | 10            | 12                   | 10    | 0.09           |                    | 64              |
| 20.05          | +0.87                          | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.10           |                    |                 |
| 20.08          | +0.90                          | C   | TI   | (NB) Utopia Rd (off)                           | Unk           | Unk        | 1                   | 10            | 12                   | 10    | 0.53           |                    | 64              |
| 20.15          | +0.97                          | A   | OP   | Exit #214A at Union Hills Rd                   |               |            |                     |               |                      |       |                | 1989               | 165 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Union Hills Dr Crossing                | Unk           | Unk        | 2                   |               | 24                   |       | 0.07           |                    |                 |
|                | +0.98                          | C   | FR   | One Way Frontage Rd NB                         | AC            | AC         | 2                   |               | 26                   |       | 0.30           |                    | 13 Feb 2003     |
| 20.45          | M214 +0.28                     | C   | FR   | One Way Frontage Rd NB                         | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.20           |                    |                 |
| 20.60          | +0.42                          | C   | NB   | <a href="#">Projects spanning M214 to M215</a> | AC/PCC        | AC/PCC     | 4                   | 8             | 54                   | 10    | 0.04           |                    | 01 May 2005     |
| 20.64          | +0.46                          | C   | NB   |  | PCC           | PCC        | 4                   | 8             | 60                   | 10    | 0.08           |                    | 88              |
| 20.65          | +0.47                          | A   | UP   | Exit #214B at Utopia Rd & Yorkshire Rd         |               |            |                     |               |                      |       |                | 1988               |                 |
| 20.66          | +0.49                          | C   | TI   | (NB) Utopia (on)                               | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.12           |                    | 89              |
| 20.72          | +0.55                          | C   | NB   | <a href="#">Projects spanning M214 to M215</a> | PCC           | PCC        | 3                   | 8             | 36                   | 10    | 0.06           |                    | 88              |
|                |                                | C   | TI   | (NB) Exit # 215 to S 101 EB/WB ramp (off)      | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.16           |                    | 89              |
| 20.78          | +0.61                          | C   | NB   | <a href="#">Projects spanning M214 to M215</a> | AC            | MBH        | 3                   | 4             | 36                   | 10    | 0.04           |                    | 88              |
|                |                                | C   | TI   | (NB) Utopia (on)                               | PCC           | PCC        | 1.5                 | 2             | 18                   | 2     | 0.12           |                    | 89              |
| 20.82          | +0.65                          | C   | NB   | <a href="#">Projects spanning M214 to M215</a> | AC            | AC         | 3                   | 3             | 36                   | 9     | 0.17           |                    | 1994            |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 47.60          |                    |                 |
| 20.88          | +0.71                          | C   | TI   | (NB) Exit # 215 to S 101 EB/WB ramp (off)      | PCC           | PCC        | 3.5                 | 2             | 42                   | 2     | 0.04           |                    | 89              |
| 20.91          | +0.73                          | C   | TI   | (NB) Utopia (on)                               | PCC           | PCC        | 1                   | 2             | 12                   | 2     | 0.08           |                    | 89              |
| 20.92          | +0.74                          | C   | TI   | (NB) Exit # 215 to S 101 EB/WB ramp (off)      | PCC           | PCC        | 4                   | 2             | 48                   | 2     | 0.01           |                    | 89              |
| 20.93          | +0.76                          | C   | TI   | (NB) Exit # 215 to S 101 EB ramp (off)         | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.19           |                    | 89              |
|                |                                | C   | TI   | (NB) Exit # 215 to S 101 WB ramp (off)         | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.40           |                    | 89              |
| 20.99          | +0.81                          | C   | NB   | <a href="#">Projects spanning M214 to M215</a> | AC            | AC         | 3                   | 3             | 48                   | 9     | 0.30           |                    | 1994            |
| 21.08          | +0.91                          | C   | TI   | (NB) Exit # 215 to S 101 EB ramp (off)         | PCC           | PCC        | 1.5                 | 2             | 18                   | 2     | 0.09           |                    | 89              |

**I 017 at M214+0.91**

**M214+0.91 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M214+0.93**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M214+0.93 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 21.11          | M214 +0.93                     | C   | OP (NB) S 101                                     |              |               |            |                     |               |                      |       | 1997           | 475 ft Concrete    |                 |
|                |                                | A   | UP Under I 017 NB to S 101 WB Flyover             |              |               |            |                     |               |                      |       | 1997           |                    | ??'-??"         |
| 21.16          | +0.98                          | A   | UP Under I 017 SB to S 101 EB Flyover             |              |               |            |                     |               |                      |       | 1998           |                    | ??'-??"         |
| 21.29          | M215 +0.12                     | C   | NB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 2.5        | 3                   | 42            | 9                    | 0.09  | 1994           |                    |                 |
| 21.38          | +0.20                          | C   | NB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 2.5        | 3                   | 30            | 9                    | 0.10  | 1994           |                    |                 |
|                |                                | C   | TI (NB) Deer Valley Rd/Rose Garden Ln ramp(off)   | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.12  | 89             |                    |                 |
| 21.47          | +0.30                          | C   | NB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 2          | 3                   | 24            | 9                    | 0.07  | 1994           |                    |                 |
| 21.50          | +0.32                          | C   | TI (NB) Deer Valley Rd/Rose Garden Ln ramp(off)   | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.12  | 89             |                    |                 |
| 21.55          | +0.37                          | C   | NB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 2          | 3                   | 36            | 9                    | 0.31  | 1994           |                    |                 |
|                |                                | C   | TI (NB) S 101 EB/WB ramp (on)                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 21.62          | +0.45                          | C   | TI (NB) Deer Valley Rd/Rose Garden Ln ramp(off)   | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.03  | 89             |                    |                 |
| 21.66          | +0.48                          | A   | TI (EB/WB) Rose Garden Ln Crossing                | PCC          | PCC           | 4          |                     | 48            |                      | 0.16  |                |                    |                 |
|                | +0.49                          | C   | FR One Way Frontage Rd NB                         | Unk          | Unk           | 2          | 0                   | 24            | 0                    | 0.15  |                |                    |                 |
| 21.81          | +0.64                          | C   | FR One Way Frontage Rd NB                         | AC           | AC            | 2          | 0                   | 24            | 0                    | 0.19  | 13 Feb 2003    |                    |                 |
| 21.85          | +0.68                          | C   | NB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.04  | 1994           |                    |                 |
| 21.89          | +0.72                          | C   | NB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.28  | 1994           |                    |                 |
|                |                                | C   | TI (NB) Deer Valley Rd (off)                      | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.07  | 25 Jun 2004    |                    |                 |
| 22.00          | +0.82                          | C   | FR One Way Frontage Rd NB                         | AC           | AC            | 2          | 0                   | 34            | 0                    | 0.18  | 13 Feb 2003    |                    |                 |
| 22.16          | +0.98                          | C   | FR One Way Frontage Rd NB                         | AC           | AC            | 2          | 0                   | 36            | 0                    | 0.15  | 13 Feb 2003    |                    |                 |
|                |                                | C   | OP (NB) Exit #215 at Deer Valley Rd               |              |               |            |                     |               |                      |       | 1964           | 166 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Deer Valley Dr Crossing                | PCC          | PCC           | 6          |                     | 72            |                      | 0.19  |                |                    |                 |
| 22.17          | M216 +0.00                     | C   | NB <a href="#">Projects spanning M216 to M217</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.22  | 25 Jun 2004    |                    |                 |
| 22.29          | +0.11                          | C   | FR One Way Frontage Rd NB                         | AC           | AC            | 2          | 0                   | 24            | 0                    | 0.79  | 13 Feb 2003    |                    |                 |
| 22.36          | +0.19                          | C   | TI (NB) Deer Valley Rd (on)                       | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.03  | 25 Jun 2004    |                    |                 |
| 22.39          | +0.22                          | C   | NB <a href="#">Projects spanning M216 to M217</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.14  | 25 Jun 2004    |                    |                 |
| 22.53          | +0.35                          | C   | NB <a href="#">Projects spanning M216 to M217</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.08  | 25 Jun 2004    |                    |                 |
| 22.61          | +0.44                          | C   | NB <a href="#">Projects spanning M216 to M217</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.20  | 25 Jun 2004    |                    |                 |
| 22.82          | +0.64                          | C   | NB <a href="#">Projects spanning M216 to M217</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.08  | 25 Jun 2004    |                    |                 |
| 22.90          | +0.72                          | C   | NB <a href="#">Projects spanning M216 to M217</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.14  | 25 Jun 2004    |                    |                 |
| 23.04          | +0.87                          | C   | NB <a href="#">Projects spanning M216 to M217</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.44  | 25 Jun 2004    |                    |                 |
|                |                                | C   | TI (NB) Pinnacle Peak Rd (off)                    | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.08  | 25 Jun 2004    |                    |                 |
| 23.07          | +0.89                          | C   | FR One Way Frontage Rd NB                         | Unk          | Unk           | 1          | 0                   | 20            | 0                    | 0.05  | 30 Sep 2002    |                    |                 |
| 23.12          | +0.94                          | C   | FR One Way Frontage Rd NB                         | Unk          | Unk           | 2          | 2                   | 24            | 2                    | 0.10  | 30 Sep 2002    |                    |                 |
| 23.22          | M217 +0.05                     | C   | FR One Way Frontage Rd NB                         | Unk          | Unk           | 2          | 0                   | 24            | 0                    | 0.06  |                |                    |                 |
| 23.27          | +0.10                          | A   | TI (EB/WB) Pinnacle Peak Rd                       | AC           | AC            | 2          |                     | 24            |                      | 0.11  |                |                    |                 |
|                |                                | A   | UP Exit #217 at Pinnacle Peak Rd                  |              |               |            |                     |               |                      |       | 1964           |                    | 15'-11"         |
|                |                                | C   | TI (NB) Pinnacle Peak Rd (on)                     | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.22  | 25 Jun 2004    |                    |                 |
| 23.49          | +0.31                          | C   | NB <a href="#">Projects spanning M217 to M218</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.14  | 25 Jun 2004    |                    |                 |
| 23.63          | +0.46                          | C   | NB <a href="#">Projects spanning M217 to M218</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.09  | 25 Jun 2004    |                    |                 |

**I 017 at M217+0.46**

**M217+0.46 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M217+0.55**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M217+0.55 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|--|
| 23.72          | M217 +0.55                     | C   | NB   | <a href="#">Projects spanning M217 to M218</a> |               |            |                     |               |                      |       |                |                    |                 |  |
| 23.82          | +0.65                          | C   | NB   | AC   | AC            | 2          | 4                   | 30            | 10                   | 0.04  | 25 Jun 2004    |                    |                 |  |
| 23.86          | +0.68                          | C   | NB   | AC   | AC            | 2          | 4                   | 36            | 10                   | 0.03  | 25 Jun 2004    |                    |                 |  |
| 23.89          | +0.72                          | C   | NB   | AC   | AC            | 2          | 4                   | 24            | 10                   | 0.28  | 25 Jun 2004    |                    |                 |  |
|                |                                | C   | TI   | (NB) Happy Valley Rd (off)                     | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.17           | 25 Jun 2004        |                 |  |
| 24.04          | +0.87                          | C   | TI   | (NB) Happy Valley Rd (off)                     | AC            | AC         | 1.5                 | 2             | 18                   | 8     | 0.05           | 29 Jul 2005        |                 |  |
| 24.08          | +0.91                          | C   | TI   | (NB) Happy Valley Rd (off)                     | AC            | AC         | 2.5                 | 2             | 30                   | 2     | 0.03           | 29 Jul 2005        |                 |  |
| 24.11          | +0.93                          | C   | TI   | (NB) Happy Valley Rd (off)                     | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.09           | 29 Jul 2005        |                 |  |
|                |                                | C   | TI   | (NB) Happy Valley Rd (off)                     | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 29 Jul 2005        |                 |  |
| 24.17          | +0.99                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.03           | 29 Jul 2005        |                 |  |
|                | M218 +0.00                     | C   | NB   | <a href="#">Projects spanning M218 to M219</a> |               |            |                     |               |                      |       |                |                    |                 |  |
| 24.18          |                                | C   | TI   | (NB) Happy Valley Rd (on)                      | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.32           | 03 Aug 2005        |                 |  |
| 24.19          | +0.01                          | A   | UP   | Exit #218 at Happy Valley Rd                   |               |            |                     |               |                      |       |                | 1964               | 16'-00"         |  |
|                |                                | A   | TI   | (EB/WB) Happy Valley Rd Crossing               | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.42           | 29 Jul 2005        |                 |  |
|                |                                | A   | TI   | (EB/WB) Happy Valley Rd Crossing               | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.02           | 29 Jul 2005        |                 |  |
| 24.20          | +0.02                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 1             | 26                   | 1     | 0.29           | 13 Feb 2003        |                 |  |
| 24.21          | +0.04                          | C   | TI   | (NB) Happy Valley Rd (on)                      | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.32           | 07 May 2001        |                 |  |
| 24.45          | +0.27                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.80           | 13 Feb 2003        |                 |  |
| 24.49          | +0.32                          | C   | NB   | <a href="#">Projects spanning M218 to M219</a> |               |            |                     |               |                      |       |                |                    |                 |  |
| 24.62          | +0.45                          | C   | NB   | AC   | AC            | 2          | 4                   | 30            | 10                   | 0.15  | 03 Aug 2005    |                    |                 |  |
| 24.77          | +0.60                          | C   | NB   | AC   | AC            | 2          | 4                   | 24            | 10                   | 5.06  | 03 Aug 2005    |                    |                 |  |
| 25.10          | +0.93                          | A   | UB   | NUB Phoenix                                    |               |            |                     |               |                      |       |                |                    |                 |  |
| 25.24          | M219 +0.07                     | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.85           |                    |                 |  |
| 25.32          | +0.14                          | C   | BR   | (NB) Skunk Creek                               |               |            |                     |               |                      |       |                | 1964               | 269 ft Concrete |  |
| 26.09          | +0.91                          | C   | FR   | One Way Frontage Rd NB                         | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 1.03           |                    |                 |  |
| 26.56          | M220 +0.39                     | C   | BR   | (NB) Central Arizona Project Canal             |               |            |                     |               |                      |       |                |                    | 86 ft Unknown   |  |
| 27.97          | M221 +0.80                     | C   | VMS  | (NB) Variable Message Sign #407 (Operational)  |               |            |                     |               |                      |       |                | 2002               |                 |  |
| 29.83          | M223 +0.66                     | C   | NB   | <a href="#">Projects spanning M223 to M224</a> |               |            |                     |               |                      |       |                |                    |                 |  |
| 29.87          | +0.70                          | C   | NB   | AC   | AC            | 2          | 4                   | 36            | 10                   | 0.04  | 03 Aug 2005    |                    |                 |  |
| 29.90          | +0.73                          | C   | NB   | AC   | AC            | 2          | 4                   | 36            | 10                   | 0.03  | 03 Aug 2005    |                    |                 |  |
|                |                                | C   | TI   | (NB) Carefree Hwy (off)                        | Unk           | Unk        | 1                   | 3             | 12                   | 3     | 0.29           | 64                 |                 |  |
| 30.14          | +0.97                          | C   | TI   | (NB) Carefree Hwy (on)                         | Unk           | Unk        | 1                   | 3             | 12                   | 3     | 0.32           | 64                 |                 |  |
| 30.17          | +1.00                          | A   | UP   | Exit #223 at S 074 & Carefree Hwy              |               |            |                     |               |                      |       |                | 1964               | 16'-03"         |  |
| 30.41          | M224 +0.24                     | C   | NB   | <a href="#">Projects spanning M224 to M225</a> |               |            |                     |               |                      |       |                |                    |                 |  |
| 30.59          | +0.41                          | C   | NB   | AC   | AC            | 2          | 4                   | 36            | 10                   | 0.17  | 03 Aug 2005    |                    |                 |  |
| 30.69          | +0.51                          | C   | NB   | AC   | AC            | 2          | 4                   | 30            | 10                   | 0.10  | 03 Aug 2005    |                    |                 |  |
| 31.18          | M225 +0.00                     | A   | JB   | NCL Phoenix                                    |               |            |                     |               |                      |       |                |                    |                 |  |
| 31.37          | +0.20                          | C   | NB   | <a href="#">Projects spanning M225 to M226</a> |               |            |                     |               |                      |       |                |                    |                 |  |
| 31.42          | +0.24                          | C   | NB   | AC   | AC            | 2          | 4                   | 30            | 10                   | 0.04  | 03 Aug 2005    |                    |                 |  |
|                |                                | C   | NB   | AC   | AC            | 2          | 4                   | 36            | 10                   | 0.06  | 03 Aug 2005    |                    |                 |  |

**I 017 at M225+0.24**

**M225+0.24 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M225+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M225+0.30 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 31.48          | M225 +0.30                     | C   | NB <a href="#">Projects spanning M225 to M226</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.38  | 03 Aug 2005    |                    |                 |
|                |                                | C   | TI (NB) Pioneer Rd (off)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  | 03 Aug 2005    |                    |                 |
| 31.70          | +0.52                          | A   | UP Exit #225 at Pioneer Rd                        |              |               |            |                     |               |                      |       | 1968           |                    | 17'-02"         |
|                |                                | C   | TI (NB) Pioneer Rd (on)                           | Unk          | Unk           | 1          | 4                   | 12            | 8                    | 0.16  | 68             |                    |                 |
|                |                                | A   | TI (EB/WB) Pioneer Rd Crossing                    | AC           | AC            | 2          |                     | 24            |                      | 0.09  | 03 Aug 2005    |                    |                 |
| 31.85          | +0.67                          | C   | NB <a href="#">Projects spanning M225 to M226</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.32  | 03 Aug 2005    |                    |                 |
| 32.18          | M226 +0.00                     | C   | NB <a href="#">Projects spanning M226 to M227</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.51  | 25 Oct 2003    |                    |                 |
| 32.69          | +0.51                          | C   | NB  | AC           | AC            | 2          | 4                   | 36            | 9                    | 0.06  | 25 Oct 2003    |                    |                 |
| 32.75          | +0.57                          | C   | NB  | AC           | AC            | 2          | 4                   | 36            | 8                    | 0.18  | 25 Oct 2003    |                    |                 |
| 32.92          | +0.74                          | C   | TI (NB) Daisy Mountain Dr (off)                   | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.29  | 25 Oct 2003    |                    |                 |
|                |                                | C   | NB <a href="#">Projects spanning M226 to M227</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.51  | 25 Oct 2003    |                    |                 |
| 33.11          | +0.93                          | C   | BR (NB) Deadman Wash                              |              |               |            |                     |               |                      |       |                | 130 ft Unknown     |                 |
| 33.21          | M227 +0.03                     | C   | UP (NB) Exit #227 at Daisy Mountain Dr            |              |               |            |                     |               |                      |       | 25 Oct 2003    |                    | ??'-??"         |
|                |                                | A   | TI (EB/WB) Daisy Mountain Dr Crossing             | Unk          | Unk           | 2          |                     | 24            |                      | 0.07  |                |                    |                 |
| 33.22          | +0.04                          | C   | TI (NB) Daisy Mountain Dr (on)                    | Unk          | Unk           | 2          | 4                   | 24            | 4                    | 0.24  | 25 Oct 2003    |                    |                 |
| 33.44          | +0.26                          | C   | NB <a href="#">Projects spanning M227 to M228</a> | AC           | AC            | 2          | 4                   | 36            | 9                    | 0.13  | 25 Oct 2003    |                    |                 |
| 33.57          | +0.39                          | C   | NB  | AC           | AC            | 2          | 4                   | 36            | 10                   | 1.35  | 25 Oct 2003    |                    |                 |
| 34.91          | M228 +0.74                     | C   | NB <a href="#">Projects spanning M228 to M229</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 2.66  | 1995           |                    |                 |
| 34.92          | +0.75                          | C   | TI (NB) Anthem Way (off)                          | Unk          | Unk           | 1          | 2                   | 12            | 6                    | 0.31  | 66             |                    |                 |
| 35.23          | M229 +0.06                     | C   | TI (NB) Anthem Way (on)                           | Unk          | Unk           | 1          | 2                   | 12            | 6                    | 0.23  | 66             |                    |                 |
| 35.24          | +0.07                          | A   | TI (EB/WB) Anthem Way Crossing                    | AC           | Unk           | 5          |                     | 60            |                      | 0.07  |                |                    |                 |
|                |                                | A   | TI (EB/WB) Anthem Way Crossing                    | AC           | Unk           | 4          |                     | 48            |                      | 0.08  |                |                    |                 |
|                |                                | A   | TI (EB/WB) Anthem Way Crossing                    | AC           | Unk           | 6          |                     | 72            |                      | 0.05  |                |                    |                 |
|                |                                | A   | TI (EB/WB) Anthem Way Crossing                    | PCC          | Unk           | 6          |                     | 72            |                      | 0.15  |                |                    |                 |
|                |                                | A   | UP Exit #229 at Desert Hills Rd & Anthem Way      |              |               |            |                     |               |                      |       | 2000           |                    | 16'-03"         |
| 37.57          | M231 +0.39                     | C   | NB <a href="#">Projects spanning M231 to M232</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 7.15  | 1999           |                    |                 |
| 37.65          | +0.46                          | C   | BR (NB) New River                                 |              |               |            |                     |               |                      |       | 1968           | 347 ft Concrete    |                 |
| 38.06          | +0.87                          | C   | TI (NB) New River (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 6                    | 0.16  | 68             |                    |                 |
| 38.20          | M232 +0.03                     | C   | OP (NB) Exit #232 at New River                    |              |               |            |                     |               |                      |       | 1968           | 159 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) New River Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
| 38.22          | +0.04                          | C   | TI (NB) New River (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 6                    | 0.21  | 68             |                    |                 |
| 42.04          | M235 +0.86                     | C   | TI (NB) Table Mesa Rd (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.16  | 68             |                    |                 |
| 42.18          | M236 +0.01                     | C   | UP (NB) Exit #236 at Table Mesa Rd                |              |               |            |                     |               |                      |       | 1968           |                    | 15'-11"         |
|                |                                | A   | TI (EB/WB) Table Mesa Rd Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.11  |                |                    |                 |
| 42.20          | +0.02                          | C   | TI (NB) Table Mesa Rd (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 68             |                    |                 |
| 44.72          | M238 +0.55                     | C   | NB <a href="#">Projects spanning M238 to M239</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 6.22  | 85             |                    |                 |
| 45.40          | M239 +0.22                     | C   | BR (NB) Little Squaw Creek                        |              |               |            |                     |               |                      |       | 1967           | 315 ft Steel       |                 |
| 47.78          | M241 +0.60                     | C   | JB Yavapai County                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 48.10          | +0.92                          | C   | TI (NB) Rock Springs (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.19  | 67             |                    |                 |

**I 017 at M241+0.92**

**M241+0.92 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M242+0.11**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M242+0.11 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 48.29          | M242 +0.11                     | C   | TI (NB) Rock Springs (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  |                |                    |                 |
|                |                                | A   | TI (EB/WB) Rock Springs Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.16  |                |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                       | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.46  |                |                    |                 |
|                |                                | A   | UP Exit #242 at Rock Springs                       |              |               |            |                     |               |                      |       | 1967           |                    | 16'-02"         |
| 49.13          | +0.95                          | A   | UP Mud Springs Rd                                  |              |               |            |                     |               |                      |       | 1965           |                    | 16'-05"         |
| 49.55          | M243 +0.38                     | C   | BR (NB) Agua Fria River                            |              |               |            |                     |               |                      |       | 1980           | 363 ft Concrete    |                 |
| 50.34          | M244 +0.16                     | C   | TI (NB) Black Canyon City (off)                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  |                |                    |                 |
| 50.56          | +0.37                          | C   | TI (NB) Black Canyon City (on)                     | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  |                |                    |                 |
|                |                                | C   | OP (NB) Exit #244 at Canyon Rd (Black Canyon City) |              |               |            |                     |               |                      |       | 1964           | 97 ft Concrete     |                 |
|                |                                | A   | TI (EB/WB) Black Canyon City Crossing              | Unk          | Unk           | 2          |                     | 24            |                      | 0.22  |                |                    |                 |
| 50.94          | +0.76                          | C   | NB <a href="#">Projects spanning M244 to M245</a>  | AC           | AC            | 2          | 4                   | 24            | 10                   | 7.28  | 1998           |                    |                 |
| 51.95          | M246 +0.00                     | C   | EQ MP 245+.76 Back Equals MP 246+0.00 Ahead        |              |               |            |                     |               |                      |       |                |                    |                 |
| 54.21          | M248 +0.26                     | C   | TI (NB) Bumble Bee (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.12  |                |                    |                 |
| 54.33          | +0.37                          | C   | TI (NB) Bumble Bee (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  |                |                    |                 |
| 54.35          | +0.40                          | A   | TI (NB/SB) Bumble Bee Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.36  |                |                    |                 |
| 54.36          |                                | C   | OP (NB) Exit #248 at Crown King Rd & Bumble Bee Rd |              |               |            |                     |               |                      |       | 1966           | 161 ft Steel       |                 |
| 57.86          | M251 +0.90                     | C   | VMS (NB) Variable Message Sign #385 (Operational)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 58.17          | M252 +0.21                     | C   | TI (NB) Sunset Point (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.31  |                |                    |                 |
| 58.22          | +0.26                          | C   | NB <a href="#">Projects spanning M252 to M253</a>  | AC           | AC            | 2          | 4                   | 24            | 10                   | 3.64  | 1999           |                    |                 |
| 58.34          | +0.03                          | A   | RA Sunset Point Rest Area                          | Unk          | Unk           | 2          | 1                   | 24            | 1                    | 0.44  |                |                    |                 |
| 58.39          | +0.43                          | C   | FR Two Way Frontage Rd Right                       | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.21  |                |                    |                 |
| 58.48          | +0.52                          | C   | TI (NB) Sunset Point (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  |                |                    |                 |
|                |                                | C   | OP (NB) Exit #252 at Sunset Point Rest Area        |              |               |            |                     |               |                      |       | 1999           | 107 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Sunset Point Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.11  |                |                    |                 |
| 59.22          | M253 +0.27                     | A   | J Median Cross-Over -- [U]                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 61.61          | M255 +0.81                     | C   | TI (NB) Badger Springs Rd (off)                    | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.24  | 15 Oct 2004    |                    |                 |
| 61.85          | M256 +0.08                     | C   | OP (NB) Exit #256 at Badger Springs Rd             |              |               |            |                     |               |                      |       | 1963           | 90 ft Concrete     |                 |
|                |                                | C   | TI (NB) Badger Springs Rd (on)                     | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.24  | 15 Oct 2004    |                    |                 |
|                |                                | A   | TI (EB/WB) Badger Springs Rd Crossing              | AC           | AC            | 2          | 2                   | 26            | 2                    | 0.36  | 15 Oct 2004    |                    |                 |
| 61.86          | +0.09                          | C   | NB <a href="#">Projects spanning M256 to M257</a>  | AC           | AC            | 2          | 4                   | 24            | 10                   | 6.09  | 15 Oct 2004    |                    |                 |
| 65.00          | M259 +0.21                     | C   | TI (NB) Bloody Basin Rd (off)                      | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.23  | 15 Oct 2004    |                    |                 |
| 65.23          | +0.44                          | A   | TI (EB/WB) Bloody Basin Rd Crossing                | AC           | AC            | 2          | 2                   | 26            | 2                    | 0.06  | 15 Oct 2004    |                    |                 |
|                |                                | C   | TI (NB) Bloody Basin Rd (on)                       | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.24  | 15 Oct 2004    |                    |                 |
|                |                                | C   | OP (NB) Exit #259 at Bloody Basin Rd               |              |               |            |                     |               |                      |       | 1963           | 90 ft Concrete     |                 |
| 67.21          | M261 +0.42                     | A   | J Median Cross-Over -- [U]                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 67.85          | M262 +0.06                     | C   | BR (NB) Big Bug Creek                              |              |               |            |                     |               |                      |       | 1960           | 214 ft Steel       |                 |
| 67.95          | +0.16                          | C   | NB <a href="#">Projects spanning M262 to M263</a>  | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.09  | 15 Oct 2004    |                    |                 |
| 68.05          | +0.26                          | C   | NB   | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.03  | 15 Oct 2004    |                    |                 |
| 68.08          | +0.29                          | C   | NB   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.15  | 15 Oct 2004    |                    |                 |

**I 017 at M262+0.29**

**M262+0.29 on I 017**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M262+0.29**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M262+0.29 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 68.08          | M262 +0.29                     | C   | TI (NB) Cordes Jct (off)                                 | Unk          | Unk           | 1          | 9                   | 12            | 9                    | 0.16  | 60             |                    |                 |
| 68.23          | +0.44                          | C   | NB <a href="#">Projects spanning M262 to M263</a>        | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.01  | 15 Oct 2004    |                    |                 |
|                |                                | C   | TI (NB) Cordes Jct (on)                                  | Unk          | Unk           | 1          | 9                   | 12            | 9                    | 0.07  | 60             |                    |                 |
| 68.24          | +0.45                          | C   | NB <a href="#">Projects spanning M262 to M263</a>        | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.18  | 15 Oct 2004    |                    |                 |
| 68.41          | +0.62                          | C   | NB   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.37  | 15 Oct 2004    |                    |                 |
| 68.42          | +0.63                          | C   | MD 56 ft Soil Median                                     |              |               |            |                     |               |                      | 0.88  |                |                    |                 |
| 68.44          | +0.65                          | A   | UP Exit #262 at S 069 N (Cordes Junction)                |              |               |            |                     |               |                      |       | 1960           |                    | 18'-01"         |
| 68.78          | M263 +0.00                     | C   | NB <a href="#">Projects spanning M263 to M264</a>        | AC           | MBH           | 2          | 4                   | 25            | 10                   | 5.51  | 13 Oct 2005    |                    |                 |
| 68.86          | +0.08                          | A   | J Restricted Median Cross-Over -- [U]                    |              |               |            |                     |               |                      |       | 13 Oct 2005    |                    |                 |
| 69.30          | +0.52                          | C   | MD Variable Soil Median                                  |              |               |            |                     |               |                      | 17.92 |                |                    |                 |
| 69.93          | M264 +0.14                     | A   | J Restricted Median Cross-Over -- [U]                    |              |               |            |                     |               |                      |       |                |                    |                 |
| 70.53          | +0.73                          | A   | BR RCB   |              |               |            |                     |               |                      |       |                | 24 ft Concrete     |                 |
| 71.10          | M265 +0.30                     | C   | BR (NB) Agua Fria River                                  |              |               |            |                     |               |                      |       | 1963           | 274 ft Steel       |                 |
| 71.32          | +0.52                          | A   | J Restricted Median Cross-Over -- [U]                    |              |               |            |                     |               |                      |       |                |                    |                 |
| 72.92          | M267 +0.14                     | A   | BR RCB   |              |               |            |                     |               |                      |       |                | 37 ft Concrete     |                 |
| 72.94          | +0.16                          | A   | J Restricted Median Cross-Over -- [U]                    |              |               |            |                     |               |                      |       |                |                    |                 |
| 74.29          | M268 +0.68                     | C   | NB <a href="#">Projects spanning M268 to M269</a>        | AC           | MBH           | 2          | 4                   | 31            | 10                   | 0.03  | 13 Oct 2005    |                    |                 |
| 74.32          | +0.72                          | C   | NB   | AC           | MBH           | 2          | 4                   | 37            | 10                   | 0.04  | 13 Oct 2005    |                    |                 |
| 74.36          | +0.76                          | C   | NB   | AC           | MBH           | 2          | 4                   | 25            | 10                   | 0.33  | 13 Oct 2005    |                    |                 |
|                |                                | C   | TI (NB) Dugas Rd/Orme Rd (off)                           | AC           | AC            | 1          | 0                   | 14            | 4                    | 0.17  | 13 Oct 2005    |                    |                 |
| 74.53          | +0.93                          | C   | TI (NB) Dugas Rd/Orme Rd (on)                            | AC           | AC            | 1          | 0                   | 14            | 4                    | 0.17  | 13 Oct 2005    |                    |                 |
|                |                                | A   | TI (EB/WB) Dugas Rd/Orme Rd Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | OP (NB) Exit #268 at Dugas Rd & Orme Rd                  |              |               |            |                     |               |                      |       | 1963           | 90 ft Concrete     |                 |
| 74.63          | +1.02                          | C   | JB Enter Prescott NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 74.70          | +1.09                          | C   | NB <a href="#">Projects spanning M268 to M269</a>        | AC           | MBH           | 2          | 4                   | 37            | 10                   | 0.07  | 13 Oct 2005    |                    |                 |
| 74.77          | M269 +0.01                     | C   | NB <a href="#">Projects spanning M269 to M270</a>        | AC           | MBH           | 2          | 4                   | 31            | 10                   | 0.14  | 13 Oct 2005    |                    |                 |
| 74.79          | +0.03                          | C   | BR (NB) Ash Creek  |              |               |            |                     |               |                      |       |                | 201 ft Unknown     |                 |
| 74.90          | +0.15                          | C   | NB <a href="#">Projects spanning M269 to M270</a>        | AC           | MBH           | 2          | 4                   | 25            | 10                   | 0.09  | 13 Oct 2005    |                    |                 |
| 75.00          | +0.24                          | C   | NB   | AC           | AC            | 2          | 4                   | 24            | 10                   | 10.86 | 1996           |                    |                 |
| 83.70          | M277 +0.93                     | C   | BR Cienega Creek   |              |               |            |                     |               |                      |       | 1976           | 137 ft             |                 |
| 83.93          | M278 +0.17                     | C   | TI (NB) Cherry Rd (off)                                  | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 76             |                    |                 |
| 84.16          | +0.40                          | C   | UP (NB) Exit #278 at S 169 S & Cherry Rd & Zane Grey Hwy |              |               |            |                     |               |                      |       | 1976           |                    | 16'-05"         |
| 84.18          | +0.42                          | C   | TI (NB) Cherry Rd (on)                                   | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | 76             |                    |                 |
| 85.85          | M280 +0.10                     | C   | NB <a href="#">Projects spanning M280 to M281</a>        | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.58  | 21 Jun 2000    |                    |                 |
| 86.43          | +0.67                          | C   | NB   | AC           | AC            | 2          | 4                   | 24            | 10                   | 5.43  | 21 Jun 2000    |                    |                 |
| 87.22          | M281 +0.45                     | C   | MD Variable Raised Soil Median                           |              |               |            |                     |               |                      | 4.60  |                |                    |                 |
| 88.77          | M283 +0.00                     | C   | TR NB Truck Escape Ramp                                  | Unk          | Gravel        | 1          | 14                  | 12            | 14                   | 0.24  |                |                    |                 |
| 90.91          | M285 +0.14                     | C   | TI (NB) General Crook Trail (off)                        | Unk          | Unk           | 2          | 8                   | 24            | 10                   | 0.41  | 75             |                    |                 |
| 91.00          | +0.22                          | C   | JB WCL Camp Verde Elev 3160                              |              |               |            |                     |               |                      |       |                |                    |                 |

**I 017 at M285+0.22**

**M285+0.22 on I 017**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 017 at M285+0.54**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M285+0.54 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 91.31          | M285 +0.54                     | C   | OP (NB) Exit #285 at General Crook Trl & Zane Grey Hwy |              |               |            |                     |               |                      |       | 1975           | 145 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) General Crook Trail Crossing                | Unk          | Unk           | 2          |                     | 24            |                      | 0.32  |                |                    |                 |
| 91.33          | +0.56                          | C   | TI (NB) General Crook Trail (on)                       | Unk          | Unk           | 2          | 8                   | 24            | 10                   | 0.24  | 75             |                    |                 |
| 91.82          | M286 +0.05                     | C   | MD Variable Soil Median                                |              |               |            |                     |               |                      | 54.29 |                |                    |                 |
| 91.86          | +0.10                          | C   | NB <a href="#">Projects spanning M286 to M287</a>      | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.10  | 89             |                    |                 |
| 91.96          | +0.19                          | C   | NB   | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.57  | 88             |                    |                 |
| 92.53          | +0.77                          | C   | NB   | AC           | MBH           | 2          | 4                   | 30            | 9                    | 0.02  | 88             |                    |                 |
| 92.55          | +0.78                          | C   | NB   | AC           | MBH           | 2          | 4                   | 36            | 8                    | 0.04  | 88             |                    |                 |
| 92.59          | +0.82                          | C   | JB Leave Prescott NF                                   |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | NB <a href="#">Projects spanning M286 to M287</a>      | AC           | MBH           | 2          | 4                   | 36            | 8                    | 0.18  | 15 Jul 1999    |                    |                 |
| 92.77          | M287 +0.01                     | C   | NB <a href="#">Projects spanning M287 to M288</a>      | AC           | MBH           | 2          | 4                   | 24            | 10                   | 11.84 | 88             |                    |                 |
| 92.78          |                                | C   | TI (NB) Camp Verde (off)                               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 15 Jul 1999    |                    |                 |
| 93.02          | +0.25                          | C   | TI (NB) Camp Verde (on)                                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.34  | 15 Jul 1999    |                    |                 |
| 93.06          | +0.29                          | A   | UP Exit #287 at S 260 (Camp Verde) EB                  |              |               |            |                     |               |                      |       | Dec 2003       |                    | 16'-00"         |
| 93.74          | +0.97                          | C   | BR (NB) Verde River                                    |              |               |            |                     |               |                      |       | 1978           | 524 ft Steel       |                 |
| 94.67          | M288 +0.88                     | A   | UP S Verde   |              |               |            |                     |               |                      |       | 1978           |                    | 16'-02"         |
| 95.47          | M289 +0.70                     | C   | TI (NB) Middle Verde (off)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | 78             |                    |                 |
| 95.74          | +0.97                          | C   | TI (NB) Middle Verde (on)                              | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 78             |                    |                 |
|                | +0.98                          | A   | UP Exit #289 at Middle Verde Rd                        |              |               |            |                     |               |                      |       | 1978           |                    | 16'-01"         |
|                |                                | A   | TI (NB/SB) Middle Verde Crossing                       | Unk          | Unk           | 2          |                     | 24            |                      | 0.10  |                |                    |                 |
| 95.93          | M290 +0.16                     | C   | JB ECL Camp Verde, Enter Coconino NF                   |              |               |            |                     |               |                      |       |                |                    |                 |
| 98.94          | M293 +0.15                     | C   | TI (NB) Cornville Rd (off)                             | Unk          | Unk           | 1          | 3                   | 12            | 3                    | 0.09  | 61             |                    |                 |
| 99.04          | +0.26                          | A   | TI (NB/SB) Cornville Rd Crossing                       | Unk          | Unk           | 2          |                     | 24            |                      | 0.17  |                |                    |                 |
|                |                                | A   | UP Exit #293 at Cornville Rd (McGuireville)            |              |               |            |                     |               |                      |       | 1961           |                    | 16'-05"         |
|                |                                | A   | TI (EB/WB) Cornville Rd Crossing (parallel)            | Unk          | Unk           | 2          |                     | 24            |                      | 0.13  |                |                    |                 |
| 99.06          | +0.27                          | C   | TI (NB) Cornville Rd (on)                              | Unk          | Unk           | 1          | 3                   | 12            | 3                    | 0.07  | 61             |                    |                 |
| 99.19          | +0.40                          | C   | BR (NB) Dry Beaver Creek                               |              |               |            |                     |               |                      |       | 1961           | 214 ft Steel       |                 |
| 102.49         | M296 +0.73                     | C   | RA (NB) McGuireville Rest Area (off)                   | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.09  |                |                    |                 |
| 102.59         | +0.82                          | C   | RA (NB) McGuireville Rest Area                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.06  |                |                    |                 |
| 102.65         | +0.89                          | C   | RA (NB) McGuireville Rest Area (on)                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.09  |                |                    |                 |
| 103.19         | M297 +0.40                     | C   | VMS (NB) Variable Message Sign #389 (Existing)         |              |               |            |                     |               |                      |       |                |                    |                 |
| 104.61         | M298 +0.87                     | C   | NB <a href="#">Projects spanning M298 to M299</a>      | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.11  | Sep 2002       |                    |                 |
| 104.64         | +0.90                          | C   | TI (NB) S 179 & Sedona Rd (off)                        | Unk          | Unk           | 1          | 3                   | 12            | 3                    | 0.11  | 61             |                    |                 |
| 104.72         | +0.98                          | C   | NB <a href="#">Projects spanning M298 to M299</a>      | AC           | AC            | 2          | 4                   | 24            | 8                    | 7.57  | Sep 2002       |                    |                 |
| 104.74         | +1.00                          | C   | TI (NB) S 179 & Sedona Rd (on)                         | Unk          | Unk           | 1          | 3                   | 12            | 3                    | 0.14  | 61             |                    |                 |
| 104.75         | +1.01                          | C   | OP (NB) Exit #298 at S 179 N & Sedona Rd               |              |               |            |                     |               |                      |       | 1961           | 107 ft Concrete    |                 |
| 111.95         | M306 +0.16                     | C   | TI (NB) Stoneman Lake Rd (off)                         | Unk          | Unk           | 1          | 3                   | 12            | 3                    | 0.14  | 58             |                    |                 |
| 112.09         | +0.29                          | A   | TI (EB/WB) Stoneman Lake Rd Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.08  |                |                    |                 |
|                |                                | C   | OP (NB) Exit #306 at Stoneman Lake Rd                  |              |               |            |                     |               |                      |       | 1958           | 29 ft Concrete     |                 |

**I 017 at M306+0.29**

**M306+0.29 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M306+0.29**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M306+0.29 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |       | Miles       | Year/Date Open  | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|-------------|-------|-------------|-----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width | Width Right | Width |             |                 |                    |                 |
| 112.09         | M306 +0.29                     | C   | TI (NB) Stoneman Lake Rd (on)                     | Unk          | Unk           | 1          | 3          | 12            | 3           | 0.14  | 58          |                 |                    |                 |
| 112.29         | +0.50                          | C   | NB <a href="#">Projects spanning M306 to M307</a> | AC           | AC            | 2          | 4          | 24            | 10          | 0.70  | 21 Oct 2004 |                 |                    |                 |
| 112.99         | M307 +0.20                     | C   | NB <a href="#">Projects spanning M307 to M308</a> | AC           | AC            | 2          | 4          | 24            | 8           | 4.33  | Sep 2002    |                 |                    |                 |
| 117.32         | M311 +0.52                     | C   | NB <a href="#">Projects spanning M311 to M312</a> | AC           | AC            | 2          | 4          | 24            | 10          | 0.17  | Sep 2002    |                 |                    |                 |
| 117.34         | +0.54                          | C   | JB Coconino County                                |              |               |            |            |               |             |       |             |                 |                    |                 |
| 117.50         | +0.70                          | C   | NB <a href="#">Projects spanning M311 to M312</a> | AC           | MBH           | 2          | 4          | 24            | 10          | 1.08  | 86          |                 |                    |                 |
| 118.57         | M312 +0.78                     | C   | NB <a href="#">Projects spanning M312 to M313</a> | AC           | MBH           | 2          | 4          | 24            | 10          | 0.15  | 77          |                 |                    |                 |
| 118.72         | +0.93                          | C   | NB  | AC           | MBH           | 2          | 4          | 24            | 10          | 18.07 | 88          |                 |                    |                 |
| 121.16         | M315 +0.38                     | C   | TI (NB) Rocky Park Rd (off)                       | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.21  | 60          |                 |                    |                 |
| 121.37         | +0.59                          | C   | TI (NB) Rocky Park Rd (on)                        | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.26  | 60          |                 |                    |                 |
|                |                                | C   | OP (NB) Exit #315 at Rocky Park Rd                |              |               |            |            |               |             |       | 1960        | 29 ft Concrete  |                    |                 |
|                |                                | A   | TI (EB/WB) Rocky Park Rd Crossing                 | Unk          | Unk           | 2          |            | 24            |             | 0.06  |             |                 |                    |                 |
| 122.78         | M317 +0.00                     | C   | BR (NB) Woods Canyon                              |              |               |            |            |               |             |       | 1966        | 178 ft Steel    |                    |                 |
| 122.95         | +0.16                          | C   | FR Two Way Frontage Rd Right                      | Unk          | Unk           | 2          | 0          | 20            | 0           | 0.72  |             |                 |                    |                 |
| 123.40         | +0.61                          | C   | TI (NB) Fox Ranch Rd (off)                        | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.25  | 75          |                 |                    |                 |
| 123.65         | +0.87                          | A   | TI (NB/SB) Exit 317 Crossing                      | PCC          | PCC           | 2          |            | 24            |             | 0.07  |             |                 |                    |                 |
|                |                                | A   | UP Exit #317 at Woods Canyon                      |              |               |            |            |               |             |       | 1975        |                 | 16'-09"            |                 |
|                |                                | C   | TI (NB) Fox Ranch Rd (on)                         | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.24  | 75          |                 |                    |                 |
| 126.14         | M320 +0.35                     | C   | TI (NB) Schnebly Hill Rd (off)                    | Unk          | Unk           | 1          | 4          | 12            | 4           | 0.16  | 60          |                 |                    |                 |
| 126.29         | +0.50                          | C   | TI (NB) Schnebly Hill Rd (on)                     | Unk          | Unk           | 1          | 4          | 12            | 4           | 0.13  | 60          |                 |                    |                 |
|                |                                | C   | OP (NB) Exit #320 at Schnebly Hill Rd             |              |               |            |            |               |             |       | 1960        | 29 ft Concrete  |                    |                 |
| 126.30         |                                | A   | TI (EB/WB) Schnebly Hill Rd Crossing              | Unk          | Unk           | 2          |            | 24            |             | 0.08  |             |                 |                    |                 |
| 127.86         | M322 +0.08                     | C   | BR (NB) Munds Canyon                              |              |               |            |            |               |             |       | 1975        | 383 ft Concrete |                    |                 |
| 128.39         | +0.61                          | C   | TI (NB) Pinewood Blvd/Munds Park (off)            | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.13  | 60          |                 |                    |                 |
| 128.51         | +0.73                          | C   | OP (NB) Exit #322 at Pinewood Blvd (Munds Park)   |              |               |            |            |               |             |       | 1960        | 29 ft Concrete  |                    |                 |
|                |                                | A   | TI (NB/SB) Pinewood Blvd/Munds Park Crossing      | Unk          | Unk           | 2          |            | 24            |             | 0.10  |             |                 |                    |                 |
| 128.52         |                                | C   | TI (NB) Pinewood Blvd/Munds Park (on)             | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.15  | 60          |                 |                    |                 |
| 129.43         | M323 +0.64                     | C   | RA (NB) Christensen Rest Area (Closed) (off)      | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.67  |             |                 |                    |                 |
| 130.09         | M324 +0.30                     | C   | RA (NB) Christensen Rest Areas (Closed) (on)      |              |               |            |            |               |             |       |             |                 |                    |                 |
| 131.78         | M325 +1.00                     | C   | TI (NB) Willard Springs Rd (off)                  | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.23  | 71          |                 |                    |                 |
| 132.01         | M326 +0.22                     | A   | TI (EB/WB) Willard Springs Rd Crossing            | Unk          | Unk           | 2          |            | 24            |             | 0.11  |             |                 |                    |                 |
|                |                                | C   | OP (NB) Exit #326 at Willard Springs Rd           |              |               |            |            |               |             |       | Jul 2002    | 107 ft Concrete |                    |                 |
|                |                                | C   | TI (NB) Willard Springs Rd (on)                   | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.21  | 71          |                 |                    |                 |
| 134.35         | M328 +0.56                     | C   | TI (NB) Newman Park Rd (off)                      | Unk          | Unk           | 1          | 3          | 12            | 3           | 0.21  | 60          |                 |                    |                 |
| 134.43         | +0.64                          | C   | FR Two Way Frontage Rd Right                      | Unk          | Unk           | 2          | 0          | 18            | 0           | 0.39  |             |                 |                    |                 |
| 134.55         | +0.76                          | C   | OP (NB) Exit #328 at Newman Park Rd               |              |               |            |            |               |             |       | 1960        | 34 ft Concrete  |                    |                 |
|                |                                | A   | TI (EB/WB) Newman Park Rd Crossing                | Unk          | Unk           | 2          |            | 24            |             | 0.07  |             |                 |                    |                 |
|                |                                | C   | TI (NB) Newman Park Rd (on)                       | Unk          | Unk           | 1          | 3          | 12            | 3           | 0.22  | 60          |                 |                    |                 |
| 135.79         | M330 +0.00                     | C   | VMS (NB) Variable Message Sign #57 (Proposed)     |              |               |            |            |               |             |       |             |                 |                    |                 |

**I 017 at M330+0.00**

**M330+0.00 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M330+0.75**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M330+0.75 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 136.54         | M330 +0.75                     | C   | TI (NB) Kelly Canyon Rd (off)                             | Unk          | Unk           | 1          | 2          | 12            | 8                    | 0.36  | 71             |                    |                 |
| 136.79         | M331 +0.00                     | C   | NB <a href="#">Projects spanning M331 to M332</a>         | AC           | AC            | 2          | 4          | 24            | 10                   | 0.05  | 21 Oct 2004    |                    |                 |
| 136.84         | +0.05                          | C   | NB  | AC           | MBH           | 2          | 4          | 24            | 10                   | 2.49  | 88             |                    |                 |
| 136.90         | +0.11                          | C   | TI (NB) Kelly Canyon Rd (on)                              | Unk          | Unk           | 1          | 2          | 12            | 8                    | 0.18  | 71             |                    |                 |
|                |                                | A   | TI (EB/WB) Kelly Canyon Rd Crossing                       | Unk          | Unk           | 2          |            | 24            |                      | 0.07  |                |                    |                 |
|                |                                | A   | UP Exit #331 at Kelly Canyon Rd                           |              |               |            |            |               |                      |       | 1971           |                    | 16'-09"         |
| 139.33         | M333 +0.55                     | C   | NB <a href="#">Projects spanning M333 to M334</a>         | AC           | MBH           | 2          | 4          | 24            | 10                   | 0.60  | 91             |                    |                 |
| 139.51         | +0.73                          | C   | TI (NB) Kachina Blvd/Mountaineire Rd (off)                | Unk          | Unk           | 1          | 2          | 12            | 8                    | 0.14  | 91             |                    |                 |
| 139.65         | +0.87                          | C   | UB SUB Flagstaff  |              |               |            |            |               |                      |       |                |                    |                 |
|                |                                | C   | OP (NB) Exit #333 at Kachina Blvd & Mountaineire Rd       |              |               |            |            |               |                      |       | 1991           | 174 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Kachina Blvd/Mountaineire Rd Crossing          | Unk          | Unk           | 2          |            | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | TI (NB) Kachina Blvd/Mountaineire Rd (on)                 | Unk          | Unk           | 1          | 2          | 12            | 8                    | 0.23  | 91             |                    |                 |
| 139.93         | M334 +0.14                     | C   | NB <a href="#">Projects spanning M334 to M335</a>         | AC           | MBH           | 2          | 4          | 24            | 8                    | 0.12  | 90             |                    |                 |
| 140.05         | +0.26                          | C   | NB  | AC           | MBH           | 2          | 4          | 24            | 10                   | 2.86  | 90             |                    |                 |
| 141.92         | M336 +0.14                     | C   | JB SCL Flagstaff Elev 6905                                |              |               |            |            |               |                      |       |                |                    |                 |
| 142.74         | +0.95                          | C   | JB Leave Coconino NF                                      |              |               |            |            |               |                      |       |                |                    |                 |
| 142.91         | M337 +0.12                     | C   | NB <a href="#">Projects spanning M337 to M338</a>         | AC           | MBH           | 2          | 4          | 24            | 10                   | 1.65  | 81             |                    |                 |
| 142.97         | +0.19                          | C   | TI (NB) Airport Rd (off)                                  | Unk          | Unk           | 1          | 2          | 12            | 8                    | 0.21  | 60             |                    |                 |
| 143.17         | +0.38                          | C   | TI (NB) Airport Rd (on)                                   | Unk          | Unk           | 1          | 2          | 12            | 8                    | 0.25  | 60             |                    |                 |
|                | +0.39                          | A   | UP Exit #337 at SA089 & J W Powell Blvd (Pulliam Airport) |              |               |            |            |               |                      |       | 1960           |                    | 16'-04"         |
| 144.56         | M338 +0.78                     | C   | NB <a href="#">Projects spanning M338 to M339</a>         | AC           | MBH           | 2          | 4          | 24            | 10                   | 1.46  | Oct 2001       |                    |                 |
| 145.38         | +1.59                          | C   | TI (NB) Exit # 339 Lake Mary Rd (off)                     | Unk          | Unk           | 2          | 4          | 24            | 8                    | 0.17  | Oct 2001       |                    |                 |
| 145.55         | +1.76                          | C   | OP (NB) Exit #339 at Lake Mary Rd                         |              |               |            |            |               |                      |       | Oct 2001       | 108 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Lake Mary Rd Crossing                          | Unk          | Unk           | 2          |            | 24            |                      | 0.10  |                |                    |                 |
| 145.64         | +1.85                          | C   | TI (NB) Exit # 340A I 040 EB (off)                        | Unk          | Unk           | 2          | 4          | 24            | 8                    | 0.35  | Oct 2001       |                    |                 |
| 145.78         | M340 +0.01                     | C   | UP (NB) Under I 040 WB to I 017 SB                        |              |               |            |            |               |                      |       |                |                    | ??'-??"         |
| 145.81         | +0.03                          | A   | UP I 040 EB   |              |               |            |            |               |                      |       | 1966           |                    | 16'-04"         |
| 145.85         | +0.07                          | A   | UP I 040 WB   |              |               |            |            |               |                      |       | 1965           |                    | 16'-04"         |
| 145.90         | +0.12                          | C   | TI (NB) Exit # 195A from I 040 EB (on)                    |              |               |            |            |               |                      |       |                |                    |                 |
|                | +0.13                          | C   | TI (NB) I 040 WB (off)                                    | Unk          | Unk           | 1          |            | 12            |                      | 0.25  |                |                    |                 |
| 146.02         | +0.24                          | C   | NB <a href="#">Projects spanning M340 to M341</a>         | AC           | MBH           | 2          | 4          | 24            | 10                   | 0.10  | 90             |                    |                 |
|                |                                | C   | TI (NB) Exit # 340B from I 040 WB (on)                    |              |               |            |            |               |                      |       |                |                    |                 |
| 146.12         | +0.34                          | C   | J (NB) End I 017 at SA089 in Flagstaff                    |              |               |            |            |               |                      |       |                |                    |                 |

**I 017 at M340+0.34**

**M340+0.34 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M193+0.96**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M193+0.96 on I 017**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 017 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M193 +0.96                     | N   | J (SB) Begin I 017 at I 010 Gore/Exit #150B       |              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M193 to M194</a> | PCC          | PCC           | 3          | 12                  | 36            | 10                   | 0.61  | 88             |                    |                 |
| 0.55  | +1.50                          | N   | OP (SB) Over Flyunder to I 010 WB                 |              |               |            |                     |               |                      |       | 1988           | 167 ft Concrete    |                 |
| 0.61  | +1.57                          | N   | SB <a href="#">Projects spanning M193 to M194</a> | AC           | PCC           | 3          | 10                  | 36            | 8                    | 0.18  | 1993           |                    |                 |
| 0.79  | +1.74                          | N   | TI (SB) I 010 WB (off)                            | Unk          | Unk           | 1          | 12                  | 12            | 10                   | 0.57  | 65             |                    |                 |
|   | +1.75                          | N   | SB <a href="#">Projects spanning M193 to M194</a> | AC           | PCC           | 3          | 10                  | 48            | 8                    | 0.04  | 1993           |                    |                 |
| 0.83  | +1.78                          | N   | SB  | AC           | PCC           | 3          | 10                  | 42            | 8                    | 0.02  | 1993           |                    |                 |
| 0.85  | +1.81                          | N   | SB  | AC           | PCC           | 3          | 10                  | 36            | 8                    | 0.27  | 1993           |                    |                 |
| 0.97  | +1.93                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 2          | 0                   | 24            | 0                    | 0.15  | 13 Feb 2003    |                    |                 |
| 1.12  | +2.07                          | N   | SB <a href="#">Projects spanning M193 to M194</a> | AC           | PCC           | 3          | 10                  | 36            | 8                    | 0.22  | Nov 2000       |                    |                 |
|   |                                | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 2          | 0                   | 25            | 1                    | 1.01  | 13 Feb 2003    |                    |                 |
| 1.34  | M195 +0.14                     | N   | TI (SB) 16th St (off)                             | AC/PCC       | AC/PCC        | 1          | 8                   | 12            | 2                    | 0.13  | 62             |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M195 to M196</a> | AC           | PCC           | 3          | 10                  | 48            | 8                    | 0.04  | Nov 2000       |                    |                 |
| 1.38  | +0.18                          | N   | SB  | AC           | PCC           | 3          | 10                  | 42            | 8                    | 0.08  | Nov 2000       |                    |                 |
| 1.46  | +0.26                          | N   | SB  | AC           | PCC           | 3          | 10                  | 36            | 8                    | 0.32  | Nov 2000       |                    |                 |
| 1.78  | +0.58                          | N   | SB  | AC           | PCC           | 3          | 10                  | 42            | 8                    | 0.11  | Nov 2000       |                    |                 |
| 1.89  | +0.70                          | N   | SB  | AC           | PCC           | 3          | 10                  | 48            | 8                    | 0.04  | Nov 2000       |                    |                 |
| 1.93  | +0.73                          | N   | SB  | AC           | PCC           | 3          | 10                  | 36            | 8                    | 0.37  | Nov 2000       |                    |                 |
| 2.06  | +0.87                          | N   | TI (SB) 7th St (on)                               | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.13  | 62             |                    |                 |
| 2.14  | +0.94                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 2          | 0                   | 25            | 1                    | 0.50  | 13 Feb 2003    |                    |                 |
| 2.30  | M196 +0.10                     | N   | TI (SB) 7th St (off)                              | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.10  | 62             |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M196 to M197</a> | AC           | PCC           | 3          | 10                  | 48            | 8                    | 0.04  | Nov 2000       |                    |                 |
| 2.34  | +0.14                          | N   | SB  | AC           | PCC           | 3          | 10                  | 42            | 8                    | 0.09  | Nov 2000       |                    |                 |
| 2.42  | +0.22                          | N   | SB  | AC           | PCC           | 3          | 10                  | 36            | 8                    | 0.39  | Nov 2000       |                    |                 |
| 2.63  | +0.43                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 2          | 0                   | 25            | 1                    | 0.51  | 13 Feb 2003    |                    |                 |
|   |                                | N   | VMS (SB) Variable Message Sign #232 (Existing)    |              |               |            |                     |               |                      |       |                |                    |                 |
| 2.82  | +0.62                          | N   | SB <a href="#">Projects spanning M196 to M197</a> | AC           | PCC           | 3          | 10                  | 42            | 8                    | 0.07  | Nov 2000       |                    |                 |
| 2.89  | +0.69                          | N   | SB  | AC           | PCC           | 3          | 10                  | 48            | 8                    | 0.03  | Nov 2000       |                    |                 |
| 2.92  | +0.72                          | N   | SB  | AC           | PCC           | 3          | 10                  | 36            | 8                    | 0.36  | Nov 2000       |                    |                 |
| 3.05  | +0.85                          | N   | TI (SB) 7th Ave (on)                              | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.13  | 62             |                    |                 |
| 3.14  | +0.94                          | N   | FR One Way Frontage Rd Left                       | AC           | AC            | 2          |                     | 23            | 1                    | 0.25  | 13 Feb 2003    |                    |                 |
| 3.29  | M197 +0.08                     | N   | TI (SB) 7th Ave (off)                             | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.11  | 62             |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M197 to M198</a> | AC           | PCC           | 3          | 10                  | 48            | 8                    | 0.03  | Nov 2000       |                    |                 |
| 3.32  | +0.11                          | N   | SB  | AC           | PCC           | 3          | 10                  | 42            | 8                    | 0.11  | Nov 2000       |                    |                 |
| 3.39  | +0.19                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 2          | 0                   | 23            | 1                    | 0.25  | 13 Feb 2003    |                    |                 |
| 3.43  | +0.23                          | N   | SB <a href="#">Projects spanning M197 to M198</a> | AC           | PCC           | 3          | 10                  | 36            | 8                    | 0.23  | Nov 2000       |                    |                 |
| 3.64  | +0.44                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 2          | 0                   | 24            | 0                    | 0.51  | 13 Feb 2003    |                    |                 |

**I 017 at M197+0.44**

**M197+0.44 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M197+0.46**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M197+0.46 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 3.67           | M197 +0.46                     | N   | SB   | <a href="#">Projects spanning M197 to M198</a>          | AC            | PCC        | 3                   | 10            | 42                   | 8     | 0.12           |                    | Nov 2000        |
| 3.79           | +0.58                          | N   | SB   |   | AC            | PCC        | 3                   | 10            | 48                   | 8     | 0.24           |                    | Nov 2000        |
| 4.03           | +0.82                          | N   | SB   |   | AC            | PCC        | 3                   | 10            | 36                   | 8     | 0.21           |                    | Nov 2000        |
| 4.08           | +0.88                          | N   | TI   | (SB) 19th Ave (on)                                      | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.06           |                    | 62              |
| 4.15           | +0.94                          | N   | FR   | One Way Frontage Rd Left                                | AC            | AC         | 2                   |               | 26                   |       | 0.29           |                    | 13 Feb 2003     |
| 4.24           | M198 +0.04                     | N   | SB   | <a href="#">Projects spanning M198 to M199</a>          | AC            | PCC        | 3                   | 10            | 36                   | 7     | 0.04           |                    | Nov 2000        |
| 4.28           | +0.08                          | N   | SB   |   | AC            | PCC        | 3                   | 10            | 36                   | 2     | 0.12           |                    | Nov 2000        |
| 4.40           | +0.20                          | N   | CG   | Low Profile Gutter to Left                              |               |            |                     |               |                      |       | 3.56           |                    | 2005            |
|                |                                | N   | SB   | <a href="#">Projects spanning M198 to M199</a>          | AC            | AC/PCC     | 3                   | 10            | 36                   | 2     | 0.50           |                    | Nov 2000        |
| 4.42           | +0.22                          | N   | FR   | One Way Frontage Rd Left                                | AC            | AC         | 1                   |               | 16                   |       | 0.26           |                    | 13 Feb 2003     |
| 4.63           | +0.43                          | N   | FR   | One Way Frontage Rd Left                                | AC            | AC         | 2                   |               | 24                   |       | 0.46           |                    | 13 Feb 2003     |
| 4.90           | +0.70                          | N   | TI   | (SB) Slip to Frontage and Durango St and 19th Ave (off) | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.17           |                    | 62              |
|                |                                | N   | SB   | <a href="#">Projects spanning M198 to M199</a>          | AC            | AC/PCC     | 3                   | 10            | 48                   | 2     | 0.05           |                    | Nov 2000        |
| 4.95           | +0.75                          | N   | SB   |   | AC            | AC/PCC     | 3                   | 10            | 42                   | 2     | 0.03           |                    | Nov 2000        |
| 4.99           | +0.78                          | N   | SB   |   | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 2     | 0.05           |                    | Nov 2000        |
| 5.04           | +0.84                          | N   | SB   |   | AC/PCC        | AC/PCC     | 3                   | 10            | 42                   | 2     | 0.02           |                    | Nov 2000        |
| 5.05           | +0.85                          | N   | FR   | One Way Frontage Rd Left                                | AC            | AC         | 2                   |               | 24                   |       | 0.31           |                    | 13 Feb 2003     |
|                |                                | N   | SB   | <a href="#">Projects spanning M198 to M199</a>          | AC/PCC        | AC/PCC     | 3                   | 10            | 42                   | 2     | 0.07           |                    | 23 Oct 2005     |
| 5.12           | +0.92                          | N   | SB   |   | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 2     | 0.03           |                    | 23 Oct 2005     |
| 5.16           | +0.95                          | N   | SB   |   | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 2     | 0.32           |                    | 23 Oct 2005     |
| 5.27           | M199 +0.07                     | N   | TI   | (SB) Grant St (on)                                      | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.12           |                    | 59              |
| 5.37           | +0.16                          | N   | FR   | One Way Frontage Rd SB                                  | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.18           |                    | 13 Feb 2003     |
| 5.47           | +0.27                          | N   | SB   | <a href="#">Projects spanning M199 to M200</a>          | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.05           |                    | 23 Oct 2005     |
| 5.52           | +0.31                          | N   | TI   | (SB) Grant St (off)                                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.11           |                    | 59              |
|                |                                | N   | SB   | <a href="#">Projects spanning M199 to M200</a>          | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.03           |                    | 23 Oct 2005     |
| 5.55           | +0.34                          | N   | SB   |   | AC/PCC        | AC/PCC     | 3                   | 10            | 42                   | 8     | 0.10           |                    | 23 Oct 2005     |
|                |                                | N   | FR   | One Way Frontage Rd SB                                  | AC            | AC         | 2.5                 | 0             | 38                   | 0     | 0.10           |                    | 13 Feb 2003     |
| 5.64           | +0.44                          | N   | SB   | <a href="#">Projects spanning M199 to M200</a>          | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.04           |                    | 23 Oct 2005     |
| 5.65           |                                | N   | FR   | One Way Frontage Rd SB                                  | AC            | AC         | 3                   | 0             | 38                   | 0     | 0.11           |                    | 13 Feb 2003     |
| 5.68           | +0.48                          | N   | SB   | <a href="#">Projects spanning M199 to M200</a>          | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 4     | 0.09           |                    | 23 Oct 2005     |
| 5.76           | +0.55                          | N   | FR   | One Way Frontage Rd SB                                  | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.15           |                    | 13 Feb 2003     |
| 5.77           | +0.56                          | N   | SB   | <a href="#">Projects spanning M199 to M200</a>          | AC/PCC        | AC/PCC     | 3                   | 10            | 42                   | 4     | 0.10           |                    | 23 Oct 2005     |
| 5.83           | +0.62                          | N   | TI   | (SB) Adams St (off)                                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.02           |                    | 87              |
| 5.87           | +0.66                          | N   | SB   | <a href="#">Projects spanning M199 to M200</a>          | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 4     | 0.03           |                    | 23 Oct 2005     |
| 5.90           | +0.69                          | N   | TI   | (SB) Adams St (off)                                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.07           |                    | 23 Oct 2005     |
|                |                                | N   | SB   | <a href="#">Projects spanning M199 to M200</a>          | AC/PCC        | AC/PCC     | 3                   | 10            | 60                   | 4     | 0.01           |                    | 23 Oct 2005     |
|                | +0.70                          | N   | SB   |   | AC/PCC        | AC/PCC     | 3                   | 10            | 60                   | 6     | 0.03           |                    | 23 Oct 2005     |
| 5.91           |                                | N   | FR   | One Way Frontage Rd SB                                  | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.14           |                    | 13 Feb 2003     |
| 5.93           | +0.72                          | N   | SB   | <a href="#">Projects spanning M199 to M200</a>          | AC/PCC        | AC/PCC     | 3                   | 10            | 54                   | 6     | 0.04           |                    | 23 Oct 2005     |

**I 017 at M199+0.72**

**M199+0.72 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M199+0.76**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M199+0.76 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 5.97           | M199 +0.76                     | N   | SB   | <a href="#">Projects spanning M199 to M200</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 6     | 0.11           | 23 Oct 2005        |                 |
| 6.05           | +0.84                          | N   | FR   | One Way Frontage Rd SB                         | AC            | AC         | 2                   | 0             | 28                   | 0     | 0.68           | 13 Feb 2003        |                 |
|                |                                | N   | VMS  | (SB) Variable Message Sign #231 (Existing)     |               |            |                     |               |                      |       |                |                    |                 |
| 6.08           | +0.87                          | N   | SB   | <a href="#">Projects spanning M199 to M200</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 54                   | 6     | 0.12           | 23 Oct 2005        |                 |
| 6.20           | +0.99                          | N   | SB   |  | AC/PCC        | AC/PCC     | 3                   | 10            | 60                   | 6     | 0.13           | 23 Oct 2005        |                 |
| 6.33           | M200 +0.13                     | N   | SB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 6     | 0.06           | 23 Oct 2005        |                 |
|                |                                | N   | TI   | (SB) I 010 EB and I 010 WB (on)                |               |            |                     |               |                      |       |                |                    |                 |
| 6.39           | +0.19                          | N   | SB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 42                   | 6     | 0.14           | 23 Oct 2005        |                 |
| 6.53           | +0.32                          | N   | SB   |  | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 6     | 0.08           | 23 Oct 2005        |                 |
| 6.61           | +0.40                          | N   | SB   |  | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 6     | 0.47           | 23 Oct 2005        |                 |
| 6.68           | +0.47                          | N   | TI   | (SB) I-17 Front nonCard (on)                   | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.07           | 23 Oct 2005        |                 |
| 6.73           | +0.52                          | N   | FR   | One Way Frontage Rd SB                         | AC            | AC         | 3                   | 0             | 38                   | 1     | 0.35           | 13 Feb 2003        |                 |
|                | +0.53                          | N   | TI   | (SB) I-17 Front nonCard (on)                   | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.05           | 88                 |                 |
| 6.87           | +0.67                          | N   | TI   | (SB) I 010 WB (off)                            | Unk           | Unk        | 3                   | 8             | 36                   | 2     | 0.04           | 88                 |                 |
| 6.89           | +0.68                          | N   | TI   | (SB) I 010 WB (off)                            | Unk           | Unk        | 2.5                 | 8             | 30                   | 2     | 0.09           | 88                 |                 |
| 6.91           | +0.70                          | N   | TI   | (SB) I 010 WB (off)                            | Unk           | Unk        | 3                   | 8             | 36                   | 2     | 0.13           | 88                 |                 |
| 6.98           | +0.77                          | N   | TI   | (SB) I 010 EB (off)                            | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.50           | 87                 |                 |
|                |                                | N   | TI   | (SB) I 010 WB (off)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.22           | 88                 |                 |
| 7.01           | +0.80                          | N   | TI   | (SB) I 010 WB (off)                            | Unk           | Unk        | 3                   | 8             | 36                   | 2     | 0.03           | 88                 |                 |
| 7.05           | +0.84                          | N   | TI   | (SB) I 010 WB (off)                            | Unk           | Unk        | 2.5                 | 8             | 30                   | 2     | 0.04           | 88                 |                 |
| 7.08           | +0.88                          | N   | TI   | (SB) I 010 WB (off)                            | Unk           | Unk        | 2                   | 8             | 24                   | 2     | 0.03           | 88                 |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 6     | 0.06           | 23 Oct 2005        |                 |
| 7.09           |                                | N   | FR   | One Way Frontage Rd SB                         | AC            | AC         | 3                   | 0             | 38                   | 0     | 0.25           | 13 Feb 2003        |                 |
| 7.14           | +0.94                          | N   | SB   | <a href="#">Projects spanning M200 to M201</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 54                   | 6     | 0.08           | 23 Oct 2005        |                 |
| 7.23           | M201 +0.02                     | N   | SB   | <a href="#">Projects spanning M201 to M202</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 6     | 0.15           | 23 Oct 2005        |                 |
| 7.34           | +0.13                          | N   | FR   | One Way Frontage Rd SB                         | AC            | AC         | 2                   | 0             | 28                   | 0     | 0.45           | 13 Feb 2003        |                 |
| 7.35           | +0.14                          | N   | TI   | (SB) McDowell Rd (off)                         | PCC           | PCC        | 1                   | 2             | 12                   | 2     | 0.03           | 87                 |                 |
| 7.37           | +0.17                          | N   | TI   | (SB) McDowell Rd (off)                         | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.03           | 23 Oct 2005        |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M201 to M202</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 6     | 0.41           | 23 Oct 2005        |                 |
| 7.78           | +0.58                          | N   | FR   | One Way Frontage Rd SB                         | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.33           | 13 Feb 2003        |                 |
| 7.79           |                                | N   | SB   | <a href="#">Projects spanning M201 to M202</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 6     | 0.16           | 23 Oct 2005        |                 |
| 7.81           | +0.60                          | N   | TI   | (SB) Thomas Rd (on)                            | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.02           | 88                 |                 |
| 7.89           | +0.68                          | N   | VMS  | (SB) Variable Message Sign #230 (Existing)     |               |            |                     |               |                      |       |                |                    |                 |
| 7.95           | +0.74                          | N   | SB   | <a href="#">Projects spanning M201 to M202</a> | AC            | PCC        | 4                   | 10            | 48                   | 6     | 0.25           | 23 Oct 2005        |                 |
| 8.12           | +0.91                          | N   | FR   | One Way Frontage Rd SB                         | Unk           | Unk        | 1                   | 0             | 12                   | 0     | 0.99           |                    |                 |
| 8.20           | M202 +0.00                     | N   | SB   | <a href="#">Projects spanning M202 to M203</a> | AC            | AC         | 4                   | 10            | 48                   | 8     | 0.09           | 1997               |                 |
| 8.29           | +0.09                          | N   | SB   |  | AC            | AC         | 4                   | 11            | 48                   | 8     | 0.02           | 1997               |                 |
| 8.31           | +0.11                          | N   | SB   |  | AC            | AC         | 4                   | 11            | 60                   | 8     | 0.51           | 1997               |                 |
|                |                                | N   | TI   | (SB) Thomas Rd (off)                           | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.04           | 88                 |                 |

**I 017 at M202+0.11**

**M202+0.11 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M202+0.62**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M202+0.62 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym   | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |                     | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-------|--|--------------|---------------|------------|------------|---------------------|-------|----------------|--------------------|-----------------|
|                |                                |       |  |              |               |            | Width Left | Surface Width Right |       |                |                    |                 |
| 8.82           | M202 +0.62                     | N SB  | <a href="#">Projects spanning M202 to M203</a> | AC           | AC            | 4          | 10         | 60                  | 8     | 0.11           |                    | 1997            |
| 8.93           | +0.72                          | N SB  |  | AC           | AC            | 4          | 10         | 48                  | 8     | 0.37           |                    | 1997            |
| 8.97           | +0.76                          | N TI  | (SB) Indian School Rd (on)                     | AC/PCC       | AC/PCC        | 1          | 8          | 12                  | 2     | 0.04           |                    | 1993            |
| 9.10           | +0.90                          | N FR  | One Way Frontage Rd SB                         | Unk          | Unk           | 1          | 0          | 12                  | 0     | 1.00           |                    |                 |
| 9.30           | M203 +0.10                     | N TI  | (SB) Indian School Rd (off)                    | AC/PCC       | AC/PCC        | 1          | 8          | 12                  | 2     | 0.05           |                    | 1993            |
|                |                                | N SB  | <a href="#">Projects spanning M203 to M204</a> | AC           | AC            | 4          | 10         | 60                  | 8     | 0.63           |                    | 1997            |
| 9.93           | +0.72                          | N SB  |  | AC           | AC            | 4          | 10         | 48                  | 8     | 0.38           |                    | 1997            |
| 9.96           | +0.75                          | N TI  | (SB) Camelback Rd (on)                         | AC/PCC       | AC/PCC        | 1          | 8          | 12                  | 2     | 0.03           |                    | 60              |
| 10.12          | +0.91                          | N FR  | One Way Frontage Rd SB                         | Unk          | Unk           | 1          | 0          | 12                  | 0     | 0.99           |                    |                 |
| 10.31          | M204 +0.10                     | N TI  | (SB) Camelback Rd (off)                        | AC/PCC       | AC/PCC        | 1          | 8          | 12                  | 2     | 0.04           |                    | 60              |
|                |                                | N SB  | <a href="#">Projects spanning M204 to M205</a> | AC           | AC            | 4          | 10         | 60                  | 8     | 0.54           |                    | 1997            |
| 10.85          | +0.64                          | N SB  |  | AC           | AC            | 4          | 10         | 48                  | 8     | 0.56           |                    | 1997            |
| 10.89          | +0.68                          | N TI  | (SB) Bethany Home Rd (on)                      | AC/PCC       | AC/PCC        | 1          | 2          | 12                  | 2     | 0.04           |                    | Jun 2000        |
| 11.11          | +0.91                          | N FR  | One Way Frontage Rd SB                         | Unk          | Unk           | 2          | 0          | 24                  | 0     | 1.00           |                    |                 |
|                |                                | N VMS | (SB) Variable Message Sign #28 (Existing)      |              |               |            |            |                     |       |                |                    |                 |
| 11.41          | M205 +0.20                     | N TI  | (SB) Bethany Home Rd (off)                     | AC/PCC       | AC/PCC        | 1          | 2          | 12                  | 2     | 0.06           |                    | Jun 2000        |
|                |                                | N SB  | <a href="#">Projects spanning M205 to M206</a> | AC           | AC            | 4          | 10         | 60                  | 8     | 0.53           |                    | 1997            |
| 11.93          | +0.73                          | N SB  |  | AC           | AC            | 4          | 10         | 48                  | 8     | 0.39           |                    | 1997            |
| 11.97          | +0.77                          | N TI  | (SB) Glendale Ave (on)                         | AC/PCC       | AC/PCC        | 1          | 2          | 12                  | 2     | 0.04           |                    | 60              |
| 12.13          | +0.92                          | N FR  | One Way Frontage Rd SB                         | Unk          | Unk           | 1          | 0          | 12                  | 0     | 0.98           |                    |                 |
| 12.32          | M206 +0.12                     | N SB  | <a href="#">Projects spanning M206 to M207</a> | AC           | AC            | 4          | 10         | 60                  | 8     | 0.61           |                    | 1997            |
|                |                                | N TI  | (SB) Glendale Ave (off)                        | AC/PCC       | AC/PCC        | 1          | 2          | 12                  | 2     | 0.05           |                    | 60              |
| 12.94          | +0.73                          | N SB  | <a href="#">Projects spanning M206 to M207</a> | AC           | AC            | 4          | 10         | 48                  | 8     | 0.48           |                    | 1997            |
| 12.98          | +0.77                          | N TI  | (SB) Northern Ave (on)                         | AC/PCC       | AC/PCC        | 1          | 2          | 12                  | 2     | 0.04           |                    | 61              |
| 13.12          | +0.91                          | N VMS | (SB) Variable Message Sign #27 (Existing)      |              |               |            |            |                     |       |                |                    |                 |
| 13.13          | +0.93                          | N FR  | One Way Frontage Rd SB                         | Unk          | Unk           | 1          | 0          | 12                  | 0     | 1.03           |                    |                 |
| 13.42          | M207 +0.22                     | N TI  | (SB) Northern Ave (off)                        | AC/PCC       | AC/PCC        | 1          | 2          | 12                  | 2     | 0.05           |                    | 61              |
|                |                                | N SB  | <a href="#">Projects spanning M207 to M208</a> | AC           | AC            | 4          | 10         | 60                  | 8     | 0.54           |                    | 1997            |
| 13.96          | +0.76                          | N SB  |  | AC           | AC            | 4          | 10         | 48                  | 8     | 0.36           |                    | 1997            |
| 14.03          | +0.83                          | N TI  | (SB) Dunlap Ave (on)                           | AC/PCC       | AC/PCC        | 1          | 8          | 12                  | 2     | 0.07           |                    | 64              |
| 14.18          | +0.97                          | N FR  | One Way Frontage Rd SB                         | Unk          | Unk           | 3          | 2          | 36                  | 0     | 0.26           |                    |                 |
| 14.32          | M208 +0.11                     | N SB  | <a href="#">Projects spanning M208 to M209</a> | PCC          | MBH           | 4          | 10         | 48                  | 2     | 0.08           |                    | 64              |
| 14.40          | +0.19                          | N SB  |  | AC           | MBH           | 4          | 10         | 48                  | 4     | 0.07           |                    | 80              |
| 14.43          | +0.22                          | N FR  | One Way Frontage Rd SB                         | Unk          | Unk           | 2          | 2          | 24                  | 2     | 0.56           |                    |                 |
| 14.47          | +0.26                          | N SB  | <a href="#">Projects spanning M208 to M209</a> | PCC          | AC            | 4          | 10         | 48                  | 4     | 0.04           |                    | 80              |
| 14.51          | +0.30                          | N TI  | (SB) Dunlap Ave (off)                          | AC/PCC       | AC/PCC        | 1          | 8          | 12                  | 2     | 0.08           |                    | 64              |
|                |                                | N SB  | <a href="#">Projects spanning M208 to M209</a> | PCC          | AC            | 4          | 10         | 60                  | 4     | 0.40           |                    | 80              |
| 14.91          | +0.70                          | N SB  |  | PCC          | AC            | 4          | 10         | 48                  | 4     | 0.03           |                    | 80              |
| 14.94          | +0.73                          | N SB  |  | PCC          | AC            | 4          | 10         | 48                  | 4     | 0.10           |                    | Mar 2001        |

**I 017 at M208+0.73**

**M208+0.73 on I 017**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M208+0.74**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M208+0.74 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 14.95          | M208 +0.74                     | N   | TI (SB) Peoria Ave (on)                           | AC/PCC       | AC/PCC        | 2          | 6                   | 24            | 6                    | 0.04  | 64             |                    |                 |
| 14.99          | +0.78                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.17  | 13 Feb 2003    |                    |                 |
| 15.04          | +0.82                          | N   | SB <a href="#">Projects spanning M208 to M209</a> | PCC          | AC            | 4          | 10                  | 48            | 10                   | 0.30  | Mar 2001       |                    |                 |
| 15.16          | +0.94                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.29  | 13 Feb 2003    |                    |                 |
| 15.33          | M209 +0.13                     | N   | SB <a href="#">Projects spanning M209 to M210</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 10                   | 0.13  | 31 Oct 2005    |                    |                 |
| 15.41          | +0.21                          | N   | VMS (NB) Variable Message Sign (Existing)         |              |               |            |                     |               |                      |       |                |                    |                 |
| 15.44          | +0.24                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 1          | 0                   | 12            | 0                    | 0.01  | 13 Feb 2003    |                    |                 |
| 15.45          | +0.25                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 1.5        | 0                   | 18            | 0                    | 0.07  | 13 Feb 2003    |                    |                 |
| 15.47          | +0.27                          | N   | SB <a href="#">Projects spanning M209 to M210</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 60            | 10                   | 0.33  | 31 Oct 2005    |                    |                 |
|                |                                | N   | TI (SB) Peoria Ave (off)                          | AC           | AC            | 1          | 8                   | 12            | 4                    | 0.02  | 31 Oct 2005    |                    |                 |
| 15.53          | +0.33                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 2          | 0                   | 24            | 0                    | 0.25  | 13 Feb 2003    |                    |                 |
| 15.78          | +0.58                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 1.5        | 0                   | 18            | 0                    | 0.04  | 13 Feb 2003    |                    |                 |
| 15.79          | +0.59                          | N   | SB <a href="#">Projects spanning M209 to M210</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 10                   | 0.60  | 31 Oct 2005    |                    |                 |
| 15.81          | +0.61                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 1          | 0                   | 12            | 0                    | 0.01  | 13 Feb 2003    |                    |                 |
| 15.82          | +0.62                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.33  | 13 Feb 2003    |                    |                 |
|                |                                | N   | TI (SB) Cactus Rd (on)                            | AC           | AC            | 1          | 0                   | 13            | 0                    | 0.03  | 31 Oct 2005    |                    |                 |
| 16.15          | +0.95                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.01  | 13 Feb 2003    |                    |                 |
| 16.17          | +0.97                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 3.5        | 0                   | 43.8          | 0                    | 0.01  | 31 Oct 2005    |                    |                 |
| 16.18          | +0.98                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 4          | 0                   | 50            | 0                    | 0.08  | 31 Oct 2005    |                    |                 |
| 16.25          | M210 +0.05                     | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 3.5        | 0                   | 43.8          | 0                    | 0.02  | 31 Oct 2005    |                    |                 |
| 16.27          | +0.07                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.09  | 13 Feb 2003    |                    |                 |
| 16.37          | +0.16                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 1          | 0                   | 17            | 0                    | 0.04  | 13 Feb 2003    |                    |                 |
| 16.39          | +0.19                          | N   | TI (SB) Cactus Rd (off)                           | AC           | AC            | 1          | 10                  | 12            | 2                    | 0.02  | 31 Oct 2005    |                    |                 |
|                |                                | N   | SB <a href="#">Projects spanning M210 to M211</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 60            | 10                   | 0.21  | 31 Oct 2005    |                    |                 |
| 16.40          | +0.20                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 1.5        | 0                   | 25.5          | 0                    | 0.03  | 13 Feb 2003    |                    |                 |
| 16.43          | +0.23                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 2          | 0                   | 24            | 0                    | 0.50  | 13 Feb 2003    |                    |                 |
| 16.60          | +0.40                          | N   | SB <a href="#">Projects spanning M210 to M211</a> | AC           | AC/PCC        | 4          | 10                  | 60            | 10                   | 0.32  | Mar 2001       |                    |                 |
| 16.92          | +0.72                          | N   | SB <a href="#">Projects spanning M210 to M211</a> | AC           | AC/PCC        | 4          | 10                  | 48            | 10                   | 0.18  | Mar 2001       |                    |                 |
| 16.94          | +0.73                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 1.5        | 0                   | 18            | 0                    | 0.03  | 13 Feb 2003    |                    |                 |
| 16.96          | +0.76                          | N   | FR Two Way Frontage Rd Left                       | AC           | AC            | 3.5        | 0                   | 42            | 0                    | 0.01  | 13 Feb 2003    |                    |                 |
|                |                                | N   | TI (SB) Thunderbird Rd (on)                       | AC           | AC            | 2          | 2                   | 26            | 0                    | 0.04  | 31 Oct 2005    |                    |                 |
| 16.97          | +0.77                          | N   | FR Two Way Frontage Rd Left                       | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.17  | 13 Feb 2003    |                    |                 |
| 17.10          | +0.90                          | N   | SB <a href="#">Projects spanning M210 to M211</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 10                   | 0.12  | 31 Oct 2005    |                    |                 |
| 17.16          | +0.95                          | N   | FR One Way Frontage Rd Left                       | AC           | AC            | 4          | 0                   | 48            | 0                    | 0.12  | 13 Feb 2003    |                    |                 |
| 17.23          | M211 +0.03                     | N   | SB <a href="#">Projects spanning M211 to M212</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 10                   | 0.16  | 01 May 2005    |                    |                 |
| 17.28          | +0.08                          | N   | FR One Way Frontage Rd Left                       | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.03  | 13 Feb 2003    |                    |                 |
| 17.31          | +0.11                          | N   | FR One Way Frontage Rd Left                       | AC           | AC            | 2          | 0                   | 24            | 0                    | 0.05  | 13 Feb 2003    |                    |                 |
| 17.36          | +0.15                          | N   | FR One Way Frontage Rd Left                       | AC           | AC            | 1.5        | 0                   | 18            | 0                    | 0.09  | 13 Feb 2003    |                    |                 |
| 17.38          | +0.18                          | N   | TI (SB) Thunderbird Rd (off)                      | AC           | AC            | 1          | 10                  | 16            | 0                    | 0.03  | 31 Oct 2005    |                    |                 |

**I 017 at M211+0.18**

**M211+0.18 on I 017**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 017 at M211+0.18**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M211+0.18 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 17.38          | M211 +0.18                     | N   | SB   | <a href="#">Projects spanning M211 to M212</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.52           | 01 May 2005        |                 |
| 17.44          | +0.24                          | N   | FR   | One Way Frontage Rd Left                       | AC            | AC         | 2                   | 0             | 25                   | 1     | 0.49           | 13 Feb 2003        |                 |
| 17.90          | +0.70                          | N   | SB   | <a href="#">Projects spanning M211 to M212</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.07           | 01 May 2005        |                 |
| 17.93          | +0.73                          | N   | FR   | One Way Frontage Rd Left                       | AC            | AC         | 4                   | 0             | 56                   | 0     | 0.07           | 31 Oct 2005        |                 |
|                |                                | N   | TI   | (SB) Greenway Rd (on)                          | AC            | AC         | 2                   | 0             | 26                   | 2     | 0.03           | 31 Oct 2005        |                 |
| 17.97          | +0.77                          | N   | SB   | <a href="#">Projects spanning M211 to M212</a> | AC/PCC        | AC         | 4                   | 10            | 48                   | 10    | 0.16           | 01 May 2005        |                 |
| 18.00          | +0.80                          | N   | FR   | One Way Frontage Rd Left                       | AC            | AC         | 3.5                 | 0             | 45.5                 | 0     | 0.03           | 31 Oct 2005        |                 |
| 18.03          | +0.83                          | N   | FR   | One Way Frontage Rd Left                       | AC            | AC         | 3                   | 0             | 39                   | 0     | 0.12           | 13 Feb 2003        |                 |
| 18.13          | +0.93                          | N   | SB   | <a href="#">Projects spanning M211 to M212</a> | AC/PCC        | AC         | 4                   | 10            | 48                   | 8     | 0.20           | 01 May 2005        |                 |
| 18.14          | +0.94                          | N   | FR   | Frontage Rd Left                               | AC            | AC         | 2                   |               | 26                   |       | 0.22           | 13 Feb 2003        |                 |
| 18.33          | M212 +0.13                     | N   | SB   | <a href="#">Projects spanning M212 to M213</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.07           | 01 May 2005        |                 |
| 18.36          | +0.16                          | N   | FR   | Frontage Rd Left                               | AC            | AC         | 1                   |               | 18                   |       | 0.17           | 13 Feb 2003        |                 |
| 18.41          | +0.20                          | N   | TI   | (SB) Greenway Rd (off)                         | PCC           | PCC        | 1                   | 0             | 12                   | 2     | 0.04           | 06 Oct 2003        |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M212 to M213</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.13           | 01 May 2005        |                 |
| 18.53          | +0.33                          | N   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 66                   | 10    | 0.10           | 01 May 2005        |                 |
|                |                                | N   | FR   | Frontage Rd Left                               | AC            | AC         | 2                   |               | 25                   |       | 0.33           | 13 Feb 2003        |                 |
| 18.64          | +0.43                          | N   | SB   | <a href="#">Projects spanning M212 to M213</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 10    | 0.12           | 01 May 2005        |                 |
| 18.76          | +0.56                          | N   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.05           | 01 May 2005        |                 |
| 18.79          | +0.59                          | N   | TI   | (SB) Frontage Rd (on)                          | PCC           | PCC        | 1                   |               | 12                   |       | 0.03           |                    |                 |
| 18.81          | +0.61                          | N   | SB   | <a href="#">Projects spanning M212 to M213</a> | AC/PCC        | AC         | 4                   | 10            | 60                   | 8     | 0.15           | 01 May 2005        |                 |
| 18.86          | +0.66                          | N   | FR   | Frontage Rd Left                               | Unk           | Unk        | 2                   |               | 24                   |       | 0.29           |                    |                 |
| 18.96          | +0.76                          | N   | SB   | <a href="#">Projects spanning M212 to M213</a> | AC/PCC        | AC         | 4                   | 10            | 48                   | 8     | 0.35           | 01 May 2005        |                 |
| 19.03          | +0.83                          | N   | TI   | (SB) Bell Rd (on)                              | AC/PCC        | AC/PCC     | 1                   | 6             | 12                   | 2     | 0.07           | 01 May 2005        |                 |
| 19.16          | +0.95                          | N   | FR   | One Way Frontage Rd SB                         | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.26           |                    |                 |
| 19.31          | M213 +0.11                     | N   | SB   | <a href="#">Projects spanning M213 to M214</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 4     | 0.02           | 01 May 2005        |                 |
| 19.33          | +0.13                          | N   | TI   | (SB) Bell Rd (off)                             | AC/PCC        | AC/PCC     | 1                   | 6             | 12                   | 2     | 0.03           | 01 May 2005        |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M213 to M214</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 4     | 0.22           | 01 May 2005        |                 |
| 19.40          | +0.20                          | N   | FR   | One Way Frontage Rd SB                         | AC            | AC         | 2                   |               | 26                   |       | 0.46           | 13 Feb 2003        |                 |
| 19.55          | +0.35                          | N   | SB   | <a href="#">Projects spanning M213 to M214</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 66                   | 4     | 0.16           | 01 May 2005        |                 |
| 19.71          | +0.51                          | N   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 4     | 0.05           | 01 May 2005        |                 |
| 19.76          | +0.56                          | N   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 8     | 0.12           | 01 May 2005        |                 |
| 19.86          | +0.66                          | N   | FR   | One Way Frontage Rd SB                         | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.32           |                    |                 |
| 19.88          | +0.68                          | N   | SB   | <a href="#">Projects spanning M213 to M214</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 8     | 0.52           | 01 May 2005        |                 |
| 20.03          | +0.83                          | N   | TI   | (SB) Union Hills Dr (on)                       | Unk           | Unk        | 1                   | 10            | 12                   | 10    | 0.06           | 64                 |                 |
| 20.18          | +0.98                          | N   | FR   | One Way Frontage Rd SB                         | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.50           |                    |                 |
| 20.41          | M214 +0.21                     | N   | SB   | <a href="#">Projects spanning M214 to M215</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 66                   | 8     | 0.17           | 01 May 2005        |                 |
| 20.47          | +0.27                          | N   | TI   | (SB) Utopia Rd (on)                            | Unk           | Unk        | 1                   | 10            | 12                   | 10    | 0.43           | 64                 |                 |
| 20.58          | +0.38                          | N   | SB   | <a href="#">Projects spanning M214 to M215</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 8     | 0.09           | 01 May 2005        |                 |
| 20.67          | +0.47                          | N   | SB   |  | PCC           | PCC        | 4                   | 10            | 72                   | 8     | 0.12           | 88                 |                 |

**I 017 at M214+0.47**

**M214+0.47 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M214+0.51**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M214+0.51 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 20.71          | M214 +0.51                     | N   | TI (SB) Utopia (off)                              | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.02  | 89             |                    |                 |
| 20.73          | +0.53                          | N   | TI (SB) Utopia (off)                              | PCC          | PCC           | 2.5        | 2                   | 30            | 2                    | 0.02  | 89             |                    |                 |
| 20.78          | +0.58                          | N   | SB <a href="#">Projects spanning M214 to M215</a> | AC           | MBH           | 4          | 10                  | 72            | 4                    | 0.03  | 88             |                    |                 |
| 20.79          | +0.59                          | N   | TI (SB) Utopia (off)                              | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.06  | 89             |                    |                 |
| 20.81          | +0.61                          | N   | SB <a href="#">Projects spanning M214 to M215</a> | AC           | MBH           | 3          | 10                  | 36            | 4                    | 0.01  | 88             |                    |                 |
|                |                                | N   | TI (SB) S 101 EB/WB ramp (on)                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 20.82          | +0.62                          | N   | SB <a href="#">Projects spanning M214 to M215</a> | AC           | AC            | 3          | 9                   | 36            | 3                    | 0.16  | 1994           |                    |                 |
| 20.85          | +0.65                          | N   | TI (SB) Utopia (off)                              | PCC          | PCC           | 1.5        | 2                   | 18            | 2                    | 0.06  | 89             |                    |                 |
| 20.98          | +0.78                          | N   | SB <a href="#">Projects spanning M214 to M215</a> | AC           | AC            | 3          | 9                   | 48            | 3                    | 0.35  | 1994           |                    |                 |
|                |                                | N   | TI (SB) Utopia (off)                              | PCC          | PCC           | 1          | 2                   | 24            | 2                    | 0.14  | 89             |                    |                 |
| 21.13          | +0.93                          | N   | TI (SB) S 101 WB ramp (off)                       | AC/PCC       | AC/PCC        | 2.5        | 2                   | 30            | 2                    | 0.04  | 89             |                    |                 |
|                |                                | N   | TI (SB) S 101 WB ramp (off)                       | AC/PCC       | AC/PCC        | 3          | 2                   | 36            | 2                    | 0.07  | 89             |                    |                 |
| 21.14          | +0.94                          | N   | TI (SB) S 101 EB ramp (off)                       | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.16  | 89             |                    |                 |
|                |                                | N   | TI (SB) S 101 WB ramp (off)                       | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.12  | 89             |                    |                 |
| 21.15          | +0.95                          | N   | TI (SB) S 101 WB ramp (off)                       | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.04  | 89             |                    |                 |
|                |                                | N   | TI (SB) S 101 EB ramp (off)                       | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.23  | 89             |                    |                 |
|                |                                | N   | OP (SB) S 101                                     |              |               |            |                     |               |                      |       | 1997           | 479 ft Concrete    |                 |
| 21.16          |                                | N   | TI (SB) S 101 WB ramp (off)                       | PCC          | PCC           | 2.5        | 2                   | 30            | 2                    | 0.05  | 89             |                    |                 |
| 21.19          | +0.99                          | N   | TI (SB) S 101 WB ramp (off)                       | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.14  | 89             |                    |                 |
| 21.34          | M215 +0.14                     | N   | SB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 3          | 9                   | 36            | 3                    | 0.31  | 1994           |                    |                 |
| 21.36          | +0.16                          | N   | TI (SB) S 101 EB ramp (off)                       | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.42  | 89             |                    |                 |
|                |                                | N   | TI (SB) S 101 WB ramp (off)                       | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.24  | 89             |                    |                 |
| 21.50          | +0.30                          | N   | TI (SB) Deer Valley Rd/Rose Garden Ln (on)        | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.17  | 89             |                    |                 |
| 21.59          | +0.39                          | N   | TI (SB) Deer Valley Rd/Rose Garden Ln (on)        | PCC          | PCC           | 1.5        | 2                   | 18            | 2                    | 0.09  | 89             |                    |                 |
| 21.64          | +0.44                          | N   | TI (SB) S 101 EB/WB ramp (off)                    | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.28  | 89             |                    |                 |
|                |                                | N   | SB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 3          | 9                   | 60            | 3                    | 0.08  | 1994           |                    |                 |
| 21.67          | +0.47                          | N   | TI (SB) Deer Valley Rd/Rose Garden Ln (on)        | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.08  | 89             |                    |                 |
| 21.69          | +0.49                          | N   | FR One Way Frontage Rd SB                         | Unk          | Unk           | 2          | 0                   | 24            | 0                    | 0.18  |                |                    |                 |
| 21.72          | +0.52                          | N   | SB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 3          | 9                   | 54            | 3                    | 0.03  | 1994           |                    |                 |
| 21.75          | +0.55                          | N   | SB  | AC           | AC            | 3          | 9                   | 48            | 3                    | 0.02  | 1994           |                    |                 |
| 21.77          | +0.57                          | N   | SB  | AC           | AC            | 2.5        | 9                   | 42            | 3                    | 0.07  | 1994           |                    |                 |
| 21.84          | +0.64                          | N   | SB  | AC           | AC            | 2          | 9                   | 36            | 3                    | 0.04  | 1994           |                    |                 |
| 21.87          | +0.67                          | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 2          | 0                   | 25            | 0                    | 0.33  | 13 Feb 2003    |                    |                 |
| 21.88          | +0.68                          | N   | SB <a href="#">Projects spanning M215 to M216</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.32  | 1994           |                    |                 |
| 22.19          | +0.99                          | N   | OP (SB) Exit #215 at Deer Valley Rd               |              |               |            |                     |               |                      |       | 1964           | 166 ft Concrete    |                 |
|                |                                | N   | TI (SB) Deer Valley Rd (on)                       | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.03  | 25 Jun 2004    |                    |                 |
|                |                                | N   | FR One Way Frontage Rd SB                         | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.12  | 13 Feb 2003    |                    |                 |
| 22.20          | M216 +0.00                     | N   | SB <a href="#">Projects spanning M216 to M217</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.05  | 25 Jun 2004    |                    |                 |
| 22.25          | +0.04                          | N   | SB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.16  | 25 Jun 2004    |                    |                 |

**I 017 at M216+0.04**

**M216+0.04 on I 017**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 017 at M216+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M216+0.10 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 22.30          | M216 +0.10                     | N   | FR   | One Way Frontage Rd SB                         | AC            | AC         | 1          | 0             | 18                   | 0     | 0.14           | 13 Feb 2003        |                 |
| 22.40          | +0.20                          | N   | TI   | (SB) Deer Valley Rd (off)                      | AC            | AC         | 1          | 8             | 12                   | 2     | 0.06           | 25 Jun 2004        |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M216 to M217</a> | AC            | AC         | 2          | 10            | 36                   | 4     | 0.05           | 25 Jun 2004        |                 |
| 22.44          | +0.23                          | N   | FR   | One Way Frontage Rd SB                         | AC            | AC         | 2          | 0             | 24                   | 0     | 0.72           | 13 Feb 2003        |                 |
| 22.46          | +0.25                          | N   | SB   | <a href="#">Projects spanning M216 to M217</a> | AC            | AC         | 2          | 10            | 30                   | 4     | 0.06           | 25 Jun 2004        |                 |
| 22.52          | +0.31                          | N   | SB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 0.22           | 25 Jun 2004        |                 |
| 22.74          | +0.53                          | N   | SB   |  | AC            | AC         | 2          | 10            | 30                   | 4     | 0.26           | 25 Jun 2004        |                 |
| 22.81          | +0.61                          | N   | VMS  | (SB) Variable Message Sign #428 (Existing)     |               |            |            |               |                      |       |                |                    |                 |
| 23.00          | +0.79                          | N   | SB   | <a href="#">Projects spanning M216 to M217</a> | AC            | AC         | 2          | 10            | 36                   | 4     | 0.09           | 25 Jun 2004        |                 |
| 23.08          | +0.88                          | N   | SB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 0.41           | 25 Jun 2004        |                 |
| 23.16          | +0.95                          | N   | FR   | One Way Frontage Rd SB                         | Unk           | Unk        | 2          | 0             | 24                   | 0     | 0.08           | 30 Sep 2002        |                 |
| 23.18          | +0.97                          | N   | TI   | (SB) Pinnacle Peak Rd (on)                     | AC            | AC         | 1          | 8             | 12                   | 2     | 0.10           | 25 Jun 2004        |                 |
| 23.24          | M217 +0.05                     | N   | FR   | One Way Frontage Rd SB                         | Unk           | Unk        | 2          | 0             | 24                   | 0     | 0.06           |                    |                 |
| 23.35          | +0.16                          | N   | TI   | (SB) Pinnacle Peak Rd (off)                    | AC            | AC         | 2          | 8             | 24                   | 2     | 0.05           | 25 Jun 2004        |                 |
| 23.38          | +0.18                          | N   | TI   | (SB) Pinnacle Peak Rd (off)                    | AC            | AC         | 1.5        | 8             | 18                   | 2     | 0.03           | 25 Jun 2004        |                 |
| 23.49          | +0.30                          | N   | TI   | (SB) Pinnacle Peak Rd (off)                    | AC            | AC         | 1          | 8             | 12                   | 2     | 0.12           | 25 Jun 2004        |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M217 to M218</a> | AC            | AC         | 2          | 10            | 36                   | 4     | 0.05           | 25 Jun 2004        |                 |
| 23.54          | +0.34                          | N   | SB   |  | AC            | AC         | 2          | 10            | 30                   | 4     | 0.04           | 25 Jun 2004        |                 |
| 23.57          | +0.38                          | N   | SB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 0.14           | 25 Jun 2004        |                 |
| 23.72          | +0.52                          | N   | SB   |  | AC            | AC         | 2          | 10            | 30                   | 4     | 0.07           | 25 Jun 2004        |                 |
| 23.79          | +0.59                          | N   | SB   |  | AC            | AC         | 2          | 10            | 36                   | 4     | 0.12           | 25 Jun 2004        |                 |
| 23.91          | +0.71                          | N   | SB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 0.29           | 25 Jun 2004        |                 |
| 24.17          | +0.98                          | N   | TI   | (SB) Happy Valley Rd (on)                      | PCC           | PCC        | 1          | 8             | 12                   | 2     | 0.30           | 25 Jun 2004        |                 |
| 24.20          | M218 +0.00                     | N   | SB   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC         | 2          | 10            | 24                   | 4     | 0.31           | 03 Aug 2005        |                 |
| 24.23          | +0.03                          | N   | TI   | (SB) Happy Valley Rd (on)                      | AC            | AC         | 1          | 2             | 12                   | 2     | 0.06           | 29 Jul 2005        |                 |
| 24.24          | +0.04                          | N   | TI   | (SB) Happy Valley Rd (on)                      | AC            | AC         | 1          | 2             | 14                   | 2     | 0.07           | 29 Jul 2005        |                 |
| 24.25          | +0.05                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24                   | 1     | 0.05           | 29 Jul 2005        |                 |
| 24.30          | +0.10                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24                   | 1     | 1.86           |                    |                 |
| 24.31          | +0.11                          | N   | TI   | (SB) Happy Valley Rd (off)                     | AC            | AC         | 1          | 2             | 12                   | 2     | 0.06           | 29 Jul 2005        |                 |
| 24.51          | +0.31                          | N   | TI   | (SB) Happy Valley Rd (off)                     | AC            | AC         | 1          | 8             | 12                   | 2     | 0.24           | 07 May 2001        |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC         | 2          | 10            | 36                   | 4     | 0.05           | 03 Aug 2005        |                 |
| 24.56          | +0.36                          | N   | SB   |  | AC            | AC         | 2          | 10            | 30                   | 4     | 0.04           | 03 Aug 2005        |                 |
| 24.60          | +0.40                          | N   | SB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 5.06           | 03 Aug 2005        |                 |
| 25.33          | M219 +0.13                     | N   | BR   | (SB) Skunk Creek                               |               |            |            |               |                      |       |                | 1947               | 268 ft Concrete |
| 26.12          | +0.92                          | N   | FR   | One Way Frontage Rd SB                         | Unk           | MBH        | 2          | 1             | 24                   | 1     | 1.03           |                    |                 |
| 26.58          | M220 +0.39                     | N   | BR   | (SB) Central Arizona Project Canal             |               |            |            |               |                      |       |                |                    | 86 ft Unknown   |
| 29.67          | M223 +0.48                     | N   | SB   | <a href="#">Projects spanning M223 to M224</a> | AC            | AC         | 2          | 10            | 30                   | 4     | 0.14           | 03 Aug 2005        |                 |
| 29.80          | +0.62                          | N   | SB   |  | AC            | AC         | 2          | 10            | 36                   | 4     | 0.13           | 03 Aug 2005        |                 |
| 29.93          | +0.75                          | N   | SB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 0.51           | 03 Aug 2005        |                 |

**I 017 at M223+0.75**

**M223+0.75 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M224+0.03**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M224+0.03 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 30.22          | M224 +0.03                     | N   | TI (SB) Carefree Hwy (on)                         | Unk          | Unk           | 1          | 3                   | 12            | 3                    | 0.34  | 64             |                    |                 |
| 30.44          | +0.25                          | N   | TI (SB) Carefree Hwy (off)                        | Unk          | Unk           | 1          | 3                   | 12            | 3                    | 0.27  | 64             |                    |                 |
|                | +0.26                          | N   | SB <a href="#">Projects spanning M224 to M225</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.06  | 03 Aug 2005    |                    |                 |
| 30.50          | +0.31                          | N   | SB  | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.04  | 03 Aug 2005    |                    |                 |
| 30.54          | +0.36                          | N   | SB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.83  | 03 Aug 2005    |                    |                 |
| 31.37          | M225 +0.18                     | N   | SB <a href="#">Projects spanning M225 to M226</a> | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.08  | 03 Aug 2005    |                    |                 |
| 31.46          | +0.26                          | N   | SB  | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.11  | 03 Aug 2005    |                    |                 |
| 31.56          | +0.37                          | N   | SB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.28  | 03 Aug 2005    |                    |                 |
| 31.72          | +0.52                          | N   | TI (SB) Pioneer Rd (on)                           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.15  | 03 Aug 2005    |                    |                 |
| 31.84          | +0.64                          | N   | SB <a href="#">Projects spanning M225 to M226</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.36  | 03 Aug 2005    |                    |                 |
| 31.86          | +0.66                          | N   | TI (SB) Pioneer Rd (off)                          | Unk          | Unk           | 1          | 10                  | 12            | 2                    | 0.14  | 68             |                    |                 |
| 32.20          | M226 +0.00                     | N   | SB <a href="#">Projects spanning M226 to M227</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.60  | 25 Oct 2003    |                    |                 |
|                |                                | N   | VMS (SB) Variable Message Sign (Under Design)     |              |               |            |                     |               |                      |       |                |                    |                 |
| 32.80          | +0.59                          | N   | SB <a href="#">Projects spanning M226 to M227</a> | AC           | AC            | 2          | 9                   | 36            | 4                    | 0.05  | 25 Oct 2003    |                    |                 |
| 32.85          | +0.64                          | N   | SB  | AC           | AC            | 2          | 8                   | 36            | 4                    | 0.09  | 25 Oct 2003    |                    |                 |
| 32.94          | +0.73                          | N   | SB  | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.01  | 25 Oct 2003    |                    |                 |
| 32.95          | +0.74                          | N   | SB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.63  | 25 Oct 2003    |                    |                 |
| 33.13          | +0.93                          | N   | BR (SB) Deadman Wash                              |              |               |            |                     |               |                      |       |                | 130 ft Unknown     |                 |
| 33.23          | M227 +0.02                     | N   | TI (SB) Daisy Mountain Dr (on)                    | Unk          | Unk           | 2          | 2                   | 24            | 2                    | 0.29  | 25 Oct 2003    |                    |                 |
| 33.24          |                                | N   | UP (SB) Exit #227 at Daisy Mountain Dr            |              |               |            |                     |               |                      |       | 25 Oct 2003    |                    | ??'-??"         |
| 33.54          | +0.32                          | N   | TI (SB) Daisy Mountain Dr (off)                   | Unk          | Unk           | 1          | 2                   | 12            | 10                   | 0.30  | 25 Oct 2003    |                    |                 |
| 33.59          | +0.37                          | N   | SB <a href="#">Projects spanning M227 to M228</a> | AC           | AC            | 2          | 9                   | 36            | 4                    | 0.15  | 25 Oct 2003    |                    |                 |
| 33.73          | +0.52                          | N   | SB  | AC           | AC            | 2          | 10                  | 36            | 4                    | 1.07  | 25 Oct 2003    |                    |                 |
| 34.80          | M228 +0.60                     | N   | SB <a href="#">Projects spanning M228 to M229</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.21  | 1995           |                    |                 |
| 35.01          | +0.80                          | N   | SB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 2.56  | 1995           |                    |                 |
| 35.27          | M229 +0.07                     | N   | TI (SB) Anthem Way (on)                           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.26  | 66             |                    |                 |
| 35.28          |                                | N   | FR Two Way Frontage Rd Left                       | Unk          | Unk           | 2          |                     | 24            |                      | 2.22  |                |                    |                 |
| 35.45          | +0.25                          | N   | TI (SB) Anthem Way (off)                          | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.18  | 66             |                    |                 |
| 37.57          | M231 +0.36                     | N   | SB <a href="#">Projects spanning M231 to M232</a> | AC           | AC            | 2          | 10                  | 24            | 4                    | 7.15  | 1999           |                    |                 |
| 37.67          | +0.46                          | N   | BR (SB) New River                                 |              |               |            |                     |               |                      |       | 1968           | 347 ft Concrete    |                 |
| 38.20          | M232 +0.00                     | N   | TI (SB) New River (on)                            | Unk          | Unk           | 1          | 6                   | 12            | 2                    | 0.12  | 68             |                    |                 |
| 38.22          | +0.01                          | N   | OP (SB) Exit #232 at New River                    |              |               |            |                     |               |                      |       | 1968           | 145 ft Concrete    |                 |
| 38.37          | +0.17                          | N   | TI (SB) New River (off)                           | Unk          | Unk           | 1          | 6                   | 12            | 2                    | 0.17  | 68             |                    |                 |
| 42.06          | M235 +0.82                     | N   | TI (SB) Table Mesa Rd (off)                       | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.18  | 68             |                    |                 |
| 42.07          |                                | N   | TI (SB) Table Mesa Rd (on)                        | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.15  | 68             |                    |                 |
| 42.17          | +0.92                          | N   | FR Two Way Frontage Rd Left                       | Unk          | MBH           | 2          | 2                   | 24            | 2                    | 0.42  |                |                    |                 |
| 42.19          | +0.94                          | N   | UP (SB) Exit #236 at Table Mesa Rd                |              |               |            |                     |               |                      |       | 1968           |                    | 16'-03"         |
| 44.72          | M238 +0.55                     | N   | SB <a href="#">Projects spanning M238 to M239</a> | AC           | MBH           | 2          | 10                  | 24            | 4                    | 5.87  | 85             |                    |                 |
| 45.73          | M239 +0.56                     | N   | BR (SB) Little Squaw Creek                        |              |               |            |                     |               |                      |       | 1950           | 179 ft Steel       |                 |

**I 017 at M239+0.56**

**M239+0.56 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M241+0.15**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M241+0.15 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 47.32          | M241 +0.15                     | N   | FR   | Two Way Frontage Rd Left                           | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 1.16           |                    |                 |
| 47.79          | +0.62                          | N   | TI   | (SB) Rock Springs (on)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.12           | 67                 |                 |
| 48.56          | M242 +0.26                     | N   | TI   | (SB) Rock Springs (off)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.16           | 67                 |                 |
| 49.66          | M243 +0.37                     | N   | BR   | (SB) Agua Fria River                               |               |            |                     |               |                      |       | 1980           | 363 ft Concrete    |                 |
| 50.59          | M244 +0.30                     | N   | SB   | <a href="#">Projects spanning M244 to M245</a>     | AC            | MBH        | 2                   | 10            | 24                   | 10    | 0.14           | 85                 |                 |
| 50.66          | +0.37                          | N   | TI   | (SB) Black Canyon City (on)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.19           | 64                 |                 |
|                |                                | N   | OP   | (SB) Exit #244 at Canyon Rd (Black Canyon City)    |               |            |                     |               |                      |       | 1964           | 97 ft Concrete     |                 |
| 50.73          | +0.44                          | N   | SB   | <a href="#">Projects spanning M244 to M245</a>     | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.76           | 91                 |                 |
| 50.92          | +0.63                          | N   | TI   | (SB) Black Canyon City (off)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.28           | 64                 |                 |
| 51.49          | M245 +0.20                     | N   | SB   | <a href="#">Projects spanning M245 to M246</a>     | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.23           | Jun 2002           |                 |
| 51.72          | +0.43                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.20           | Jun 2002           |                 |
| 51.92          | +0.63                          | N   | SB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.32           | Jun 2002           |                 |
| 52.24          | M246 +0.20                     | N   | SB   | <a href="#">Projects spanning M246 to M247</a>     | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.20           | 91                 |                 |
| 52.44          | +0.40                          | N   | SB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 2.98           | Jun 2002           |                 |
| 54.66          | M248 +0.61                     | N   | UP   | (SB) Exit #248 at Crown King Rd & Bumble Bee Rd OP |               |            |                     |               |                      |       |                |                    | 16'-03"         |
| 54.72          | +0.66                          | N   | TI   | (SB) Bumble Bee (on)                               | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.26           | 66                 |                 |
| 55.28          | M249 +0.23                     | N   | TI   | (SB) Bumble Bee (off)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.23           | 66                 |                 |
| 55.42          | +0.38                          | N   | SB   | <a href="#">Projects spanning M249 to M250</a>     | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.42           | Jun 2002           |                 |
| 55.84          | +0.80                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 2.13           | 1998               |                 |
| 57.87          | M251 +0.83                     | N   | TI   | (SB) Sunset Point (on)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.19           | 1999               |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                           | Unk           | MBH        | 2                   | 4             | 24                   | 4     | 0.78           |                    |                 |
| 57.97          | +0.93                          | N   | SB   | <a href="#">Projects spanning M251 to M252</a>     | AC            | AC         | 2                   | 10            | 24                   | 4     | 4.15           | 1999               |                 |
| 58.65          | M252 +0.34                     | N   | OP   | (SB) Exit #252 at Sunset Point Rest Area           |               |            |                     |               |                      |       | 1999           | 107 ft Concrete    |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                           | Unk           | Unk        | 2                   | 0             | 20                   | 0     | 0.15           |                    |                 |
| 58.84          | +0.53                          | N   | TI   | (SB) Sunset Point (off)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.19           | 1999               |                 |
| 61.98          | M255 +0.92                     | N   | TI   | (SB) Badger Springs Rd (on)                        | AC            | AC         | 1                   | 8             | 12                   | 2     | 0.30           | 15 Oct 2004        |                 |
|                |                                | N   | OP   | (SB) Exit #256 at Badger Springs Rd                |               |            |                     |               |                      |       | 1963           | 88 ft Concrete     |                 |
| 62.12          | M256 +0.01                     | N   | SB   | <a href="#">Projects spanning M256 to M257</a>     | AC            | AC         | 2                   | 10            | 24                   | 4     | 6.12           | 15 Oct 2004        |                 |
| 62.24          | +0.14                          | N   | TI   | (SB) Badger Springs Rd (off)                       | AC            | AC         | 1                   | 8             | 12                   | 2     | 0.26           | 15 Oct 2004        |                 |
| 65.49          | M259 +0.43                     | N   | TI   | (SB) Bloody Basin Rd (on)                          | AC            | AC         | 1                   | 8             | 12                   | 2     | 0.21           | 15 Oct 2004        |                 |
|                |                                | N   | OP   | (SB) Exit #259 at Bloody Basin Rd                  |               |            |                     |               |                      |       | 1964           | 90 ft Concrete     |                 |
| 65.70          | +0.64                          | N   | TI   | (SB) Bloody Basin Rd (off)                         | AC            | AC         | 1                   | 8             | 12                   | 2     | 0.21           | 15 Oct 2004        |                 |
| 68.13          | M262 +0.07                     | N   | BR   | (SB) Big Bug Creek                                 |               |            |                     |               |                      |       | 1951           | 214 ft Steel       |                 |
| 68.24          | +0.17                          | N   | SB   | <a href="#">Projects spanning M262 to M263</a>     | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.13           | 15 Oct 2004        |                 |
| 68.36          | +0.30                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.07           | 15 Oct 2004        |                 |
| 68.44          | +0.37                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.22           | 15 Oct 2004        |                 |
| 68.66          | +0.59                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.13           | 15 Oct 2004        |                 |
|                |                                | N   | TI   | (SB) Cordes Jct (off)                              | Unk           | Unk        | 1                   | 9             | 12                   | 9     | 0.19           | 60                 |                 |
| 68.76          | +0.70                          | N   | TI   | (SB) Cordes Jct (on)                               | Unk           | Unk        | 1                   | 9             | 12                   | 9     | 0.09           | 60                 |                 |

**I 017 at M262+0.70**

**M262+0.70 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M262+0.72**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M262+0.72 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |   |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 68.79          | M262 +0.72                     | N   | SB   | <a href="#">Projects spanning M262 to M263</a>        | AC            | AC         | 2          | 10            | 24                   | 4     | 0.13           | 15 Oct 2004        |                 |
| 68.85          | +0.79                          | N   | TI   | (SB) Cordes Jct (on)                                  | Unk           | Unk        | 1          | 9             | 12                   | 9     | 0.48           | 60                 |                 |
| 68.92          | +0.85                          | N   | TI   | (SB) Cordes Jct (off)                                 | Unk           | Unk        | 1          | 9             | 12                   | 9     | 0.25           | 60                 |                 |
|                | +0.86                          | N   | SB   | <a href="#">Projects spanning M262 to M263</a>        | AC            | AC         | 2          | 10            | 36                   | 4     | 0.02           | 15 Oct 2004        |                 |
| 68.95          | +0.88                          | N   | SB   |   | AC            | AC         | 2          | 10            | 30                   | 4     | 0.08           | 15 Oct 2004        |                 |
| 69.03          | +0.96                          | N   | SB   |   | AC            | AC         | 2          | 10            | 24                   | 4     | 0.02           | 15 Oct 2004        |                 |
| 69.05          | M263 +0.00                     | N   | SB   | <a href="#">Projects spanning M263 to M264</a>        | AC            | MBH        | 2          | 10            | 25                   | 4     | 5.37           | 13 Oct 2005        |                 |
| 71.41          | M265 +0.34                     | N   | BR   | (SB) Agua Fria River                                  |               |            |            |               |                      |       |                | 1952               | 232 ft Steel    |
| 74.42          | M268 +0.54                     | N   | SB   | <a href="#">Projects spanning M268 to M269</a>        | AC            | MBH        | 2          | 10            | 31                   | 4     | 0.13           | 13 Oct 2005        |                 |
| 74.55          | +0.68                          | N   | SB   |   | AC            | MBH        | 2          | 10            | 37                   | 4     | 0.07           | 13 Oct 2005        |                 |
| 74.63          | +0.75                          | N   | SB   |   | AC            | MBH        | 2          | 10            | 25                   | 4     | 0.35           | 13 Oct 2005        |                 |
| 74.81          | +0.94                          | N   | OP   | (SB) Exit #268 at Dugas Rd & Orme Rd                  |               |            |            |               |                      |       |                | 1963               | 141 ft Concrete |
|                |                                | N   | TI   | (SB) Dugas Rd/Orme Rd (on)                            | AC            | AC         | 1          | 4             | 12                   | 0     | 0.19           | 13 Oct 2005        |                 |
| 74.98          | +1.10                          | N   | TI   | (SB) Dugas Rd/Orme Rd (off)                           | AC            | AC         | 1          | 4             | 14                   | 0     | 0.16           | 13 Oct 2005        |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M268 to M269</a>        | AC            | MBH        | 2          | 10            | 37                   | 4     | 0.04           | 13 Oct 2005        |                 |
| 75.02          | +1.14                          | N   | SB   |   | AC            | MBH        | 2          | 10            | 31                   | 4     | 0.16           | 13 Oct 2005        |                 |
| 75.06          | M269 +0.03                     | N   | BR   | (SB) Ash Creek  |               |            |            |               |                      |       |                |                    | 202 ft Unknown  |
| 75.18          | +0.15                          | N   | SB   | <a href="#">Projects spanning M269 to M270</a>        | AC            | MBH        | 2          | 10            | 25                   | 4     | 0.11           | 13 Oct 2005        |                 |
| 75.30          | +0.27                          | N   | SB   |   | AC            | AC         | 2          | 10            | 24                   | 4     | 10.40          | Jul 1999           |                 |
| 76.04          | M270 +0.00                     | N   | VMS  | (SB) Variable Message Sign #86 (Proposed)             |               |            |            |               |                      |       |                |                    |                 |
| 83.60          | M277 +0.57                     | N   | BR   | Cienega Creek   |               |            |            |               |                      |       |                | 1969               | 141 ft          |
| 84.04          | +1.01                          | N   | TI   | (SB) Cherry Rd (on)                                   | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.19           | Jul 1999           |                 |
| 84.06          | +1.02                          | N   | UP   | (SB) Exit #278 at S 169 S & Cherry Rd & Zane Grey Hwy |               |            |            |               |                      |       |                | Jul 1999           | 16'-08"         |
| 84.28          | M278 +0.21                     | N   | TI   | (SB) Cherry Rd (off)                                  | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.25           | Jul 1999           |                 |
| 85.70          | M280 +0.03                     | N   | SB   | <a href="#">Projects spanning M280 to M281</a>        | AC            | AC         | 2          | 10            | 24                   | 4     | 0.73           | 21 Jun 2000        |                 |
| 86.43          | +0.76                          | N   | SB   |   | AC            | AC         | 2          | 10            | 24                   | 4     | 5.33           | 21 Jun 2000        |                 |
| 91.16          | M285 +0.49                     | N   | OP   | (SB) Exit #285 at General Crook Trl & Zane Grey Hwy   |               |            |            |               |                      |       |                | 1975               | 145 ft Concrete |
| 91.17          | +0.50                          | N   | TI   | (SB) General Crook Trail (on)                         | Unk           | Unk        | 2          | 19            | 24                   | 19    | 0.22           | 75                 |                 |
| 91.50          | +0.83                          | N   | TI   | (SB) General Crook Trail (off)                        | Unk           | Unk        | 2          | 19            | 24                   | 19    | 0.39           | 75                 |                 |
| 91.76          | M286 +0.10                     | N   | SB   | <a href="#">Projects spanning M286 to M287</a>        | AC            | MBH        | 2          | 10            | 24                   | 4     | 0.20           | 89                 |                 |
| 91.96          | +0.29                          | N   | SB   |   | AC            | MBH        | 2          | 10            | 24                   | 4     | 12.65          | 88                 |                 |
| 93.01          | M287 +0.35                     | N   | TI   | (SB) Camp Verde (on)                                  | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.28           | 78                 |                 |
| 93.29          | +0.62                          | N   | TI   | (SB) Camp Verde (off)                                 | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.28           | 78                 |                 |
| 93.63          | +0.96                          | N   | BR   | (SB) Verde River                                      |               |            |            |               |                      |       |                | 1957               | 525 ft Steel    |
| 94.57          | M288 +0.90                     | N   | VMS  | (SB) Variable Message Sign #390 (Operational)         |               |            |            |               |                      |       |                |                    |                 |
| 95.66          | M289 +1.00                     | N   | TI   | (SB) Middle Verde (on)                                | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.22           | 78                 |                 |
| 95.84          | M290 +0.16                     | N   | TI   | (SB) Middle Verde (off)                               | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.18           | 78                 |                 |
| 98.95          | M293 +0.26                     | N   | TI   | (SB) Cornville Rd (off)                               | Unk           | Unk        | 1          | 3             | 12                   | 3     | 0.12           | 61                 |                 |
| 99.03          | +0.33                          | N   | TI   | (SB) Cornville Rd (on)                                | Unk           | Unk        | 1          | 3             | 12                   | 3     | 0.18           | 61                 |                 |

**I 017 at M293+0.33**

**M293+0.33 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M293+0.41**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M293+0.41 on I 017**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 99.11          | M293 +0.41                     | N   | BR   | (SB) Dry Beaver Creek                          |               |            |                     |               |                      |       | 1961           | 214 ft Steel       |                 |
| 102.53         | M296 +0.86                     | N   | RA   | (SB) McGuireville Rest Area (on)               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.10           |                    |                 |
| 102.59         | +0.91                          | N   | RA   | (SB) McGuireville Rest Area                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.06           |                    |                 |
| 102.66         | +0.99                          | N   | RA   | (SB) McGuireville Rest Area (off)              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.07           |                    |                 |
| 104.61         | M298 +0.96                     | N   | SB   | <a href="#">Projects spanning M298 to M299</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 12.40          | Sep 2002           |                 |
| 104.66         | +1.01                          | N   | OP   | (SB) Exit #298 at S 179 N & Sedona Rd          |               |            |                     |               |                      |       | 1961           | 107 ft Concrete    |                 |
| 104.67         |                                | N   | TI   | (SB) S 179 & Sedona Rd (on)                    | Unk           | Unk        | 1                   | 3             | 12                   | 3     | 0.12           | 61                 |                 |
| 104.86         | M299 +0.16                     | N   | TI   | (SB) S 179 & Sedona Rd (off)                   | Unk           | Unk        | 1                   | 3             | 12                   | 3     | 0.19           | 61                 |                 |
| 105.90         | M300 +0.06                     | N   | TR   | SB Truck Escape Ramp                           | Unk           | Gravel     | 1                   | 14            | 12                   | 14    | 0.32           |                    |                 |
| 112.18         | M306 +0.28                     | N   | TI   | (SB) Stoneman Lake Rd (on)                     | Unk           | Unk        | 1                   | 3             | 12                   | 3     | 0.16           | 58                 |                 |
|                |                                | N   | OP   | (SB) Exit #306 at Stoneman Lake Rd             |               |            |                     |               |                      |       | 1958           | 29 ft Concrete     |                 |
| 112.33         | +0.43                          | N   | TI   | (SB) Stoneman Lake Rd (off)                    | Unk           | Unk        | 1                   | 3             | 12                   | 3     | 0.15           | 58                 |                 |
| 117.01         | M311 +0.26                     | N   | SB   | <a href="#">Projects spanning M311 to M312</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.09           | 86                 |                 |
| 117.10         | M312 +0.00                     | N   | SB   | <a href="#">Projects spanning M312 to M313</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.28           | 1994               |                 |
| 117.38         | +0.27                          | N   | SB   |  | AC            | CCMB       | 2                   | 10            | 24                   | 4     | 0.01           | 1994               |                 |
| 117.39         | +0.28                          | N   | SB   |  | AC            | CCMB       | 2                   | 10            | 30                   | 4     | 0.27           | 1994               |                 |
| 117.66         | +0.55                          | N   | SB   |  | AC            | CCMB       | 2                   | 10            | 24                   | 4     | 0.29           | 1994               |                 |
|                |                                | N   | RA   | (SB) Scenic View                               | Unk           | Unk        | 1                   |               | 12                   |       | 0.29           |                    |                 |
| 117.95         | +0.84                          | N   | SB   | <a href="#">Projects spanning M312 to M313</a> | AC            | CCMB       | 2                   | 10            | 30                   | 4     | 0.14           | 1994               |                 |
| 118.08         | +0.98                          | N   | SB   |  | AC            | CCMB       | 2                   | 10            | 24                   | 4     | 18.10          | 1994               |                 |
| 120.76         | M315 +0.58                     | N   | OP   | (SB) Exit #315 at Rocky Park Rd                |               |            |                     |               |                      |       | 1975           | 29 ft Concrete     |                 |
|                |                                | N   | TI   | (SB) Rocky Park Rd (on)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.15           | 75                 |                 |
| 120.94         | +0.77                          | N   | TI   | (SB) Rocky Park Rd (off)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.18           | 75                 |                 |
| 122.15         | M317 +0.00                     | N   | BR   | (SB) Woods Canyon                              |               |            |                     |               |                      |       | 1975           | 186 ft Steel       |                 |
| 123.04         | +0.88                          | N   | TI   | (SB) Fox Ranch Rd (on)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.26           | 75                 |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Unk        | 2                   |               | 24                   |       | 0.06           |                    |                 |
| 123.21         | M318 +0.04                     | N   | TI   | (SB) Fox Ranch Rd (off)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.18           | 75                 |                 |
| 125.68         | M320 +0.51                     | N   | TI   | (SB) Schnebly Hill Rd (on)                     | Unk           | Unk        | 1                   | 4             | 12                   | 4     | 0.16           | 60                 |                 |
|                |                                | N   | OP   | (SB) Exit #320 at Schnebly Hill Rd             |               |            |                     |               |                      |       | 1960           | 29 ft Concrete     |                 |
| 125.86         | +0.68                          | N   | TI   | (SB) Schnebly Hill Rd (off)                    | Unk           | Unk        | 1                   | 4             | 12                   | 4     | 0.17           | 60                 |                 |
| 127.26         | M322 +0.11                     | N   | BR   | (SB) Munds Canyon                              |               |            |                     |               |                      |       | 1975           | 323 ft Concrete    |                 |
| 127.89         | +0.74                          | N   | TI   | (SB) Pinewood Blvd/Munds Park (on)             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.15           | 60                 |                 |
|                |                                | N   | OP   | (SB) Exit #322 at Pinewood Blvd (Munds Park)   |               |            |                     |               |                      |       | 1960           | 29 ft Concrete     |                 |
| 127.90         | +0.75                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | BST        | 2                   | 1             | 24                   | 1     | 0.45           |                    |                 |
| 128.06         | +0.91                          | N   | TI   | (SB) Pinewood Blvd/Munds Park (off)            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.17           | 60                 |                 |
| 128.80         | M323 +0.62                     | N   | RA   | (SB) Christensen Rest Area (Closed) (on)       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.72           |                    |                 |
| 129.51         | M324 +0.35                     | N   | RA   | (SB) Christensen Rest Areas (Closed) (off)     |               |            |                     |               |                      |       |                |                    |                 |
| 131.40         | M326 +0.21                     | N   | TI   | (SB) Willard Springs Rd (on)                   | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.19           | 71                 |                 |
|                |                                | N   | OP   | (SB) Exit #326 at Willard Springs Rd           |               |            |                     |               |                      |       | 1971           | 107 ft Concrete    |                 |

**I 017 at M326+0.21**

**M326+0.21 on I 017**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 017 at M326+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M326+0.44 on I 017**

| GIS Route Mile                                      | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type     | Vert. Clearance |
|---|--------------------------------|-----|---|--------------|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|------------------------|-----------------|
| 131.63  | M326 +0.44                     | N   | TI (SB) Willard Springs Rd (off)                    | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.23          | 71             |                        |                 |
| 133.94  | M328 +0.76                     | N   | TI (SB) Newman Park Rd (on)                         | Unk          | Unk           | 1             | 3                   | 12            | 3                    | 0.21          | 60             |                        |                 |
|   |                                | N   | OP (SB) Exit #328 at Newman Park Rd                 |              |               |               |                     |               |                      |               | 1960           | 34 ft Concrete         |                 |
| 134.07  | +0.89                          | N   | TI (SB) Newman Park Rd (off)                        | Unk          | Unk           | 1             | 3                   | 12            | 3                    | 0.13          | 60             |                        |                 |
| 136.18  | M331 +0.00                     | N   | SB <a href="#">Projects spanning M331 to M332</a>   | AC           | AC            | 2             | 10                  | 24            | 4                    | 0.05          | 21 Oct 2004    |                        |                 |
| 136.23  | +0.05                          | N   | SB  | AC           | CCMB          | 2             | 10                  | 24            | 4                    | 1.77          | 1994           |                        |                 |
| 136.29  | +0.11                          | N   | TI (SB) Kelly Canyon Rd (on)                        | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.22          | 71             |                        |                 |
| 136.53  | +0.34                          | N   | TI (SB) Kelly Canyon Rd (off)                       | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.23          | 71             |                        |                 |
| 138.01  | M332 +0.83                     | N   | SB <a href="#">Projects spanning M332 to M333</a>   | AC           | CCMB          | 2             | 10                  | 24            | 4                    | 0.07          | 21 Oct 2004    |                        |                 |
| 138.08  | +0.90                          | N   | SB  | AC           | CCMB          | 2             | 10                  | 24            | 4                    | 1.40          | 1994           |                        |                 |
| 139.05  | M333 +0.87                     | N   | TI (SB) Kachina Blvd/Mountaineire Rd (on)           | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.22          | 91             |                        |                 |
|   |                                | N   | OP (SB) Exit #333 at Kachina Blvd & Mountaineire Rd |              |               |               |                     |               |                      |               | 1991           | 174 ft Concrete        |                 |
| 139.16  | +0.98                          | N   | TI (SB) Kachina Blvd/Mountaineire Rd (off)          | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.11          | 91             |                        |                 |
| 139.48  | M334 +0.30                     | N   | SB <a href="#">Projects spanning M334 to M335</a>   | AC           | CCMB          | 2             | 10                  | 24            | 4                    | 1.95          | 21 Oct 2004    |                        |                 |
| 141.42  | M336 +0.25                     | N   | SB <a href="#">Projects spanning M336 to M337</a>   | AC           | CCMB          | 2             | 10                  | 24            | 4                    | 1.48          | 1994           |                        |                 |
| 142.57  | M337 +0.39                     | N   | TI (SB) Airport Rd (on)                             | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.14          | 60             |                        |                 |
| 142.77  | +0.59                          | N   | TI (SB) Airport Rd (off)                            | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.21          | 60             |                        |                 |
| 142.90  | +0.72                          | N   | SB <a href="#">Projects spanning M337 to M338</a>   | PCC          | MBH           | 2             | 10                  | 24            | 4                    | 0.01          | 74             |                        |                 |
| 142.91  | +0.73                          | N   | SB  | PCC          | MBH           | 2             | 10                  | 24            | 4                    | 1.05          | 68             |                        |                 |
| 143.00  | +0.82                          | N   | VMS (SB) Variable Message Sign #429 (Existing)      |              |               |               |                     |               |                      |               |                |                        |                 |
| 143.96  | M338 +0.78                     | N   | SB <a href="#">Projects spanning M338 to M339</a>   | PCC          | MBH           | 2             | 10                  | 24            | 4                    | 1.18          | Oct 2001       |                        |                 |
| 144.68  | M339 +0.50                     | N   | TI (SB) Exit # 340A from I 040 EB/WB (on)           |              |               |               |                     |               |                      |               |                |                        |                 |
| 144.96  | +0.78                          | N   | OP (SB) Exit #339 at Lake Mary Rd                   |              |               |               |                     |               |                      |               | Oct 2001       | 108 ft Concrete        |                 |
| 145.08  | +0.90                          | N   | OP (SB) I 040 EB to I 017 NB                        |              |               |               |                     |               |                      |               |                | Unknown                |                 |
| 145.10  | +0.91                          | N   | TI (SB) Exit # 340A to I 040 EB (off)               | Unk          | Unk           | 1             | 8                   | 12            | 2                    | 0.22          | Oct 2001       |                        |                 |
| 145.13  | +0.95                          | N   | SB <a href="#">Projects spanning M339 to M340</a>   | AC           | MBH           | 2             | 10                  | 24            | 4                    | 0.23          | Oct 2001       |                        |                 |
| 145.16  | +0.98                          | N   | UP (SB) Under I 040 WB to I 017 SB                  |              |               |               |                     |               |                      |               |                |                        | ??-??"          |
| 145.36  | M340 +0.18                     | N   | TI (SB) I 040 WB (off)                              | AC           | AC            | 1             |                     | 12            |                      | 0.14          |                |                        |                 |
|   |                                | N   | SB <a href="#">Projects spanning M340 to M341</a>   | AC           | MBH           | 2             | 8                   | 24            | 4                    | 0.10          | Oct 2001       |                        |                 |
| 145.46  | +0.29                          | N   | SB  | AC           | MBH           | 2             | 8                   | 24            | 4                    | 0.05          | 90             |                        |                 |
| 145.51  | +0.34                          | N   | J (SB) End I 017 at SA089 in Flagstaff              |              |               |               |                     |               |                      |               |                |                        |                 |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                |     |   |              |               | <b>327.32</b> | <b>4.54</b>         | <b>28.11</b>  | <b>9.79</b>          | <b>146.18</b> | <b>1996.4</b>  | 146.11 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                |     |   |              |               | <b>326.52</b> | <b>10.00</b>        | <b>28.28</b>  | <b>4.51</b>          | <b>145.50</b> | <b>1997.8</b>  |                        |                 |
| <b>Frontage Roads Averages/Totals:</b>              |                                |     |   |              |               | <b>48.55</b>  | <b>0.49</b>         | <b>23.00</b>  | <b>0.50</b>          | <b>25.95</b>  |                |                        |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                |     |   |              |               | <b>56.86</b>  | <b>0.42</b>         | <b>23.59</b>  | <b>0.51</b>          | <b>29.57</b>  |                |                        |                 |

**I 017 at M340+0.34**

**M340+0.34 on I 017**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 019 at K000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K000+0.00 on I 019**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 019 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | K000 +0.00                     | C   | J    | (NB) Begin I 019 at SB019(1) in Nogales on same centerline as I 019 SB |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Nogales Urbanized Area  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Nogales, Santa Cruz County                                      |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | AC   | MBH           | 2          | 2                   | 24            | 5                    | 0.22  | 70             |                    |                 |
|  |                                | C   | MD   | Variable Median  |               |            |                     |               |                      |       |                |                    |                 |
| 0.08   | +0.12                          | C   | J    | I 019 SB Carriageway   |               |            |                     |               |                      |       |                |                    |                 |
| 0.10   | +0.15                          | C   | VMS  | (NB) Variable Message Sign (Proposed)                                  |               |            |                     |               |                      |       |                |                    |                 |
| 0.22   | +0.34                          | C   | NB   | AC   | MBH           | 2          | 4                   | 24            | 10                   | 0.14  | 70             |                    |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median  |               |            |                     |               |                      |       |                |                    |                 |
| 0.36   | K001 +0.05                     | C   | NB   | AC   | MBH           | 2          | 4                   | 24            | 10                   | 5.32  | 89             |                    |                 |
|  |                                | C   | MD   | Variable Soil Median   |               |            |                     |               |                      |       |                |                    |                 |
| 0.96   | +1.01                          | C   | TI   | Unk  | Unk           | 1          | 2                   | 12            | 10                   | 0.21  | 71             |                    |                 |
| 1.17   | +1.35                          | A   | TI   | Unk  | Unk           | 2          |                     | 24            |                      | 0.08  |                |                    |                 |
| 1.18   | +1.36                          | A   | TI   | Unk  | Unk           | 2          |                     | 24            |                      | 0.07  |                |                    |                 |
|  |                                | C   | OP   | (NB) Exit #1 at Western Ave  |               |            |                     |               |                      |       |                |                    |                 |
|  | +1.37                          | C   | TI   | Unk  | Unk           | 1          | 2                   | 12            | 10                   | 0.21  | 71             | 127 ft Concrete    |                 |
| 1.20   | K002 +0.06                     | C   | FR   | Unk  | Unk           | 2          | 0                   | 24            | 0                    | 0.17  |                |                    |                 |
| 2.72   | K004 +0.36                     | C   | TI   | Unk  | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 68             |                    |                 |
| 2.96   | +0.74                          | C   | OP   | (NB) Exit #4 at S 189 & Mariposa Rd                                    |               |            |                     |               |                      |       |                |                    |                 |
| 2.97   | +0.76                          | C   | TI   | Unk  | Unk           | 1          | 2                   | 12            | 8                    | 0.20  | 68             | 210 ft Concrete    |                 |
| 3.65   | K005 +0.85                     | C   | OP   | (NB) Pajarito  |               |            |                     |               |                      |       |                |                    |                 |
| 4.95   | K007 +0.96                     | C   | OP   | (NB) Country Club  |               |            |                     |               |                      |       |                |                    |                 |
| 5.07   | K008 +0.16                     | C   | JB   | NCL Nogales  |               |            |                     |               |                      |       |                |                    |                 |
| 5.13   | +0.25                          | C   | FR   | Unk  | MBH           | 2          | 1                   | 24            | 1                    | 2.25  |                |                    |                 |
| 5.31   | +0.55                          | C   | UP   | (NB) Exit #8 at SB019(1) SB  |               |            |                     |               |                      |       |                |                    |                 |
| 5.68   | K009 +0.11                     | C   | NB   | AC   | MBH           | 2          | 4                   | 24            | 10                   | 1.36  | 87             |                    |                 |
| 5.70   | +0.15                          | C   | TI   | (NB) Potrero SB019(1) (on)   |               |            |                     |               |                      |       |                |                    |                 |
| 7.00   | K011 +0.24                     | C   | CG   | Full Concrete Barrier with Gutter to Right                             |               |            |                     |               |                      |       |                |                    |                 |
| 7.03   | +0.30                          | C   | NB   | AC   | AC            | 2          | 4                   | 24            | 10                   | 0.02  | 87             |                    |                 |
| 7.05   | +0.33                          | C   | NB   | AC   | AC            | 2          | 4                   | 30            | 10                   | 0.06  | 87             |                    |                 |
| 7.11   | +0.43                          | C   | NB   | AC   | AC            | 2          | 4                   | 36            | 10                   | 0.25  | 87             |                    |                 |
| 7.34   | +0.80                          | C   | FR   | AC   | AC            | 2          | 2                   | 24            | 6                    | 0.13  | 14 May 2004    |                    |                 |
| 7.37   | +0.84                          | C   | NB   | AC   | AC            | 2          | 4                   | 42            | 10                   | 0.09  | 87             |                    |                 |
| 7.46   | +0.98                          | C   | NB   | AC   | AC            | 2          | 4                   | 48            | 10                   | 0.08  | 87             |                    |                 |
| 7.47   | K012 +0.01                     | C   | FR   | AC   | AC            | 2          | 2                   | 24            | 6                    | 0.10  | 14 May 2004    |                    |                 |
| 7.54   | +0.12                          | C   | TI   | AC   | AC            | 2          | 2                   | 24            | 8                    | 0.10  | 14 May 2004    |                    |                 |
|  |                                | C   | NB   | AC   | MBH           | 2          | 4                   | 24            | 10                   | 0.38  | 87             |                    |                 |

**I 019 at K012+0.12**

**K012+0.12 on I 019**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 019 at K012+0.17**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K012+0.17 on I 019**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 7.58           | K012+0.17                      | C   | FR   | Two Way Frontage Rd Right                    | AC            | AC         | 2                   | 2             | 26                   | 6     | 0.07           | 14 May 2004        |                 |
| 7.63           | +0.27                          | C   | FR   | Two Way Frontage Rd Right                    | AC            | AC         | 2                   | 2             | 28                   | 6     | 0.09           | 14 May 2004        |                 |
|                |                                | C   | TI   | (NB) Pena Blanca (off)                       | AC            | AC         | 2.5                 | 2             | 30                   | 6     | 0.03           | 14 May 2004        |                 |
| 7.66           | +0.31                          | C   | TI   | (NB) Pena Blanca (off)                       | AC            | AC         | 3                   | 2             | 36                   | 4     | 0.06           | 14 May 2004        |                 |
| 7.67           | +0.33                          | C   | CG   | Full Concrete Barrier with Gutter to Right   |               |            |                     |               |                      |       | 0.07           | 14 May 2004        |                 |
| 7.71           | +0.39                          | C   | FR   | Two Way Frontage Rd Right                    | AC            | AC         | 5                   | 2             | 70                   | 6     | 0.08           | 14 May 2004        |                 |
| 7.72           | +0.41                          | C   | TI   | (NB) Pena Blanca (on)                        | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.26           | 14 May 2004        |                 |
|                |                                | A   | UP   | Exit #12 at S 289 N & Ruby Rd                |               |            |                     |               |                      |       |                | 14 May 2004        | 16'-10"         |
| 7.78           | +0.51                          | C   | FR   | Two Way Frontage Rd Right                    | AC            | AC         | 3.5                 | 2             | 52.5                 | 6     | 0.02           | 14 May 2004        |                 |
| 7.80           | +0.53                          | C   | FR   | Two Way Frontage Rd Right                    | AC            | AC         | 2.5                 | 2             | 35                   | 6     | 0.11           | 14 May 2004        |                 |
| 7.90           | +0.70                          | C   | FR   | Two Way Frontage Rd Right                    | AC            | AC         | 2                   | 2             | 24                   | 6     | 2.25           | 14 May 2004        |                 |
| 7.92           | +0.73                          | C   | NB   | <a href="#">Projects spanning K12 to K13</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.05           | 87                 |                 |
| 7.97           | +0.81                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.25           | 87                 |                 |
| 8.22           | K013+0.23                      | C   | NB   | <a href="#">Projects spanning K13 to K14</a> | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.01           | 87                 |                 |
| 8.24           | +0.26                          | C   | NB   |  | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.06           | 87                 |                 |
| 8.30           | +0.36                          | C   | NB   |  | AC            | MBH        | 2                   | 4             | 24                   | 10    | 2.12           | 87                 |                 |
| 8.33           | +0.41                          | C   | CG   | Full Concrete Barrier with Gutter to Right   |               |            |                     |               |                      |       | 0.96           | 14 May 2004        |                 |
| 9.58           | K015+0.36                      | C   | CG   | Full Concrete Barrier with Gutter to Right   |               |            |                     |               |                      |       | 0.08           | 14 May 2004        |                 |
| 10.15          | K016+0.31                      | C   | FR   | Two Way Frontage Rd Right                    | AC            | AC         | 1                   | 2             | 12                   | 6     | 0.57           | 14 May 2004        |                 |
| 10.42          | +0.75                          | C   | NB   | <a href="#">Projects spanning K16 to K17</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.14           | 85                 |                 |
| 10.55          | +0.97                          | C   | NB   |  | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.04           | 85                 |                 |
| 10.59          | K017+0.03                      | C   | NB   | <a href="#">Projects spanning K17 to K18</a> | AC            | MBH        | 2                   | 4             | 36                   | 10    | 0.10           | 85                 |                 |
| 10.70          | +0.20                          | C   | TI   | (NB) Calabasas (off)                         | AC            | AC         | 1                   | 2             | 12                   | 6     | 0.02           | 14 May 2004        |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning K17 to K18</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.38           | 85                 |                 |
| 10.71          | +0.23                          | C   | TI   | (NB) Calabasas (off)                         | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.09           | 14 May 2004        |                 |
| 10.79          | +0.35                          | C   | TI   | (NB) Calabasas (off)                         | AC            | AC         | 2.5                 | 2             | 30                   | 8     | 0.04           | 14 May 2004        |                 |
| 10.83          | +0.41                          | C   | TI   | (NB) Calabasas (off)                         | AC            | AC         | 3                   | 2             | 36                   | 8     | 0.06           | 14 May 2004        |                 |
| 10.85          | +0.45                          | C   | CG   | Full Concrete Barrier with Gutter to Right   |               |            |                     |               |                      |       | 0.05           | 14 May 2004        |                 |
| 10.89          | +0.50                          | A   | TI   | (EB/WB) Calabasas Crossing                   | Unk           | Unk        | 2                   |               | 24                   |       | 0.25           |                    |                 |
|                |                                | A   | UP   | Exit #17 at Rio Rico Dr                      |               |            |                     |               |                      |       |                | 1966               | 17'-04"         |
|                |                                | C   | FR   | One Way Frontage Rd NB                       | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 3.13           |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd NB                       | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.28           | 14 May 2004        |                 |
|                |                                | C   | TI   | (NB) Calabasas (on)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.20           | 01 Oct 2001        |                 |
| 11.08          | +0.81                          | C   | NB   | <a href="#">Projects spanning K17 to K18</a> | AC            | MBH        | 2                   | 4             | 36                   | 10    | 0.17           | 85                 |                 |
| 11.24          | K018+0.11                      | C   | NB   | <a href="#">Projects spanning K18 to K19</a> | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.13           | 85                 |                 |
| 11.37          | +0.32                          | C   | NB   |  | AC            | MBH        | 2                   | 4             | 24                   | 10    | 2.63           | 85                 |                 |
| 13.80          | K022+0.19                      | C   | TI   | (NB) Peck Canyon (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.16           | 66                 |                 |
| 13.95          | +0.44                          | C   | UB   | NUB Nogales                                  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | UP   | Exit #22 at Peck Canyon Rd                   |               |            |                     |               |                      |       |                | 1966               | 16'-01"         |

**I 019 at K022+0.44**

**K022+0.44 on I 019**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 019 at K022+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K022+0.44 on I 019**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 13.95          | K022 +0.44                     | C   | TI (NB) Peck Canyon (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  | 66             |                    |                 |
|                |                                | A   | TI (EB/WB) Peck Canyon Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.15  |                |                    |                 |
| 14.00          | +0.53                          | C   | NB <a href="#">Projects spanning K22 to K23</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.50  | 09 Apr 2002    |                    |                 |
| 14.50          | K023 +0.32                     | C   | NB <a href="#">Projects spanning K23 to K24</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 1.29  | 85             |                    |                 |
| 15.36          | K024 +0.69                     | C   | FR Two Way Frontage Rd Right                    | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 2.99  |                |                    |                 |
| 15.45          | +0.84                          | C   | TI (NB) Palo Parada (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.24  | Aug 1997       |                    |                 |
| 15.64          | K025 +0.15                     | A   | TI (NB/SB) Palo Parada Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.24  |                |                    |                 |
|                |                                | A   | UP Exit #25 at Palo Parado Rd                   |              |               |            |                     |               |                      |       | 1966           |                    | 16'-02"         |
|                | +0.16                          | C   | TI (NB) Palo Parada (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | Aug 1997       |                    |                 |
| 15.79          | +0.40                          | C   | NB <a href="#">Projects spanning K25 to K26</a> | AC           | AC            | 2          | 3.5                 | 24            | 9.5                  | 5.31  | Aug 1997       |                    |                 |
| 16.08          | +0.86                          | C   | EQ MP 16.07 Back Equals MP 16.00 Ahead          |              |               |            |                     |               |                      |       |                |                    |                 |
| 17.80          | K028 +0.62                     | C   | BR (NB) Arroyo Angula Agudo                     |              |               |            |                     |               |                      |       | 1978           | 201 ft Concrete    |                 |
| 18.00          | +0.94                          | C   | TI (NB) Tumacacori (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | Aug 1997       |                    |                 |
| 18.23          | K029 +0.31                     | C   | OP (NB) Exit #29 at Rock Corral Rd (Tumacacori) |              |               |            |                     |               |                      |       | Aug 1997       | 153 ft Concrete    |                 |
|                |                                | C   | TI (NB) Tumacacori (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.29  | Aug 1997       |                    |                 |
|                |                                | A   | TI (EB/WB) Tumacacori Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.19  |                |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                    | Unk          | MBH           | 2          | 8                   | 24            | 8                    | 3.48  |                |                    |                 |
| 21.11          | K033 +0.93                     | C   | NB <a href="#">Projects spanning K33 to K34</a> | AC           | AC            | 2          | 3.5                 | 24            | 9.5                  | 0.08  | Aug 1997       |                    |                 |
| 21.19          | K034 +0.06                     | C   | NB <a href="#">Projects spanning K34 to K35</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 4.21  | 1998           |                    |                 |
| 21.47          | +0.52                          | C   | TI (NB) Tubac (off)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 79             |                    |                 |
| 21.71          | +0.91                          | C   | FR Two Way Frontage Rd Right                    | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 3.91  |                |                    |                 |
|                |                                | C   | TI (NB) Tubac (on)                              | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 79             |                    |                 |
|                |                                | C   | OP (NB) Exit #34 at Tubac Rd                    |              |               |            |                     |               |                      |       | 1979           | 134 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Tubac Crossing                       | Unk          | Unk           | 2          |                     | 24            |                      | 0.27  |                |                    |                 |
| 24.67          | K039 +0.68                     | C   | TI (NB) Chavez (off)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 77             |                    |                 |
| 24.92          | K040 +0.07                     | A   | TI (EB/WB) Chavez Crossing                      | Unk          | Unk           | 2          |                     | 24            |                      | 0.26  |                |                    |                 |
|                |                                | C   | TI (NB) Chavez (on)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 77             |                    |                 |
|                |                                | C   | OP (NB) Exit #40 at Chavez Rd                   |              |               |            |                     |               |                      |       | 1977           | 134 ft Concrete    |                 |
| 25.40          | +0.84                          | C   | NB <a href="#">Projects spanning K40 to K41</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.03  | 79             |                    |                 |
| 25.43          | +0.89                          | C   | NB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.01  | 77             |                    |                 |
| 25.44          | +0.91                          | C   | NB  | AC           | AC            | 2          | 3.5                 | 24            | 9.5                  | 6.43  | Feb 1999       |                    |                 |
| 25.49          | +0.98                          | A   | J Median Cross-Over -- [U]                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 26.35          | K042 +0.38                     | C   | TI (NB) Agua Linda (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | Feb 1999       |                    |                 |
| 26.45          | +0.54                          | C   | FR Two Way Frontage Rd Right                    | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 1.99  |                |                    |                 |
| 26.49          | +0.59                          | A   | J Median Cross-Over -- [U]                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 26.62          | +0.81                          | C   | TI (NB) Agua Linda (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | Feb 1999       |                    |                 |
|                |                                | A   | UP Exit #42 at Agua Linda Rd                    |              |               |            |                     |               |                      |       | Feb 1999       |                    | 16'-01"         |
|                |                                | A   | TI (EB/WB) Agua Linda Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.17  |                |                    |                 |
| 27.79          | K044 +0.70                     | A   | J Median Cross-Over -- [U]                      |              |               |            |                     |               |                      |       |                |                    |                 |

**I 019 at K044+0.70**

**K044+0.70 on I 019**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 019 at K045+0.72**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K045+0.72 on I 019**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 28.44          | K045 +0.72                     | C   | FR   | Two Way Frontage Rd Right                    | Unk           | MBH        | 2                   | 8             | 24                   | 8     | 1.67           |                    |                 |
| 29.49          | K047 +0.40                     | A   | J    | Median Cross-Over -- [U]                     |               |            |                     |               |                      |       |                |                    |                 |
| 29.79          | +0.88                          | C   | BR   | (NB) Sopori Wash                             |               |            |                     |               |                      |       | 1977           | 234 ft Concrete    |                 |
| 29.85          | K048 +0.01                     | C   | TI   | (NB) Arivaca (off)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | Feb 1999       |                    |                 |
| 30.05          | +0.33                          | C   | JB   | Pima County                                  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable Soil Median                         |               |            |                     |               |                      |       |                |                    | 1.84            |
| 30.07          | +0.37                          | A   | TI   | (EB/WB) Arivaca Crossing                     | Unk           | Unk        | 2                   |               | 24                   |       |                |                    | 0.29            |
|                |                                | C   | OP   | (NB) Exit #48 at Arivaca Rd                  |               |            |                     |               |                      |       | Feb 1999       | 147 ft Concrete    |                 |
| 30.09          | +0.40                          | C   | TI   | (NB) Arivaca (on)                            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | Feb 1999       |                    |                 |
| 30.11          | +0.42                          | C   | FR   | Two Way Frontage Rd Right                    | Unk           | MBH        | 2                   | 1             | 24                   | 1     |                |                    | 1.72            |
| 30.79          | K049 +0.53                     | C   | BR   | (NB) Old Junction Wash                       |               |            |                     |               |                      |       | 1977           | 129 ft Concrete    |                 |
| 31.12          | K050 +0.04                     | C   | BR   | (NB) Tinaja Wash                             |               |            |                     |               |                      |       | 1977           | 129 ft Concrete    |                 |
| 31.39          | +0.47                          | A   | J    | Median Cross-Over -- [U]                     |               |            |                     |               |                      |       |                |                    |                 |
| 31.82          | K051 +0.17                     | C   | FR   | Two Way Frontage Rd Right                    | Unk           | MBH        | 2                   | 1             | 24                   | 1     |                |                    | 3.70            |
| 31.87          | +0.24                          | C   | NB   | <a href="#">Projects spanning K51 to K52</a> | AC            | AC         | 2                   | 3.5           | 24                   | 9.5   | 77             |                    | 0.02            |
| 31.89          | +0.27                          | C   | NB   |  | AC            | AC         | 2                   | 3.5           | 24                   | 9.5   | 76             |                    | 0.01            |
|                |                                | C   | MD   | Variable Soil Median                         |               |            |                     |               |                      |       |                |                    | 10.62           |
| 31.90          | +0.29                          | C   | NB   | <a href="#">Projects spanning K51 to K52</a> | AC            | AC         | 2                   | 3.5           | 24                   | 9.5   | Dec 1998       |                    | 10.61           |
| 32.87          | K052 +0.86                     | C   | RA   | (NB) Canoa Ranch Rest Area (off)             | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 01 Jul 2003    |                    | 0.19            |
| 33.06          | K053 +0.16                     | C   | RA   | (NB) Canoa Ranch Rest Area                   | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 01 Jul 2003    |                    | 0.19            |
| 33.25          | +0.47                          | C   | RA   | (NB) Canoa Ranch Rest Area (on)              | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 01 Jul 2003    |                    | 0.12            |
| 34.73          | K055 +0.91                     | C   | TI   | (NB) Canoa Ranch (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | Dec 1998       |                    | 0.23            |
| 34.96          | K056 +0.23                     | C   | TI   | (NB) Canoa Ranch (on)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | Dec 1998       |                    | 0.23            |
|                |                                | C   | UB   | SUB Green Valley                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP   | (NB) Exit #56 at Canoa Ranch Rd              |               |            |                     |               |                      |       | Dec 1998       | 108 ft Concrete    |                 |
|                | +0.24                          | A   | TI   | (EB/WB) Canoa Ranch Crossing                 | Unk           | Unk        | 2                   |               | 24                   |       |                |                    | 0.12            |
| 36.08          | K058 +0.05                     | C   | BR   | (NB) Esperanza Wash                          |               |            |                     |               |                      |       | 1953           | 195 ft Concrete    |                 |
| 36.62          | +0.92                          | C   | FR   | Two Way Frontage Rd Right                    | Unk           | BST        | 2                   | 1             | 24                   | 1     |                |                    | 2.95            |
| 39.30          | K063 +0.20                     | C   | TI   | (NB) Continental (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | Dec 1998       |                    | 0.25            |
| 39.54          | +0.58                          | C   | OP   | (NB) Exit #63 at Continental Rd              |               |            |                     |               |                      |       | Dec 1998       | 144 ft Concrete    |                 |
|                | +0.59                          | A   | TI   | (EB/WB) Continental Crossing                 | Unk           | Unk        | 2                   |               | 24                   |       |                |                    | 0.17            |
|                |                                | C   | TI   | (NB) Continental (on)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | Dec 1998       |                    | 0.28            |
| 40.69          | K065 +0.44                     | C   | TI   | (NB) Esperanza Blvd (off)                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | Dec 1998       |                    | 0.17            |
| 40.85          | +0.69                          | C   | OP   | (NB) Exit #65 at Esperanza Blvd              |               |            |                     |               |                      |       | Dec 1998       | 162 ft Concrete    |                 |
|                |                                | A   | TI   | (EB/WB) Esperanza Blvd Crossing              | Unk           | Unk        | 2                   |               | 24                   |       |                |                    | 0.14            |
|                | +0.70                          | C   | TI   | (NB) Esperanza Blvd (on)                     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | Dec 1998       |                    | 0.15            |
| 42.51          | K068 +0.37                     | C   | NB   | <a href="#">Projects spanning K68 to K69</a> | AC            | AC         | 2                   | 3.5           | 24                   | 9.5   | Dec 1998       |                    | 0.09            |
|                |                                | C   | MD   | 76 ft Soil Median                            |               |            |                     |               |                      |       |                |                    | 20.58           |
| 42.60          | +0.52                          | C   | FR   | Two Way Frontage Rd Right                    | Unk           | Unk        | 2                   | 0             | 24                   | 0     |                |                    | 0.27            |

**I 019 at K068+0.52**

**K068+0.52 on I 019**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 019 at K068+0.53**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K068+0.53 on I 019**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |       | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|-------------|-------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width | Width Right | Width |       |                |                    |                 |
| 42.60          | K068 +0.53                     | C   | NB   | <a href="#">Projects spanning K68 to K69</a> | AC            | AC         | 2          | 4             | 24          | 10    | 0.24  | 1994           |                    |                 |
| 42.85          | +0.92                          | C   | NB   |  | AC            | AC         | 2          | 4             | 30          | 10    | 0.08  | 1994           |                    |                 |
| 42.87          | +0.95                          | A   | JB   | SCL Sahuarita                                |               |            |            |               |             |       |       |                |                    |                 |
| 42.93          | K069 +0.06                     | C   | NB   | <a href="#">Projects spanning K69 to K70</a> | AC            | AC         | 2          | 4             | 36          | 10    | 0.05  | 1994           |                    |                 |
| 42.97          | +0.13                          | C   | NB   |  | AC            | AC         | 2          | 4             | 24          | 10    | 0.27  | 1994           |                    |                 |
|                | +0.14                          | C   | TI   | (NB) Duval Rd (off)                          | AC            | AC         | 1          | 2             | 12          | 8     | 0.05  | 30 Sep 2005    |                    |                 |
| 43.02          | +0.21                          | C   | TI   | (NB) Duval Rd (off)                          | PCC           | PCC        | 1          | 3             | 12          | 8     | 0.19  | 30 Sep 2005    |                    |                 |
| 43.21          | +0.51                          | C   | TI   | (NB) Duval Rd (off)                          | PCC           | PCC        | 2          | 4             | 24          | 2     | 0.05  | 30 Sep 2005    |                    |                 |
| 43.25          | +0.58                          | C   | NB   | <a href="#">Projects spanning K69 to K70</a> | AC            | AC         | 2          | 4             | 24          | 10    | 0.10  | 30 Sep 2005    |                    |                 |
|                | +0.59                          | C   | TI   | (NB) Duval Rd (off)                          | PCC           | PCC        | 3          | 4             | 36          | 2     | 0.06  | 30 Sep 2005    |                    |                 |
| 43.32          | +0.69                          | A   | UP   | Exit #69 at Duval Mine Rd                    |               |            |            |               |             |       |       | 30 Sep 2005    |                    | 16'-09"         |
| 43.33          | +0.70                          | A   | TI   | (EB/WB) Duval Mine Rd Crossing               | AC            | AC         | 4          | 5             | 48          | 5     | 0.31  | 30 Sep 2005    |                    |                 |
|                |                                | A   | TI   | (EB/WB) Duval Mine Rd Crossing               | AC            | AC         | 4          | 5             | 48          | 5     | 0.25  | 30 Sep 2005    |                    |                 |
|                |                                | A   | TI   | (EB/WB) Duval Mine Rd Crossing               | AC            | AC         | 4          | 7             | 48          | 5     | 0.04  | 30 Sep 2005    |                    |                 |
|                |                                | A   | TI   | (EB/WB) Duval Mine Rd Crossing               | AC            | AC         | 4          | 7             | 48          | 7     | 0.09  | 30 Sep 2005    |                    |                 |
|                |                                | A   | TI   | (EB/WB) Duval Mine Rd Crossing               | AC            | AC         | 3.5        | 7             | 42          | 7     | 0.10  | 30 Sep 2005    |                    |                 |
|                |                                | A   | TI   | (EB/WB) Duval Mine Rd Crossing               | AC            | AC         | 3          | 7             | 36          | 7     | 0.03  | 30 Sep 2005    |                    |                 |
| 43.34          | +0.72                          | C   | TI   | (NB) Duval Rd (on)                           | PCC           | PCC        | 2          | 4             | 24          | 2     | 0.06  | 30 Sep 2005    |                    |                 |
| 43.35          | +0.74                          | C   | NB   | <a href="#">Projects spanning K69 to K70</a> | AC            | AC         | 2          | 4             | 24          | 10    | 0.18  | 1994           |                    |                 |
| 43.37          | +0.77                          | C   | FR   | Two Way Frontage Rd Right                    | Unk           | Unk        | 2          | 0             | 24          | 0     | 1.01  |                |                    |                 |
| 43.39          | +0.81                          | C   | TI   | (NB) Duval Rd (on)                           | AC            | AC         | 1.5        | 2             | 18          | 5     | 0.14  | 30 Sep 2005    |                    |                 |
| 43.53          | K070 +0.03                     | C   | NB   | <a href="#">Projects spanning K70 to K71</a> | AC            | AC         | 2          | 4             | 36          | 10    | 0.12  | 1994           |                    |                 |
| 43.66          | +0.23                          | C   | NB   |  | AC            | AC         | 2          | 4             | 30          | 10    | 0.11  | 1994           |                    |                 |
| 43.77          | +0.41                          | C   | NB   |  | AC            | AC         | 2          | 4             | 24          | 10    | 6.79  | 1994           |                    |                 |
| 45.24          | K072 +0.76                     | C   | BR   | (NB) Quarte Wash                             |               |            |            |               |             |       |       | 1971           | 111 ft Concrete    |                 |
| 45.87          | K073 +0.78                     | C   | OP   | (NB) El Toro Rd                              |               |            |            |               |             |       |       | 1971           | 247 ft Steel       |                 |
| 46.63          | K074 +0.97                     | C   | TI   | (NB) Helmet Peak Rd (on)                     | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.29  | 69             |                    |                 |
| 46.89          | K075 +0.41                     | C   | TI   | (NB) Helmet Peak Rd (off)                    | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.28  | 69             |                    |                 |
| 46.90          | +0.43                          | A   | TI   | (EB/WB) Helmet Peak Rd Crossing              | Unk           | Unk        | 2          |               | 24          |       | 0.26  |                |                    |                 |
|                |                                | C   | UB   | NUB Green Valley                             |               |            |            |               |             |       |       |                |                    |                 |
|                |                                | A   | UP   | Exit #75 at Helmet Peak Sahuarita Rd         |               |            |            |               |             |       |       | 1969           |                    | 16'-05"         |
| 47.04          | +0.65                          | C   | EQ   | MP 46.96 Back Equals MP 46.77 Ahead          |               |            |            |               |             |       |       |                |                    |                 |
| 47.91          | M000 +0.00                     | C   | JB   | NCL Sahuarita                                |               |            |            |               |             |       |       |                |                    |                 |
| 49.91          | K080 +0.29                     | C   | TI   | (NB) Pima Mine Rd (on)                       | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.40  | 68             |                    |                 |
|                |                                | C   | OP   | (NB) Exit #80 at Pima Mine Rd                |               |            |            |               |             |       |       | 1968           | 198 ft Concrete    |                 |
|                |                                | A   | TI   | (EB/WB) Pima Mine Rd Crossing                | Unk           | Unk        | 2          |               | 24          |       | 0.17  |                |                    |                 |
| 49.92          | +0.30                          | C   | JB   | Enter San Xavier IR                          |               |            |            |               |             |       |       |                |                    |                 |
| 50.06          | +0.54                          | C   | TI   | (NB) Pima Mine Rd (off)                      | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.27  | 68             |                    |                 |
| 50.57          | K081 +0.35                     | C   | NB   | <a href="#">Projects spanning K81 to K82</a> | AC            | AC         | 2          | 4             | 24          | 10    | 8.20  | 10 Aug 2001    |                    |                 |

**I 019 at K081+0.35**

**K081+0.35 on I 019**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 019 at K085+0.85**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K085+0.85 on I 019**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 53.37          | K085 +0.85                     | C   | BR (NB) Unknown Wash                             |              |               |            |                     |               |                      |       | 1968           | 69 ft Concrete     |                 |
| 54.49          | K087 +0.66                     | C   | TI (NB) Papago (off)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 68             |                    |                 |
| 54.52          | +0.70                          | C   | FR Frontage Rd Right                             | Unk          | Unk           | 2          |                     | 24            |                      | 0.16  |                |                    |                 |
| 54.67          | +0.95                          | C   | UB SUB Tucson                                    |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP (NB) Exit #87 at Papago Rd                    |              |               |            |                     |               |                      |       | 1968           | 123 ft Concrete    |                 |
|                |                                | C   | TI (NB) Papago (on)                              | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 68             |                    |                 |
|                |                                | A   | TI (EB/WB) Papago Crossing                       | Unk          | Unk           | 2          |                     | 24            |                      | 0.07  |                |                    |                 |
|                |                                | C   | FR Frontage Rd Right                             | Unk          | Unk           | 2          |                     | 24            |                      | 0.18  |                |                    |                 |
| 56.03          | K090 +0.12                     | A   | OP San Xavier                                    |              |               |            |                     |               |                      |       | 1967           | 69 ft Concrete     |                 |
| 56.93          | K091 +0.57                     | C   | BR (NB) Santa Cruz River                         |              |               |            |                     |               |                      |       | 1967           | 410 ft Steel       |                 |
| 57.19          | +1.00                          | A   | TI (EB/WB) San Xavier Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.37  |                |                    |                 |
|                |                                | C   | OP (NB) Exit #92 at San Xavier Rd                |              |               |            |                     |               |                      |       | 1967           | 197 ft Steel       |                 |
| 57.32          | K092 +0.17                     | C   | TI (NB) San Xavier (off)                         | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.14  | 67             |                    |                 |
| 57.33          | +0.19                          | C   | TI (NB) San Xavier (on)                          | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.20  | 67             |                    |                 |
| 58.07          | K093 +0.39                     | C   | JB Leave San Xavier IR, SCL Tucson Elev 2410     |              |               |            |                     |               |                      |       |                |                    |                 |
| 58.10          | +0.45                          | C   | VMS (NB) Variable Message Sign #319 (Existing)   |              |               |            |                     |               |                      |       |                |                    |                 |
| 58.77          | K094 +0.50                     | C   | NB <a href="#">Projects spanning K94 to K95</a>  | AC           | MBH           | 2          | 4                   | 24            | 10                   | 1.26  | 88             |                    |                 |
| 58.88          | +0.69                          | C   | TI (NB) Valencia Rd (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  | 24 Jun 2002    |                    |                 |
| 59.05          | +0.95                          | C   | TI (NB) Valencia Rd (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.04  | 24 Jun 2002    |                    |                 |
| 59.09          | K095 +0.04                     | A   | TI (EB/WB) Valencia Rd Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.07  |                |                    |                 |
|                |                                | A   | UP Exit #95 at Valencia Rd                       |              |               |            |                     |               |                      |       | 24 Jun 2002    |                    | ??'-??"         |
|                |                                | C   | TI (NB) Valencia Rd (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.24  | 24 Jun 2002    |                    |                 |
|                |                                | C   | TI (NB) Valencia Rd (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.05  | 24 Jun 2002    |                    |                 |
| 60.03          | K096 +0.57                     | C   | NB <a href="#">Projects spanning K96 to K97</a>  | AC           | AC            | 2          | 4                   | 24            | 10                   | 2.05  | 1993           |                    |                 |
| 60.10          | +0.68                          | A   | TI (EB/WB) Drexel Rd Crossing                    | PCC          | PCC           | 2          |                     | 24            |                      | 0.07  |                |                    |                 |
|                |                                | A   | UP Drexel Rd                                     |              |               |            |                     |               |                      |       | 1965           |                    | 17'-04"         |
| 60.59          | K097 +0.46                     | C   | BR (NB) Airport Wash                             |              |               |            |                     |               |                      |       |                | 147 ft Concrete    |                 |
| 60.84          | +0.87                          | C   | TI (NB) Irvington Rd (off)                       | Unk          | Unk           | 2          | 6                   | 24            | 6                    | 0.31  | 85             |                    |                 |
| 61.11          | K098 +0.31                     | A   | UP Exit #98 at Irvington Rd                      |              |               |            |                     |               |                      |       | 1985           |                    | 16'-07"         |
|                |                                | A   | TI (EB/WB) Irvington Rd Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.15  |                |                    |                 |
| 61.12          | +0.32                          | C   | TI (NB) Irvington Rd (on)                        | Unk          | Unk           | 2          | 6                   | 24            | 6                    | 0.31  | 85             |                    |                 |
| 61.64          | K099 +0.15                     | A   | UP Pedestrian OP                                 |              |               |            |                     |               |                      |       | 1965           |                    | 17'-01"         |
| 61.91          | +0.59                          | C   | TI (NB) Ajo Way (off)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.24  | 65             |                    |                 |
| 62.07          | +0.86                          | C   | NB <a href="#">Projects spanning K99 to K100</a> | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.06  | 1993           |                    |                 |
| 62.11          | +0.92                          | C   | TI (NB) Ajo Way (on) from S 086 EB               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  | 65             |                    |                 |
| 62.12          | +0.93                          | A   | UP S 086 (Ajo Way)                               |              |               |            |                     |               |                      |       | 1965           |                    | 16'-06"         |
| 62.13          | +0.94                          | C   | TI (NB) Ajo Way (on) from S 086 WB               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.17  | 65             |                    |                 |
|                | +0.96                          | C   | NB <a href="#">Projects spanning K99 to K100</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.09  | 1993           |                    |                 |
| 62.23          | +1.10                          | C   | NB   | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.01  | 1993           |                    |                 |

**I 019 at K099+1.10**

**K099+1.10 on I 019**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 019 at K099+1.13**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K099+1.13 on I 019**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |      |             |                 |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|------|-------------|-----------------|---------|
| 62.24          | K099 +1.13                     | C   | NB   | <a href="#">Projects spanning K99 to K100</a>                  |               |            |                     | PCC           | PCC                  | 2.5   | 4              | 30                 | 10              | 0.04 | 1993        |                 |         |
| 62.28          | +1.19                          | C   | NB   |  |               |            |                     | PCC           | PCC                  | 2.5   | 4              | 42                 | 10              | 0.11 | 1993        |                 |         |
| 62.39          | +1.36                          | C   | NB   |  |               |            |                     | PCC           | PCC                  | 3     | 4              | 48                 | 10              | 0.45 | 1993        |                 |         |
| 62.84          | K101 +0.06                     | C   | NB   | <a href="#">Projects spanning K101 to K102</a>                 |               |            |                     | PCC           | PCC                  | 3     | 4              | 48                 | 10              | 0.23 | 65          |                 |         |
| 62.86          | +0.09                          | C   | CG   | Low Profile Gutter to Left and Right                           |               |            |                     |               |                      |       |                |                    |                 | 0.06 | 20 Aug 2004 |                 |         |
| 62.93          | +0.20                          | C   | BR   | (NB) Julian Wash   |               |            |                     |               |                      |       |                |                    |                 |      | 1965        | 69 ft Concrete  |         |
| 62.95          | +0.24                          | C   | OP   | (NB) Julian Wash & 39th St Extension                           |               |            |                     |               |                      |       |                |                    |                 |      | 20 Aug 2004 | 210 ft Concrete |         |
| 63.06          | +0.42                          | C   | NB   | <a href="#">Projects spanning K101 to K102</a>                 |               |            |                     | PCC           | PCC                  | 3     | 4              | 48                 | 10              | 0.08 | 20 Aug 2004 |                 |         |
| 63.09          | +0.46                          | C   | MD   | Variable Soil Median   |               |            |                     |               |                      |       |                |                    |                 | 0.24 |             |                 |         |
| 63.15          | +0.55                          | C   | TI   | (NB) I 019 NB to I 010 EB (off)                                |               |            |                     | PCC           | PCC                  | 1     | 6              | 12                 | 10              | 0.30 | 20 Aug 2004 |                 |         |
|                |                                | C   | NB   | <a href="#">Projects spanning K101 to K102</a>                 |               |            |                     | PCC           | PCC                  | 3     | 4              | 36                 | 10              | 0.14 | 20 Aug 2004 |                 |         |
| 63.28          | +0.77                          | C   | NB   |  |               |            |                     | PCC           | PCC                  | 2     | 4              | 24                 | 10              | 0.42 | 20 Aug 2004 |                 |         |
|                |                                | C   | TI   | (NB) I 019 to I 010 Frontage Rd (off)                          |               |            |                     | PCC           | PCC                  | 1     | 4              | 12                 | 9               | 0.24 | 20 Aug 2004 |                 |         |
| 63.32          | +0.83                          | C   | CG   | Low Profile Gutter to Right                                    |               |            |                     |               |                      |       |                |                    |                 | 0.03 | 20 Aug 2004 |                 |         |
| 63.33          | +0.84                          | C   | MD   | Variable Median  |               |            |                     |               |                      |       |                |                    |                 | 0.38 |             |                 |         |
| 63.34          | +0.87                          | C   | CG   | Low Profile Gutter to Left and Right                           |               |            |                     |               |                      |       |                |                    |                 | 0.04 | 20 Aug 2004 |                 |         |
| 63.39          | +0.94                          | C   | CG   | Low Profile Gutter to Right                                    |               |            |                     |               |                      |       |                |                    |                 | 0.01 | 20 Aug 2004 |                 |         |
| 63.44          | +1.02                          | C   | UP   | (NB) I 010 WB to I 019 SB Ramp                                 |               |            |                     |               |                      |       |                |                    |                 |      | 20 Aug 2004 |                 | 16'-04" |
| 63.47          | +1.07                          | C   | OP   | (NB) I 010 (EB/WB) & I 010 Frontage Rd & I 010 EB Flyover Ramp |               |            |                     |               |                      |       |                |                    |                 |      | 20 Aug 2004 | 735 ft Concrete |         |
| 63.54          | +1.19                          | C   | CG   | Low Profile Gutter to Left                                     |               |            |                     |               |                      |       |                |                    |                 | 0.11 | 20 Aug 2004 |                 |         |
| 63.70          | K102 +0.08                     | C   | J    | (NB) End I 019 at I 010 in South Tucson                        |               |            |                     |               |                      |       |                |                    |                 |      |             |                 |         |

**I 019 at K102+0.08**

**K102+0.08 on I 019**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 019 at K000+0.13**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K000+0.13 on I 019**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 019 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |  |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | K000 +0.13                     | N   | J (SB) Begin I 019 non-cardinal at same centerline as I 019 NB |              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning K0 to K1</a>                  | AC           | MBH           | 2          | 5                   | 24            | 2                    | 0.22  | 70             |                    |                 |
| 0.22  | +0.48                          | N   | SB   | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.14  | 70             |                    |                 |
| 0.36  | K001 +0.18                     | N   | SB <a href="#">Projects spanning K1 to K2</a>                  | AC           | MBH           | 2          | 10                  | 24            | 4                    | 5.31  | 89             |                    |                 |
| 1.10  | +1.37                          | N   | TI (SB) Western Ave (on)                                       | Unk          | Unk           | 1          | 10                  | 12            | 2                    | 0.19  | 71             |                    |                 |
|   | +1.38                          | N   | OP (SB) Exit #1 at Western Ave                                 |              |               |            |                     |               |                      |       | 1971           | Unknown            |                 |
| 1.25  | K002 +0.15                     | N   | TI (SB) Western Ave (off)                                      | Unk          | Unk           | 1          | 10                  | 12            | 2                    | 0.16  | 71             |                    |                 |
| 2.86  | K004 +0.70                     | N   | TI (SB) Mariposa (on)  | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.34  | 68             |                    |                 |
| 2.88  | +0.72                          | N   | OP (SB) Exit #4 at S 189 & Mariposa Rd                         |              |               |            |                     |               |                      |       | 1996           | 210 ft Concrete    |                 |
| 3.16  | K005 +0.20                     | N   | TI (SB) Mariposa (off)   | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.30  | 68             |                    |                 |
| 3.56  | +0.83                          | N   | OP (SB) Pajarito   |              |               |            |                     |               |                      |       | 1968           | 117 ft Concrete    |                 |
| 4.26  | K007 +0.00                     | N   | FR Two Way Frontage Rd Left                                    | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.59  |                |                    |                 |
| 4.82  | +0.89                          | N   | FR Two Way Frontage Rd Left                                    | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 2.88  |                |                    |                 |
| 4.86  | +0.95                          | N   | OP (SB) Country Club   |              |               |            |                     |               |                      |       | 1968           | 252 ft Concrete    |                 |
| 5.44  | K008 +0.89                     | N   | TI (SB) Potrero SB019(1) (off)                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 5.67  | K009 +0.22                     | N   | SB <a href="#">Projects spanning K9 to K10</a>                 | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.27  | 87             |                    |                 |
| 5.94  | +0.65                          | N   | SB   | AC           | AC            | 2          | 10                  | 24            | 4                    | 1.33  | 24 Jan 2003    |                    |                 |
| 7.27  | K011 +0.79                     | N   | SB <a href="#">Projects spanning K11 to K12</a>                | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.12  | 24 Jan 2003    |                    |                 |
| 7.39  | +0.98                          | N   | SB   | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.16  | 24 Jan 2003    |                    |                 |
| 7.55  | K012 +0.24                     | N   | SB <a href="#">Projects spanning K12 to K13</a>                | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.29  | 24 Jan 2003    |                    |                 |
| 7.61  | +0.33                          | N   | TI (SB) Pena Blanca (on)                                       | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.06  | 87             |                    |                 |
| 7.65  | +0.40                          | N   | CG Full Concrete Barrier with Gutter to Left                   |              |               |            |                     |               |                      | 0.06  | 14 May 2004    |                    |                 |
| 7.66  | +0.42                          | N   | TI (SB) Pena Blanca (on)                                       | AC           | AC            | 2          | 8                   | 24            | 2                    | 0.06  | 87             |                    |                 |
| 7.67  | +0.43                          | N   | FR Two Way Frontage Rd Left                                    | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 2.39  |                |                    |                 |
| 7.72  | +0.51                          | N   | TI (SB) Pena Blanca (off)                                      | Unk          | Unk           | 1          | 10                  | 12            | 4                    | 0.06  | 87             |                    |                 |
| 7.84  | +0.70                          | N   | SB <a href="#">Projects spanning K12 to K13</a>                | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.07  | 24 Jan 2003    |                    |                 |
|   |                                | N   | TI (SB) Pena Blanca (off)                                      | AC           | AC            | 1          | 8                   | 12            | 4                    | 0.12  | 87             |                    |                 |
| 7.90  | +0.80                          | N   | SB <a href="#">Projects spanning K12 to K13</a>                | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.06  | 24 Jan 2003    |                    |                 |
| 7.96  | +0.90                          | N   | SB   | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.97  | 24 Jan 2003    |                    |                 |
| 8.93  | K014 +0.48                     | N   | SB <a href="#">Projects spanning K14 to K15</a>                | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.01  | 87             |                    |                 |
| 8.94  |                                | N   | SB   | AC           | MBH           | 2          | 10                  | 24            | 4                    | 1.46  | 87             |                    |                 |
| 10.40   | K016 +0.86                     | N   | SB <a href="#">Projects spanning K16 to K17</a>                | AC           | MBH           | 2          | 10                  | 30            | 4                    | 0.01  | 87             |                    |                 |
| 10.41   | +0.88                          | N   | SB   | AC           | MBH           | 2          | 10                  | 30            | 4                    | 0.08  | 85             |                    |                 |
| 10.49   | +1.00                          | N   | SB   | AC           | MBH           | 2          | 10                  | 36            | 4                    | 0.18  | 85             |                    |                 |
| 10.67   | K017 +0.27                     | N   | SB <a href="#">Projects spanning K17 to K18</a>                | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.29  | 85             |                    |                 |
| 10.81   | +0.50                          | N   | CG Full Concrete Barrier with Gutter to Left                   |              |               |            |                     |               |                      | 0.05  | 14 May 2004    |                    |                 |
|   |                                | N   | FR Two Way Frontage Rd Left                                    | Unk          | Unk           | 2          | 0                   | 24            | 0                    | 0.46  |                |                    |                 |

**I 019 at K017+0.50**

**K017+0.50 on I 019**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 019 at K017+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K017+0.50 on I 019**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 10.81          | K017 +0.50                     | N   | TI (SB) Calabasas (on)                          | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.15  | 01 Oct 2001    |                    |                 |
| 10.96          | +0.74                          | N   | SB <a href="#">Projects spanning K17 to K18</a> | AC           | MBH           | 2          | 10         | 36            | 4                    | 0.06  | 85             |                    |                 |
|                |                                | N   | TI (SB) Calabasas (off)                         | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.16  | 01 Oct 2001    |                    |                 |
| 11.02          | +0.84                          | N   | SB <a href="#">Projects spanning K17 to K18</a> | AC           | MBH           | 2          | 10         | 30            | 4                    | 0.06  | 85             |                    |                 |
| 11.05          | +0.89                          | N   | FR Two Way Frontage Rd Left                     | Unk          | Unk           | 2          | 0          | 24            | 0                    | 2.86  |                |                    |                 |
| 11.09          | +0.95                          | N   | SB <a href="#">Projects spanning K17 to K18</a> | AC           | MBH           | 2          | 10         | 24            | 4                    | 4.64  | 85             |                    |                 |
| 13.88          | K022 +0.43                     | N   | FR Two Way Frontage Rd Left                     | Unk          | Unk           | 2          | 0          | 24            | 0                    | 1.14  |                |                    |                 |
|                |                                | N   | TI (SB) Peck Canyon (on)                        | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.16  | 66             |                    |                 |
| 14.03          | +0.67                          | N   | TI (SB) Peck Canyon (off)                       | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.16  | 66             |                    |                 |
| 15.56          | K025 +0.16                     | N   | FR Two Way Frontage Rd Left                     | Unk          | MBH           | 2          | 1          | 24            | 1                    | 1.43  |                |                    |                 |
|                |                                | N   | TI (SB) Palo Parada (on)                        | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.14  | Aug 1997       |                    |                 |
| 15.72          | +0.42                          | N   | SB <a href="#">Projects spanning K25 to K26</a> | AC           | AC            | 2          | 9.5        | 24            | 3.5                  | 5.38  | Aug 1997       |                    |                 |
| 15.74          | +0.44                          | N   | TI (SB) Palo Parada (off)                       | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.18  | Aug 1997       |                    |                 |
| 17.73          | K028 +0.62                     | N   | BR (SB) Arroyo Angulo Agudo                     |              |               |            |            |               |                      |       | 1978           | 201 ft Concrete    |                 |
| 18.16          | K029 +0.31                     | N   | OP (SB) Exit #29 at Rock Corral Rd (Tumacacori) |              |               |            |            |               |                      |       | Aug 1997       | 153 ft Concrete    |                 |
|                |                                | N   | TI (SB) Tumacacori (on)                         | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.21  | Aug 1997       |                    |                 |
| 18.41          | +0.72                          | N   | TI (SB) Tumacacori (off)                        | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.25  | Aug 1997       |                    |                 |
| 19.40          | K031 +0.29                     | N   | FR Two Way Frontage Rd Left                     | Unk          | MBH           | 2          | 1          | 24            | 1                    | 2.26  |                |                    |                 |
| 21.10          | K034 +0.02                     | N   | SB <a href="#">Projects spanning K34 to K35</a> | AC           | AC            | 2          | 9.5        | 24            | 3.5                  | 0.03  | Aug 1997       |                    |                 |
| 21.13          | +0.06                          | N   | SB  | AC           | AC            | 2          | 10         | 24            | 4                    | 4.24  | 1998           |                    |                 |
| 21.65          | +0.91                          | N   | OP (SB) Exit #34 at Tubac Rd                    |              |               |            |            |               |                      |       | 1979           | 134 ft Concrete    |                 |
|                |                                | N   | TI (SB) Tubac (on)                              | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.24  | 79             |                    |                 |
|                |                                | N   | FR Two Way Frontage Rd Left                     | Unk          | MBH           | 2          | 1          | 24            | 1                    | 4.06  |                |                    |                 |
| 21.90          | K035 +0.30                     | N   | TI (SB) Tubac (off)                             | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.25  | 79             |                    |                 |
| 24.85          | K040 +0.08                     | N   | OP (SB) Exit #40 at Chavez Rd                   |              |               |            |            |               |                      |       | 1977           | 134 ft Concrete    |                 |
|                |                                | N   | TI (SB) Chavez (on)                             | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.25  | 77             |                    |                 |
| 25.10          | +0.47                          | N   | TI (SB) Chavez (off)                            | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.25  | 77             |                    |                 |
| 25.37          | +0.90                          | N   | SB <a href="#">Projects spanning K40 to K41</a> | AC           | AC            | 2          | 9.5        | 24            | 3.5                  | 0.02  | Feb 1999       |                    |                 |
| 25.39          | +0.94                          | N   | SB  | AC           | AC            | 2          | 9.5        | 24            | 3.5                  | 6.42  | Feb 1999       |                    |                 |
| 26.27          | K042 +0.36                     | N   | FR Two Way Frontage Rd Left                     | Unk          | MBH           | 2          | 1          | 24            | 1                    | 3.71  |                |                    |                 |
| 26.56          | +0.81                          | N   | TI (SB) Agua Linda (on)                         | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.27  | Feb 1999       |                    |                 |
| 26.78          | K043 +0.17                     | N   | TI (SB) Agua Linda (off)                        | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.22  | Feb 1999       |                    |                 |
| 29.72          | K047 +0.86                     | N   | BR (SB) Sopor Wash                              |              |               |            |            |               |                      |       | 1977           | 228 ft Concrete    |                 |
| 29.94          | K048 +0.24                     | N   | FR Two Way Frontage Rd Left                     | Unk          | MBH           | 2          | 1          | 24            | 1                    | 0.37  |                |                    |                 |
| 29.99          | +0.32                          | N   | TI (SB) Arivaca (on)                            | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.23  | Feb 1999       |                    |                 |
| 30.01          | +0.35                          | N   | OP (SB) Exit #48 at Arivaca Rd                  |              |               |            |            |               |                      |       | Feb 1999       | 147 ft Concrete    |                 |
| 30.22          | +0.70                          | N   | TI (SB) Arivaca (off)                           | Unk          | Unk           | 1          | 8          | 12            | 2                    | 0.24  | Feb 1999       |                    |                 |
| 30.31          | +0.83                          | N   | FR Two Way Frontage Rd Left                     | Unk          | MBH           | 2          | 1          | 24            | 1                    | 4.67  |                |                    |                 |
| 30.73          | K049 +0.52                     | N   | BR (SB) Old Junction Wash                       |              |               |            |            |               |                      |       | 1977           | 129 ft Concrete    |                 |

**I 019 at K049+0.52**

**K049+0.52 on I 019**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 019 at K050+0.04**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K050+0.04 on I 019**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 31.06          | K050 +0.04                     | N   | BR   | (SB) Tinaja Wash                             |               |            |                     |               |                      |       | 1977           | 129 ft Concrete    |                 |
| 31.81          | K051 +0.24                     | N   | SB   | <a href="#">Projects spanning K51 to K52</a> | AC            | AC         | 2                   | 9.5           | 24                   | 3.5   | 77             |                    |                 |
| 31.84          | +0.29                          | N   | SB   |  | AC            | AC         | 2                   | 9.5           | 24                   | 3.5   | Dec 1998       |                    |                 |
| 33.27          | K053 +0.59                     | N   | RA   | (SB) Canoa Ranch Rest Area (on)              | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 01 Jul 2003    |                    |                 |
| 33.45          | +0.88                          | N   | RA   | (SB) Canoa Ranch Rest Area                   | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 01 Jul 2003    |                    |                 |
| 33.64          | K054 +0.19                     | N   | RA   | (SB) Canoa Ranch Rest Area (off)             | Unk           | Unk        | 1                   | 2             | 14                   | 6     | 01 Jul 2003    |                    |                 |
| 34.91          | K056 +0.24                     | N   | OP   | (SB) Exit #56 at Canoa Ranch Rd              |               |            |                     |               |                      |       | Dec 1998       | 108 ft Concrete    |                 |
|                |                                | N   | TI   | (SB) Canoa Ranch (on)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | Dec 1998       |                    |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                     | Unk           | BST        | 2                   | 1             | 24                   | 1     | 4.56           |                    |                 |
| 35.13          | +0.60                          | N   | TI   | (SB) Canoa Ranch (off)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | Dec 1998       |                    |                 |
| 36.00          | K058 +0.01                     | N   | BR   | (SB) Esperanza Wash                          |               |            |                     |               |                      |       | 1976           | 168 ft Concrete    |                 |
| 39.47          | K063 +0.57                     | N   | TI   | (SB) Continental (on)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | Dec 1998       |                    |                 |
|                |                                | N   | OP   | (SB) Exit #63 at Continental Rd              |               |            |                     |               |                      |       | Dec 1998       | 144 ft Concrete    |                 |
| 39.73          | K064 +0.03                     | N   | TI   | (SB) Continental (off)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | Dec 1998       |                    |                 |
| 40.78          | K065 +0.69                     | N   | TI   | (SB) Esperanza Blvd (on)                     | Unk           | Unk        | 1                   | 8             | 12                   | 2     | Dec 1998       |                    |                 |
|                |                                | N   | OP   | (SB) Exit #65 at Esperanza Blvd              |               |            |                     |               |                      |       | Dec 1998       | 162 ft Concrete    |                 |
| 40.93          | +0.94                          | N   | TI   | (SB) Esperanza Blvd (off)                    | Unk           | Unk        | 1                   | 8             | 12                   | 2     | Dec 1998       |                    |                 |
| 42.50          | K068 +0.46                     | N   | SB   | <a href="#">Projects spanning K68 to K69</a> | AC            | AC         | 2                   | 9.5           | 24                   | 3.5   | Dec 1998       |                    |                 |
| 42.54          | +0.53                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 1994           |                    |                 |
| 42.76          | +0.89                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 1994           |                    |                 |
| 42.83          | K069 +0.01                     | N   | FR   | Two Way Frontage Rd Left                     | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 0.22           |                    |                 |
| 42.92          | +0.15                          | N   | SB   | <a href="#">Projects spanning K69 to K70</a> | AC            | AC         | 2                   | 10            | 36                   | 4     | 1994           |                    |                 |
| 43.04          | +0.34                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 1994           |                    |                 |
| 43.05          | +0.36                          | N   | FR   | Two Way Frontage Rd Left                     | AC            | AC         | 2                   | 8             | 24                   | 8     | 30 Sep 2005    |                    |                 |
| 43.16          | +0.53                          | N   | TI   | (SB) Duval Rd (on)                           | AC            | AC         | 1.4                 | 5.5           | 16.8                 | 2     | 30 Sep 2005    |                    |                 |
| 43.18          | +0.57                          | N   | SB   | <a href="#">Projects spanning K69 to K70</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 30 Sep 2005    |                    |                 |
|                |                                | N   | TI   | (SB) Duval Rd (on)                           | PCC           | PCC        | 1.9                 | 2.5           | 22.8                 | 4     | 30 Sep 2005    |                    |                 |
| 43.22          | +0.64                          | N   | TI   | (SB) Duval Rd (on)                           | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 30 Sep 2005    |                    |                 |
| 43.28          | +0.73                          | N   | SB   | <a href="#">Projects spanning K69 to K70</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 1994           |                    |                 |
|                | +0.74                          | N   | TI   | (SB) Duval Rd (off)                          | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 30 Sep 2005    |                    |                 |
| 43.33          | +0.81                          | N   | TI   | (SB) Duval Rd (off)                          | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 30 Sep 2005    |                    |                 |
| 43.37          | +0.88                          | N   | TI   | (SB) Duval Rd (off)                          | PCC           | PCC        | 1                   | 8             | 12                   | 4     | 30 Sep 2005    |                    |                 |
| 43.47          | K070 +0.04                     | N   | TI   | (SB) Duval Rd (off)                          | AC            | AC         | 1                   | 8             | 12                   | 3     | 30 Sep 2005    |                    |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning K70 to K71</a> | AC            | AC         | 2                   | 10            | 36                   | 4     | 1994           |                    |                 |
| 43.52          | +0.11                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 1994           |                    |                 |
| 43.57          | +0.19                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 1994           |                    |                 |
| 45.17          | K072 +0.77                     | N   | BR   | (SB) Quarte Wash                             |               |            |                     |               |                      |       | 1971           | 111 ft Concrete    |                 |
| 45.80          | K073 +0.78                     | N   | OP   | (SB) El Toro Rd                              |               |            |                     |               |                      |       | 1971           | 247 ft Steel       |                 |
| 46.85          | K075 +0.45                     | N   | TI   | (SB) Helmet Peak Rd (on)                     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 69             |                    |                 |

**I 019 at K075+0.45**

**K075+0.45 on I 019**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 019 at K075+0.88**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K075+0.88 on I 019**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |       | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|-------------|-------|-------------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width | Width Right | Width |             |                |                    |                 |
| 47.11          | K075 +0.88                     | N   | TI (SB) Helmet Peak Rd (off)                      | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.29  |             | 69             |                    |                 |
| 49.84          | K080 +0.29                     | N   | OP (SB) Exit #80 at Pima Mine Rd                  |              |               |            |            |               |             |       |             | 1968           | 198 ft Concrete    |                 |
|                |                                | N   | TI (SB) Pima Mine Rd (on)                         | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.22  |             | 68             |                    |                 |
| 50.19          | +0.85                          | N   | TI (SB) Pima Mine Rd (off)                        | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.36  |             | 68             |                    |                 |
| 50.30          | K081 +0.03                     | N   | SB <a href="#">Projects spanning K81 to K82</a>   | AC           | AC            | 2          | 10         | 24            | 4           | 0.19  | 10 Aug 2001 |                |                    |                 |
| 50.49          | +0.33                          | N   | SB  | AC           | AC            | 2          | 10         | 24            | 4           | 8.21  | 10 Aug 2001 |                |                    |                 |
| 53.30          | K085 +0.85                     | N   | BR (SB) Unknown Wash                              |              |               |            |            |               |             |       |             | 1968           | 69 ft Concrete     |                 |
| 54.60          | K087 +0.94                     | N   | FR Frontage Rd Left                               | Unk          | Unk           | 2          |            | 24            |             | 0.19  |             |                |                    |                 |
|                |                                | N   | OP (SB) Exit #87 at Papago Rd                     |              |               |            |            |               |             |       |             | 1968           | 123 ft Concrete    |                 |
|                |                                | N   | TI (SB) Papago (on)                               | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.15  |             | 68             |                    |                 |
| 54.79          | K088 +0.25                     | N   | TI (SB) Papago (off)                              | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.19  |             | 68             |                    |                 |
| 56.87          | K091 +0.60                     | N   | BR (SB) Santa Cruz River                          |              |               |            |            |               |             |       |             | 1967           | 410 ft Steel       |                 |
| 56.97          | +0.76                          | N   | TI (SB) San Xavier (on)                           | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.23  |             | 67             |                    |                 |
| 57.10          | +0.97                          | N   | OP (SB) Exit #92 at San Xavier Rd                 |              |               |            |            |               |             |       |             | 1967           | 195 ft Steel       |                 |
| 57.40          | K092 +0.42                     | N   | TI (SB) San Xavier (off)                          | Unk          | Unk           | 1          | 2          | 12            | 8           | 0.33  |             | 67             |                    |                 |
| 58.41          | K094 +0.02                     | N   | FR Frontage Rd Left                               | Unk          | Unk           | 2          |            | 24            |             | 0.72  |             |                |                    |                 |
| 58.70          | +0.49                          | N   | SB <a href="#">Projects spanning K94 to K95</a>   | AC           | MBH           | 2          | 10         | 24            | 4           | 0.57  |             | 88             |                    |                 |
| 59.02          | K095 +0.04                     | N   | TI (SB) Valencia Rd (on)                          | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.03  | 24 Jun 2002 |                |                    |                 |
|                |                                | N   | TI (SB) Valencia Rd (on)                          | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.23  | 24 Jun 2002 |                |                    |                 |
| 59.08          | +0.14                          | N   | TI (SB) Valencia Rd WB (off)                      | Unk          | Unk           | 2          | 8          | 24            | 2           | 0.06  | 24 Jun 2002 |                |                    |                 |
| 59.27          | +0.44                          | N   | SB <a href="#">Projects spanning K95 to K96</a>   | AC           | MBH           | 2          | 10         | 36            | 4           | 0.37  |             | 88             |                    |                 |
|                |                                | N   | TI (SB) Valencia Rd WB (off)                      | Unk          | Unk           | 2          | 8          | 24            | 2           | 0.26  | 24 Jun 2002 |                |                    |                 |
| 59.64          | K096 +0.06                     | N   | SB <a href="#">Projects spanning K96 to K97</a>   | AC           | MBH           | 2          | 10         | 24            | 4           | 0.38  |             | 88             |                    |                 |
| 60.02          | +0.66                          | N   | SB  | AC           | AC            | 2          | 10         | 24            | 4           | 1.95  |             | 1993           |                    |                 |
| 60.30          | K097 +0.11                     | N   | VMS (SB) Variable Message Sign #318 (Existing)    |              |               |            |            |               |             |       |             |                |                    |                 |
| 60.52          | +0.46                          | N   | BR (SB) Airport Wash                              |              |               |            |            |               |             |       |             |                | 147 ft Concrete    |                 |
| 61.05          | +1.31                          | N   | TI (SB) Irvington Rd (on)                         | Unk          | Unk           | 2          | 6          | 24            | 6           | 0.24  |             | 85             |                    |                 |
| 61.28          | +1.68                          | N   | TI (SB) Irvington Rd (off)                        | Unk          | Unk           | 2          | 6          | 24            | 6           | 0.23  |             | 85             |                    |                 |
| 61.97          | K099 +0.80                     | N   | SB <a href="#">Projects spanning K99 to K100</a>  | AC           | AC            | 2          | 10         | 30            | 4           | 0.08  |             | 1993           |                    |                 |
| 62.04          | +0.92                          | N   | TI (SB) Ajo Way (on) from S 086 EB                | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.15  |             | 65             |                    |                 |
|                |                                | N   | SB <a href="#">Projects spanning K99 to K100</a>  | AC           | AC            | 2.5        | 10         | 36            | 4           | 0.04  |             | 1993           |                    |                 |
| 62.06          | +0.94                          | N   | TI (SB) Ajo Way (off) from S 086 WB               | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.15  |             | 65             |                    |                 |
| 62.08          | +0.98                          | N   | SB <a href="#">Projects spanning K99 to K100</a>  | AC           | AC            | 2.5        | 10         | 42            | 4           | 0.01  |             | 1993           |                    |                 |
| 62.10          | K100 +0.00                     | N   | SB <a href="#">Projects spanning K100 to K101</a> | AC           | AC            | 2.5        | 10         | 30            | 4           | 0.06  |             | 1993           |                    |                 |
| 62.14          | +0.07                          | N   | TI (SB) Ajo Way WB (off)                          | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.09  |             | 65             |                    |                 |
| 62.16          | +0.11                          | N   | SB <a href="#">Projects spanning K100 to K101</a> | PCC          | PCC           | 2.5        | 10         | 30            | 4           | 0.10  |             | 1993           |                    |                 |
| 62.26          | +0.27                          | N   | SB  | PCC          | PCC           | 2.5        | 10         | 42            | 4           | 0.03  |             | 1993           |                    |                 |
|                |                                | N   | TI (SB) Ajo Way WB (off)                          | Unk          | Unk           | 1          | 8          | 12            | 2           | 0.14  | 20 Aug 2004 |                |                    |                 |
| 62.29          | +0.32                          | N   | SB <a href="#">Projects spanning K100 to K101</a> | PCC          | PCC           | 3          | 10         | 48            | 4           | 0.55  |             | 1993           |                    |                 |

**I 019 at K100+0.32**

**K100+0.32 on I 019**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 019 at K100+0.51**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**K100+0.51 on I 019**

| GIS Route Mile                                      | Distance from Reference Marker | Sym | Data | Surface Type | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|--------------|---------------|---------------|---------------------|---------------|----------------------|--------------|----------------|-----------------------|-----------------|
| 62.41   | K100 +0.51                     | N   | CG   |              |               |               |                     |               |                      | 0.08         | 20 Aug 2004    |                       |                 |
| 62.79   | K101 +0.08                     | N   | CG   |              |               |               |                     |               |                      | 0.06         | 20 Aug 2004    |                       |                 |
| 62.84   | +0.16                          | N   | SB   | PCC          | PCC           | 3             | 10                  | 36            | 4                    | 0.04         | 65             |                       |                 |
|   |                                | N   | TI   |              |               |               |                     |               |                      |              |                |                       |                 |
| 62.88   | +0.22                          | N   | OP   |              |               |               |                     |               |                      |              | 20 Aug 2004    | 210 ft Concrete       |                 |
|   |                                | N   | SB   | PCC          | PCC           | 3             | 10                  | 36            | 4                    | 0.42         | 20 Aug 2004    |                       |                 |
| 63.30   | +0.90                          | N   | SB   | PCC          | PCC           | 2             | 10                  | 24            | 4                    | 0.31         | 20 Aug 2004    |                       |                 |
| 63.35   | +0.98                          | N   | UP   |              |               |               |                     |               |                      |              | 20 Aug 2004    |                       | 30'-07"         |
| 63.40   | +1.05                          | N   | CG   |              |               |               |                     |               |                      | 0.02         | 20 Aug 2004    |                       |                 |
| 63.47   | +1.17                          | N   | OP   |              |               |               |                     |               |                      |              | 20 Aug 2004    | 1994 ft Concrete      |                 |
| 63.51   | +1.24                          | N   | CG   |              |               |               |                     |               |                      | 0.06         | 20 Aug 2004    |                       |                 |
| 63.52   |                                | N   | TI   | PCC          | PCC           | 1             | 8                   | 12            | 2                    | 0.22         | 20 Aug 2004    |                       |                 |
| 63.61   | K102 +0.03                     | N   | J    |              |               |               |                     |               |                      |              |                |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                |     |      |              |               | <b>128.32</b> | <b>3.82</b>         | <b>24.65</b>  | <b>9.81</b>          | <b>63.67</b> | <b>1994.7</b>  | 63.71 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                |     |      |              |               | <b>128.35</b> | <b>9.81</b>         | <b>24.58</b>  | <b>3.82</b>          | <b>63.61</b> | <b>1995.5</b>  |                       |                 |
| <b>Frontage Roads Averages/Totals:</b>              |                                |     |      |              |               | <b>66.32</b>  | <b>2.04</b>         | <b>23.97</b>  | <b>2.45</b>          | <b>33.28</b> |                |                       |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                |     |      |              |               | <b>65.44</b>  | <b>0.87</b>         | <b>24.00</b>  | <b>0.87</b>          | <b>32.72</b> |                |                       |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on I 040**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 040 - Cardinal (low to higher reference marker)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J (EB) California State Line (Topock)             |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB Inside Mohave County                           |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB <a href="#">Projects spanning M0 to M1</a>     | AC           | AC            | 2          | 4                   | 24            | 10                   | 2.36  | May 1998       |                    |                 |
|  |                                | A   | BR Colorado River                                 |              |               |            |                     |               |                      |       | 1966           | 1294 ft Steel      |                 |
|  |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 13.91 |                |                    |                 |
| 0.19   | +0.18                          | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.37  |                |                    |                 |
| 0.42   | +0.42                          | C   | TI (EB) Topock Rd (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.13  | May 1998       |                    |                 |
| 0.55   | +0.54                          | A   | UP Exit #1 at Mohave Valley Hwy & Topock Rd       |              |               |            |                     |               |                      |       | May 1998       |                    | 16'-04"         |
|  |                                | A   | TI (NB/SB) Mohave Valley Hwy & Topock Rd Crossing | Unk          | Unk           | 2          |                     | 24            |                      | 0.04  |                |                    |                 |
|  |                                | C   | TI (EB) Topock Rd (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.17  | May 1998       |                    |                 |
| 2.36   | M002 +0.36                     | C   | EB <a href="#">Projects spanning M2 to M3</a>     | AC           | AC            | 2          | 4                   | 24            | 10                   | 5.93  | 09 Jul 2003    |                    |                 |
| 2.67   | +0.67                          | C   | TI (EB) Needle Mountain Rd (off)                  | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.32  | May 1998       |                    |                 |
| 2.98   | +0.97                          | C   | X WIM Unit (right lane)                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 2.99   | M003 +0.00                     | C   | TI (EB) Needle Mountain Rd (on)                   | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.29  | May 1998       |                    |                 |
|  |                                | A   | UP Exit #2 at Needle Mountain Rd                  |              |               |            |                     |               |                      |       | 1976           |                    | 17'-01"         |
|  |                                | A   | TI (NB/SB) Needle Mountain Crossing               | Unk          | Unk           | 2          |                     | 24            |                      | 0.36  |                |                    |                 |
|  |                                | C   | FR Frontage Rd Right                              | Unk          | Unk           | 2          |                     | 24            |                      | 1.01  |                |                    |                 |
| 3.58   | +0.59                          | C   | WS (EB) Weigh Station (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 2                    | 0.19  |                |                    |                 |
| 3.76   | +0.77                          | C   | WS (EB) Weigh Station                             | Unk          | Unk           | 1          | 2                   | 12            | 2                    | 0.12  |                |                    |                 |
| 3.88   | +0.88                          | C   | WS (EB) Weigh Station (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 2                    | 0.24  |                |                    |                 |
| 3.91   | +0.91                          | C   | WS (EB) Weigh Station (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 2                    | 0.07  |                |                    |                 |
| 7.70   | M007 +0.70                     | C   | VMS (EB) Variable Message Sign #406 (Operational) |              |               |            |                     |               |                      |       | Sep 2000       |                    |                 |
| 8.29   | M008 +0.29                     | C   | EB <a href="#">Projects spanning M8 to M9</a>     | AC           | AC            | 2          | 4                   | 24            | 10                   | 5.62  | 1998           |                    |                 |
| 9.57   | M009 +0.56                     | C   | TI (EB) S 095 South (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | 72             |                    |                 |
| 9.79   | +0.79                          | C   | TI (EB) S 095 (on)                                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 72             |                    |                 |
|  |                                | A   | UP Exit #9 at S 095 S                             |              |               |            |                     |               |                      |       | 1972           |                    | 16'-02"         |
| 11.05  | M011 +0.04                     | C   | BR (EB) Boulder Wash                              |              |               |            |                     |               |                      |       | 1972           | 141 ft Concrete    |                 |
| 11.39  | +0.38                          | C   | BR (EB) Chemehuevi Wash                           |              |               |            |                     |               |                      |       | 1972           | 142 ft Concrete    |                 |
| 12.85  | M012 +0.84                     | C   | FR Two Way Frontage Rd Right                      | Unk          | BST           | 2          | 1                   | 24            | 1                    | 0.52  |                |                    |                 |
| 12.93  | +0.92                          | C   | TI (EB) Franconia (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | 72             |                    |                 |
| 13.16  | M013 +0.15                     | A   | TI (NB/SB) Franconia Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.12  |                |                    |                 |
|  |                                | C   | TI (EB) Franconia (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.17  | 72             |                    |                 |
|  |                                | A   | UP Exit #13 at Franconia Rd                       |              |               |            |                     |               |                      |       | 1972           |                    | 18'-01"         |
| 13.62  | +0.61                          | C   | BR (EB) Franconia Wash                            |              |               |            |                     |               |                      |       | 1972           | 164 ft Concrete    |                 |
| 13.91  | +0.90                          | C   | EB <a href="#">Projects spanning M13 to M14</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.04  | 1999           |                    |                 |
|  |                                | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 35.76 |                |                    |                 |
| 14.95  | M014 +0.94                     | C   | EB <a href="#">Projects spanning M14 to M15</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.07  | Jan 2000       |                    |                 |

**I 040 at M014+0.94**

**M014+0.94 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M014+0.98**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M014+0.98 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 14.99          | M014 +0.98                     | C   | BR   | (EB) Buck Mountain Wash                      |               |            |                     |               |                      |       | 1968           | 387 ft Concrete    |                 |
| 15.02          | +1.02                          | C   | EB   | <a href="#">Projects spanning M14 to M15</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1999           |                    |                 |
| 16.22          | M016 +0.20                     | C   | FR   | Two Way Frontage Rd Right                    | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 4.00           |                    |                 |
| 18.33          | M018 +0.33                     | C   | BR   | (EB) Illavar Wash                            |               |            |                     |               |                      |       | 1969           | 93 ft Concrete     |                 |
| 20.14          | M020 +0.14                     | A   | TI   | (NB/SB) Gem Acres Rd Crossing                | Unk           | Unk        | 2                   |               | 24                   |       | 0.28           |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                    | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 1.68           |                    |                 |
|                |                                | C   | TI   | (EB) Gem Acres Rd (on)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.25           | 67                 |                 |
|                |                                | C   | UP   | (EB) Exit #20 at Gem Acres Rd                |               |            |                     |               |                      |       | 1967           |                    | 17'-11"         |
| 20.21          | +0.20                          | C   | TI   | (EB) Gem Acres Rd (off)                      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.14           | 67                 |                 |
| 21.75          | M021 +0.73                     | A   | UP   | Happy Jack Rd                                |               |            |                     |               |                      |       | 1967           |                    | 17'-06"         |
| 22.70          | M022                           | C   | RA   | (EB) Haviland Rest Area (off)                | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.13           |                    |                 |
| 22.83          | +0.85                          | C   | RA   | (EB) Haviland Rest Area                      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.10           |                    |                 |
| 22.92          | +0.95                          | C   | RA   | (EB) Haviland Rest Area (on)                 | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           |                    |                 |
| 23.65          | M023 +0.64                     | C   | BR   | (EB) Mackenzie Wash                          |               |            |                     |               |                      |       | 1967           | 210 ft Concrete    |                 |
| 24.14          | M024 +0.13                     | C   | FR   | Two Way Frontage Rd Right                    | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 1.09           |                    |                 |
| 25.04          | M025 +0.02                     | C   | TI   | (EB) West Yucca/Alamo Rd (off)               | Unk           | Unk        | 1.3125              | 2             | 15.75                | 8     | 0.18           | 09 Dec 2002        |                 |
| 25.19          | +0.18                          | A   | TI   | (EB/WB) Cal-Ari Dr Crossing                  | Unk           | Unk        | 2                   |               | 24                   |       | 0.20           |                    |                 |
|                |                                | A   | UP   | Exit #25 at Alamo Rd (W of Yucca)            |               |            |                     |               |                      |       | 1967           |                    | 17'-00"         |
|                |                                | C   | FR   | Two Way Frontage Rd Right                    | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 1.02           |                    |                 |
| 25.73          | +0.71                          | A   | UP   | Yucca Pedestrian OP                          |               |            |                     |               |                      |       | 1966           |                    | 17'-06"         |
| 26.06          | M026 +0.04                     | C   | TI   | (EB) East Yucca/Proving Ground Rd (off)      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.13           | 66                 |                 |
| 26.18          | +0.17                          | A   | UP   | Exit #26 at Ford Proving Ground Rd           |               |            |                     |               |                      |       | 1966           |                    | 16'-01"         |
|                |                                | A   | TI   | (EB/WB) National Old Trail Hwy Crossing      | Unk           | Unk        | 2                   |               | 24                   |       | 0.22           |                    |                 |
|                |                                | C   | TI   | (EB) East Yucca/Proving Ground Rd (on)       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.21           | 66                 |                 |
| 27.02          | M027 +0.01                     | C   | OP   | (EB) Burlington Northern Santa Fe RR         |               |            |                     |               |                      |       | 1966           | 219 ft Steel       |                 |
| 28.54          | M028 +0.53                     | C   | TI   | (EB) Old Trails Rd (off)                     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.23           |                    | 66              |
| 28.75          | +0.74                          | C   | TI   | (EB) Old Trails Rd (on)                      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.24           | 66                 |                 |
|                | +0.75                          | A   | UP   | Exit #28 at Old Trails Rd                    |               |            |                     |               |                      |       | 1966           |                    | 16'-09"         |
|                |                                | A   | TI   | (EB/WB) Old Trails Rd Crossing               | Unk           | Unk        | 2                   |               | 24                   |       | 0.22           |                    |                 |
| 32.16          | M032 +0.14                     | C   | BR   | (EB) Walnut Creek                            |               |            |                     |               |                      |       | 1952           | 141 ft Concrete    |                 |
| 34.83          | M034 +0.81                     | C   | BR   | (EB) Black Rock Wash                         |               |            |                     |               |                      |       | 1952           | 140 ft Concrete    |                 |
| 36.82          | M036                           | C   | TI   | (EB) Griffith Rd (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.24           | 66                 |                 |
| 37.03          | M037 +0.02                     | A   | TI   | (EB/WB) Griffith Rd Crossing                 | Unk           | Unk        | 2                   |               | 24                   |       | 0.23           |                    |                 |
|                |                                | A   | UP   | Exit #37 at Griffith Rd                      |               |            |                     |               |                      |       | 1966           |                    | 16'-03"         |
|                |                                | C   | TI   | (EB) Griffith Rd (on)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.20           | 66                 |                 |
| 40.42          | M040 +0.41                     | C   | BR   | (EB) Griffith Wash                           |               |            |                     |               |                      |       | 1952           | 140 ft Concrete    |                 |
| 41.92          | M041 +0.90                     | C   | FR   | Two Way Frontage Rd Right                    | Unk           | MBH        | 2                   | 2             | 24                   | 2     | 2.39           |                    |                 |
| 43.00          | M043 +0.00                     | C   | EB   | <a href="#">Projects spanning M43 to M44</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 6.67           | Mar 2000           |                 |
| 44.03          | M044 +0.03                     | C   | TI   | (EB) McConnico/Oatman Rd (off)               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.28           | 78                 |                 |

**I 040 at M044+0.03**

**M044+0.03 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M044+0.32**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M044+0.32 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 44.32          | M044 +0.32                     | A   | TI   | (NB/SB) McConnico/Oatman Rd Crossing           | Unk           | Unk        | 2                   | 24            |                      | 0.47  |                |                    |                 |
|                |                                | C   | TI   | (EB) McConnico/Oatman Rd (on)                  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.27           | 78                 |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 2             | 24                   | 2     | 4.98           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #44 at McConnico Rd                  |               |            |                     |               |                      |       |                | 1978               | 134 ft Concrete |
| 45.00          | M045 +0.00                     | C   | VMS  | (EB) Variable Message Sign #78 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 45.15          | +0.15                          | A   | UP   | Burlington Northern Santa Fe RR                |               |            |                     |               |                      |       |                | 1978               | 16'-03"         |
| 46.16          | M046 +0.16                     | A   | J    | Restricted Median Cross-Over (Unpaved) -- [U]  |               |            |                     |               |                      |       |                |                    |                 |
| 46.34          | +0.34                          | A   | J    | Restricted Median Cross-Over (Unpaved) -- [U]  |               |            |                     |               |                      |       |                |                    |                 |
| 46.74          | +0.74                          | C   | BR   | (EB) Holy Moses Wash                           |               |            |                     |               |                      |       |                | 1980               | 204 ft Concrete |
| 47.11          | M047 +0.11                     | A   | J    | Restricted Median Cross-Over (Unpaved) -- [U]  |               |            |                     |               |                      |       |                |                    |                 |
| 47.90          | +0.89                          | A   | JB   | SCL Kingman Elev 3345                          |               |            |                     |               |                      |       |                |                    |                 |
| 48.19          | M048 +0.19                     | A   | J    | Restricted Median Cross-Over (Unpaved) -- [U]  |               |            |                     |               |                      |       |                |                    |                 |
| 48.64          | +0.63                          | C   | TI   | (EB) W Kingman/Beale St (off)                  | Unk           | Unk        | 2                   | 3             | 24                   | 4     | 0.23           | Jul 1999           |                 |
| 48.86          | +0.86                          | C   | TI   | (EB) W Kingman/Beale St (on)                   | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.23           | Jul 1999           |                 |
|                |                                | C   | UB   | SUB Kingman                                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP   | (EB) Exit #48 at U 093 N & SB040(0) & Beale St |               |            |                     |               |                      |       |                | 1980               | 142 ft Concrete |
| 49.49          | M049 +0.55                     | C   | JB   | Temp Leave Kingman                             |               |            |                     |               |                      |       |                |                    |                 |
| 49.67          | +0.73                          | C   | EB   | <a href="#">Projects spanning M49 to M50</a>   | AC            | MBH        | 2                   | 4             | 24                   | 10    | 3.86           | Mar 2000           |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 3.86           |                    |                 |
| 49.75          | +0.81                          | C   | BR   | (EB) Clack Canyon Rd                           |               |            |                     |               |                      |       |                | 1980               | 320 ft Concrete |
| 50.12          | M050 +0.12                     | C   | OP   | (EB) White Cliff                               |               |            |                     |               |                      |       |                | 1980               | 132 ft Concrete |
| 50.27          | +0.27                          | C   | JB   | Reenter Kingman                                |               |            |                     |               |                      |       |                |                    |                 |
| 51.40          | M051 +0.45                     | C   | TI   | (EB) Stockton Hill Rd (off)                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.28           | 80                 |                 |
| 51.68          | +0.74                          | C   | TI   | (EB) Stockton Hill Rd (on)                     | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.32           | 80                 |                 |
| 51.69          |                                | C   | OP   | (EB) Exit #52 at Stockton Hill Rd              |               |            |                     |               |                      |       |                | 1980               | 142 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Stockton Hill Rd Crossing              | Unk           | Unk        | 2                   |               | 24                   |       | 0.12           |                    |                 |
| 52.29          | M052 +0.29                     | C   | OP   | (EB) Harrison St                               |               |            |                     |               |                      |       |                | 1980               | 97 ft Concrete  |
| 52.92          | +0.91                          | C   | TI   | (EB) E Kingman/Andy Devine Ave (off)           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.13           | Jul 1999           |                 |
| 53.03          | M053 +0.03                     | C   | TI   | (EB) E Kingman/Andy Devine Ave (on)            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.23           | Jul 1999           |                 |
| 53.07          | +0.07                          | C   | OP   | (EB) Exit #53 at SB040(0) W & S 066 E          |               |            |                     |               |                      |       |                | Jul 1999           | 213 ft Concrete |
| 53.10          | +0.10                          | C   | EQ   | MP 53.10 Back Equals MP 53.55 Ahead            |               |            |                     |               |                      |       |                |                    |                 |
| 53.24          | +0.24                          | C   | OP   | (EB) Burlington Northern Santa Fe RR           |               |            |                     |               |                      |       |                | 1970               | 340 ft Steel    |
| 53.53          | +0.53                          | C   | EB   | <a href="#">Projects spanning M53 to M54</a>   | AC            | AC         | 2                   | 4             | 24                   | 10    | 9.02           | Mar 2000           |                 |
|                |                                | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 17.82          |                    |                 |
| 55.34          | M055 +0.78                     | C   | UB   | EUB Kingman                                    |               |            |                     |               |                      |       |                |                    |                 |
| 56.49          | M056 +0.93                     | C   | BR   | (EB) Rattlesnake Wash                          |               |            |                     |               |                      |       |                | 1967               | 164 ft Concrete |
| 58.88          | M059 +0.31                     | C   | TI   | (EB) D W Ranch Rd (off)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.34           | 67                 |                 |
| 59.21          | +0.65                          | A   | UP   | Exit #59 at D W Ranch Rd                       |               |            |                     |               |                      |       |                | 1967               | 16'-11"         |
|                |                                | A   | TI   | (NB/SB) D W Ranch Rd Crossing                  | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.12           | 67                 |                 |

**I 040 at M059+0.65**

**M059+0.65 on I 040**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M059+0.65**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M059+0.65 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 59.21          | M059 +0.65                     | C   | TI (EB) D W Ranch Rd (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.19  | 67             |                    |                 |
| 59.65          | M060 +0.11                     | C   | BR (EB) Frees Wash                                |              |               |            |                     |               |                      |       |                | 141 ft Concrete    |                 |
| 62.55          | M062 +0.99                     | C   | EB <a href="#">Projects spanning M62 to M63</a>   | AC           | MBH           | 2          | 4                   | 24            | 10                   | 16.36 | Mar 2000       |                    |                 |
| 65.83          | M066 +0.28                     | C   | TI (EB) Blake Ranch Rd (off)                      | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 66             |                    |                 |
| 66.02          | +0.46                          | C   | OP (EB) Exit #66 at Blake Ranch Rd                |              |               |            |                     |               |                      |       | 1966           | 89 ft Concrete     |                 |
|                |                                | A   | TI (NB/SB) Blake Ranch Rd Crossing                | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | TI (EB) Blake Ranch Rd (on)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 66             |                    |                 |
| 68.85          | M069 +0.30                     | C   | VMS (EB) Variable Message Sign #376 (Operational) |              |               |            |                     |               |                      |       | Sep 2000       |                    |                 |
| 71.35          | M071 +0.80                     | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 68.09 |                |                    |                 |
|                |                                | C   | TI (EB) Round Valley (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.31  | 63             |                    |                 |
| 71.52          | +0.97                          | A   | TI (NB/SB) U 093 Crossing                         | AC           | MBH           | 2          | 8                   | 24            | 8                    | 0.32  | 65             |                    |                 |
|                |                                | A   | UP Exit #71 at U 093 S (Round Valley)             |              |               |            |                     |               |                      |       | 1963           |                    | 16'-04"         |
| 71.60          | M072 +0.07                     | C   | TI (EB) Round Valley (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.04  | 63             |                    |                 |
| 71.63          | +0.09                          | C   | TI (EB) Round Valley (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.29  | 63             |                    |                 |
| 73.05          | M073 +0.50                     | C   | BR (EB) Peacock Wash                              |              |               |            |                     |               |                      |       | 1966           | 239 ft Concrete    |                 |
| 74.96          | M075 +0.41                     | C   | BR (EB) Big Sandy Wash                            |              |               |            |                     |               |                      |       | 1966           | 286 ft Concrete    |                 |
| 74.99          | +0.44                          | C   | OP (EB) Hackberry Rd                              |              |               |            |                     |               |                      |       | 1966           | 108 ft Concrete    |                 |
|                |                                | C   | EQ MP 75.44 Back Equals MP 75.56 Ahead            |              |               |            |                     |               |                      |       |                |                    |                 |
| 76.55          | M077 +0.12                     | C   | FR Frontage Rd Right                              | Unk          | Unk           | 2          |                     | 24            |                      | 2.77  |                |                    |                 |
| 78.72          | M079 +0.29                     | C   | TI (EB) Silver Springs Rd (off)                   | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.19  | 71             |                    |                 |
| 78.90          | +0.48                          | C   | OP (EB) Exit #79 at Silver Springs Rd             |              |               |            |                     |               |                      |       | 1971           | 107 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Silver Springs Rd Crossing             | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | TI (EB) Silver Springs Rd (on)                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.20  | 71             |                    |                 |
| 78.91          | +0.49                          | C   | EB <a href="#">Projects spanning M79 to M80</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 4.25  | 29 Sep 2004    |                    |                 |
| 82.56          | M083 +0.13                     | C   | BR (EB) Willow Creek #1                           |              |               |            |                     |               |                      |       | 1972           | 284 ft Concrete    |                 |
| 82.69          | +0.26                          | C   | BR (EB) Willow Creek #2                           |              |               |            |                     |               |                      |       | 1972           | 351 ft Concrete    |                 |
| 82.98          | +0.56                          | C   | BR (EB) Willow Creek #3                           |              |               |            |                     |               |                      |       | 1972           | 277 ft Concrete    |                 |
| 83.17          | +0.74                          | C   | EB <a href="#">Projects spanning M83 to M84</a>   | AC           | AC            | 2          | 3.5                 | 25            | 9.5                  | 2.54  | 29 Sep 2004    |                    |                 |
| 83.19          | +0.76                          | C   | BR (EB) Willow Creek #4                           |              |               |            |                     |               |                      |       | 1972           | 409 ft Concrete    |                 |
| 84.69          | M085 +0.26                     | C   | BR (EB) Willow Creek #5                           |              |               |            |                     |               |                      |       | 1976           | 576 ft Concrete    |                 |
| 85.71          | M086 +0.28                     | C   | EB <a href="#">Projects spanning M86 to M87</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.38  | Mar 2000       |                    |                 |
| 86.63          | M087 +0.21                     | C   | TI (EB) Willows Ranch Rd (off)                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.34  | Nov 1999       |                    |                 |
| 86.98          | +0.55                          | C   | TI (EB) Willows Ranch Rd (on)                     | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.30  | Nov 1999       |                    |                 |
| 87.01          | +0.58                          | A   | TI (NB/SB) Willows Ranch Rd Crossing              | Unk          | Unk           | 2          |                     | 24            |                      | 0.17  |                |                    |                 |
|                |                                | A   | UP Exit #87 at Willow Ranch Rd                    |              |               |            |                     |               |                      |       | Nov 1999       |                    | 16'-03"         |
| 87.09          | +0.67                          | C   | EB <a href="#">Projects spanning M87 to M88</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.19  | 18 Sep 2003    |                    |                 |
| 87.28          | +0.85                          | C   | EB  | AC           | AC            | 2          | 4                   | 36            | 10                   | 1.88  | 18 Sep 2003    |                    |                 |
| 89.16          | M089 +0.76                     | C   | EB <a href="#">Projects spanning M89 to M90</a>   | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.17  | 18 Sep 2003    |                    |                 |
| 89.33          | +0.93                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 13.19 | Mar 2000       |                    |                 |

**I 040 at M089+0.93**

**M089+0.93 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M091+0.51**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M091+0.51 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 90.94          | M091 +0.51                     | C   | TI (EB) Fort Rock Rd (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | Nov 1999       |                    |                 |
| 91.12          | +0.69                          | A   | TI (NB/SB) Fort Rock Rd Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.11  |                |                    |                 |
|                |                                | C   | TI (EB) Fort Rock Rd (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | Nov 1999       |                    |                 |
|                |                                | A   | UP Exit #91 at Fort Rock Rd                       |              |               |            |                     |               |                      |       | Nov 1999       |                    | 16'-07"         |
| 92.95          | M093 +0.52                     | C   | JB Yavapai County                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 93.88          | M094 +0.46                     | C   | OP (EB) Echeverria                                |              |               |            |                     |               |                      |       | 1977           | 158 ft Concrete    |                 |
| 95.28          | M095 +0.86                     | C   | TI (EB) Cross Mountain Rd (off)                   | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.17  | Nov 1999       |                    |                 |
| 95.45          | M096 +0.03                     | C   | OP (EB) Exit #96 at Cross Mountain Rd             |              |               |            |                     |               |                      |       | Nov 1999       | 107 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Cross Mountain Rd Crossing             | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | TI (EB) Cross Mountain Rd (on)                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.32  | Nov 1999       |                    |                 |
| 102.52         | M103 +0.10                     | C   | EB <a href="#">Projects spanning M103 to M104</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 4.51  | Mar 2000       |                    |                 |
| 102.82         | +0.40                          | C   | TI (EB) Jolly Rd (off)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 74             |                    |                 |
| 102.99         | +0.57                          | A   | UP Exit #103 at Jolly Rd                          |              |               |            |                     |               |                      |       | 1974           |                    | 16'-07"         |
|                |                                | A   | TI (NB/SB) Jolly Rd Crossing                      | Unk          | Unk           | 2          |                     | 24            |                      | 0.11  |                |                    |                 |
|                |                                | C   | TI (EB) Jolly Rd (on)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 74             |                    |                 |
|                |                                | C   | FR Frontage Rd Right                              | Unk          | Unk           | 2          |                     | 24            |                      | 6.37  |                |                    |                 |
| 107.03         | M107 +0.61                     | C   | EB <a href="#">Projects spanning M107 to M108</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.05  | Nov 2000       |                    |                 |
| 107.05         | +0.63                          | C   | BR (EB) Markham Wash                              |              |               |            |                     |               |                      |       | 1972           | 289 ft Concrete    |                 |
| 107.08         | +0.66                          | C   | EB <a href="#">Projects spanning M107 to M108</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 18.34 | Mar 2000       |                    |                 |
| 108.82         | M109 +0.42                     | C   | TI (EB) Anvil Rock Rd (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 73             |                    |                 |
| 109.07         | +0.67                          | A   | UP Exit #109 at Anvil Rock Rd                     |              |               |            |                     |               |                      |       | 1973           |                    | 17'-04"         |
|                |                                | A   | TI (NB/SB) Anvil Rock Rd Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.14  |                |                    |                 |
|                |                                | C   | TI (EB) Anvil Rock Rd (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 73             |                    |                 |
| 109.08         | +0.68                          | C   | FR Frontage Rd Right                              | Unk          | Unk           | 2          |                     | 24            |                      | 3.05  |                |                    |                 |
| 112.24         | M112 +0.82                     | C   | OP (EB) Audley Rd                                 |              |               |            |                     |               |                      |       | 1971           | 159 ft Concrete    |                 |
| 117.30         | M117 +0.89                     | C   | UP (EB) Canyon Mouth Dam                          |              |               |            |                     |               |                      |       | 1967           |                    | 16'-02"         |
| 120.34         | M120 +0.92                     | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.14  |                |                    |                 |
| 120.35         | +0.93                          | C   | TI (EB) W Seligman (off)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.12  | 67             |                    |                 |
| 120.47         | M121 +0.05                     | C   | TI (EB) W Seligman (on)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 67             |                    |                 |
| 120.49         | +0.07                          | A   | UP Exit #121 at SB040(1) (W of Seligman)          |              |               |            |                     |               |                      |       | 1967           |                    | 16'-02"         |
| 121.98         | M122 +0.57                     | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.77  |                |                    |                 |
| 122.54         | M123 +0.12                     | C   | TI (EB) E Seligman (off)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | Jul 1999       |                    |                 |
| 122.72         | +0.31                          | C   | TI (EB) E Seligman (on)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  | Jul 1999       |                    |                 |
|                |                                | C   | OP (EB) Exit #123 at SB040(1) (E of Seligman)     |              |               |            |                     |               |                      |       | Jul 1999       | 108 ft Concrete    |                 |
| 125.42         | M126 +0.00                     | C   | EB <a href="#">Projects spanning M126 to M127</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 6.03  | 92             |                    |                 |
| 131.45         | M132 +0.04                     | C   | EB <a href="#">Projects spanning M132 to M133</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 4.69  | 89             |                    |                 |
| 136.14         | M136 +0.69                     | C   | EB <a href="#">Projects spanning M136 to M137</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.20  | 30 Oct 2003    |                    |                 |
| 136.34         | +0.89                          | C   | EB  | AC           | MBH           | 2          | 4                   | 24            | 10                   | 1.87  | 89             |                    |                 |
| 138.21         | M138 +0.78                     | C   | EB <a href="#">Projects spanning M138 to M139</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 4.01  | 03 Dec 2001    |                    |                 |

**I 040 at M138+0.78**

**M138+0.78 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M139+0.70**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M139+0.70 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 139.13         | M139 +0.70                     | C   | TI (EB) Crookton Rd (off)                               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  | 66             |                    |                 |
| 139.28         | +0.85                          | A   | TI (NB/SB) Crookton Rd Crossing                         | Unk          | Unk           | 2          |                     | 24            |                      | 0.08  |                |                    |                 |
|                |                                | C   | TI (EB) Crookton Rd (on)                                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  | 66             |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                            | Unk          | BST           | 2          | 1                   | 24            | 1                    | 4.56  |                |                    |                 |
|                |                                | A   | UP Exit #139 at Crookton Rd                             |              |               |            |                     |               |                      |       | 1966           |                    | 17'-07"         |
| 139.44         | M140 +0.01                     | C   | MD 76 ft Soil Median                                    |              |               |            |                     |               |                      | 4.32  |                |                    |                 |
| 141.97         | M142 +0.54                     | C   | BR (EB) Partridge Creek                                 |              |               |            |                     |               |                      |       | 1964           | 146 ft Steel       |                 |
| 142.22         | +0.80                          | C   | EB <a href="#">Projects spanning M142 to M143</a>       | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.47  | 81             |                    |                 |
| 143.42         | M144 +0.00                     | C   | VMS (EB) Variable Message Sign #372 (Existing)          |              |               |            |                     |               |                      |       |                |                    |                 |
| 143.69         | +0.27                          | C   | EB <a href="#">Projects spanning M144 to M145</a>       | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.07  | 81             |                    |                 |
| 143.70         |                                | C   | OP (EB) Burlington Northern Santa Fe RR                 |              |               |            |                     |               |                      |       | 1964           | 115 ft Concrete    |                 |
| 143.76         | +0.33                          | C   | EB <a href="#">Projects spanning M144 to M145</a>       | AC           | MBH           | 2          | 4                   | 24            | 10                   | 3.75  | 1996           |                    |                 |
|                |                                | C   | MD 80 ft Soil Median                                    |              |               |            |                     |               |                      | 3.75  |                |                    |                 |
| 144.10         | +0.67                          | C   | TI (EB) W Ash Fork (off)                                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 79             |                    |                 |
| 144.35         | +0.93                          | C   | TI (EB) W Ash Fork (on)                                 | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.28  | 79             |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                            | Unk          | BST           | 2          | 1                   | 24            | 1                    | 0.96  |                |                    |                 |
| 144.37         | +0.94                          | C   | OP (EB) Exit #145 at SB040(2) (W of Ash Fork)           |              |               |            |                     |               |                      |       | 1979           | 153 ft Concrete    |                 |
| 145.45         | M146 +0.02                     | C   | TI (EB) E Ash Fork (off)                                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | 79             |                    |                 |
| 145.58         | +0.15                          | C   | BR (EB) Ash Fork Draw                                   |              |               |            |                     |               |                      |       | 1979           | 172 ft Concrete    |                 |
| 145.68         | +0.25                          | C   | TI (EB) E Ash Fork (on)                                 | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.35  | 79             |                    |                 |
| 145.69         | +0.26                          | C   | OP (EB) Exit #146 at S 089 S & SB040(2) (E of Ash Fork) |              |               |            |                     |               |                      |       | 1979           | 182 ft Concrete    |                 |
| 146.48         | M147 +0.06                     | C   | JB Enter Kaibab NF                                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 146.98         | +0.56                          | C   | FR Two Way Frontage Rd Right                            | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.79  |                |                    |                 |
|                |                                | C   | JB Leave Kaibab NF                                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 147.50         | M148 +0.08                     | C   | JB Coconino County                                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 147.51         | +0.09                          | C   | EB <a href="#">Projects spanning M148 to M149</a>       | AC           | MBH           | 2          | 4                   | 24            | 10                   | 1.51  | 1993           |                    |                 |
|                |                                | C   | MD Variable Soil Median                                 |              |               |            |                     |               |                      | 18.39 |                |                    |                 |
| 147.68         | +0.26                          | A   | UP Exit #148 at County Line Rd                          |              |               |            |                     |               |                      |       | 1964           |                    | 16'-01"         |
|                |                                | A   | TI (NB/SB) County Line Rd Crossing                      | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
| 147.75         | +0.32                          | C   | TI (EB) County Line Rd (off)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.05  | 64             |                    |                 |
|                | +0.33                          | C   | TI (EB) County Line Rd (on)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.09  | 64             |                    |                 |
| 148.43         | M149 +0.00                     | C   | TI (EB) Monte Carlo Rd (off)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.16  | 64             |                    |                 |
| 148.57         | +0.15                          | C   | OP (EB) Exit #149 at Monte Carlo Rd                     |              |               |            |                     |               |                      |       | 1964           | 79 ft Concrete     |                 |
|                |                                | C   | TI (EB) Monte Carlo Rd (on)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.13  | 64             |                    |                 |
|                |                                | A   | TI (NB/SB) Monte Carlo Rd Crossing                      | Unk          | Unk           | 2          |                     | 24            |                      | 0.19  |                |                    |                 |
| 149.02         | +0.59                          | C   | EB <a href="#">Projects spanning M149 to M150</a>       | AC           | MBH           | 2          | 4                   | 24            | 10                   | 2.51  | 1996           |                    |                 |
| 151.11         | M151 +0.68                     | C   | TI (EB) Welch Rd (off)                                  | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.10  | 64             |                    |                 |
| 151.16         | +0.74                          | C   | TI (EB) Welch Rd (on)                                   | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.04  | 64             |                    |                 |
| 151.23         | +0.80                          | A   | TI (NB/SB) Welch Rd Crossing                            | Unk          | Unk           | 2          |                     | 24            |                      | 0.25  |                |                    |                 |

**I 040 at M151+0.80**

**M151+0.80 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M151+0.80**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M151+0.80 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 151.23         | M151 +0.80                     | C   | OP   | (EB) Exit #151 at Welch Rd                     |               |            |                     |               |                      |       | 1964           | 83 ft Concrete     |                 |
| 151.53         | M152 +0.12                     | C   | EB   | <a href="#">Projects spanning M152 to M153</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.05           | 30 Sep 2003        |                 |
| 152.58         | M153 +0.16                     | C   | EB   | <a href="#">Projects spanning M153 to M154</a> | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.06           | 30 Sep 2003        |                 |
| 152.64         | +0.22                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 2.74           | 30 Sep 2003        |                 |
| 155.38         | M155 +0.96                     | C   | EB   | <a href="#">Projects spanning M155 to M156</a> | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.18           | 30 Sep 2003        |                 |
| 155.56         | M156 +0.15                     | C   | EB   | <a href="#">Projects spanning M156 to M157</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.46           | 30 Sep 2003        |                 |
| 155.78         | +0.37                          | C   | JB   | Leave Kaibab NF                                |               |            |                     |               |                      |       |                |                    |                 |
| 155.91         | +0.49                          | C   | JB   | Enter Kaibab NF                                |               |            |                     |               |                      |       |                |                    |                 |
| 156.52         | M157 +0.11                     | C   | JB   | Leave Kaibab NF                                |               |            |                     |               |                      |       |                |                    |                 |
| 156.77         | +0.36                          | C   | JB   | Enter Kaibab NF                                |               |            |                     |               |                      |       |                |                    |                 |
| 157.05         | +0.65                          | C   | TI   | (EB) Devil Dog Rd (off)                        | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.12           | 66                 |                 |
| 157.12         | +0.71                          | C   | TI   | (EB) Devil Dog Rd (on)                         | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.09           | 66                 |                 |
| 157.20         | +0.79                          | A   | TI   | (NB/SB) Devil Dog Rd Crossing                  | Unk           | Unk        | 2                   |               | 24                   |       | 0.27           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #157 at Devil Dog Rd                 |               |            |                     |               |                      |       |                | 1966               | 81 ft Concrete  |
| 158.02         | M158 +0.61                     | C   | EB   | <a href="#">Projects spanning M158 to M159</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.01           | 30 Sep 2003        |                 |
| 158.03         | +0.62                          | C   | EB   |  | AC            | MBH        | 2                   | 4             | 24                   | 10    | 8.17           | Sep 1998           |                 |
| 158.81         | M159 +0.39                     | C   | JB   | WCL Williams Elev 6750                         |               |            |                     |               |                      |       |                |                    |                 |
| 159.41         | M160 +0.00                     | C   | VMS  | (EB) Variable Message Sign #67 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 160.40         | +0.99                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.62           |                    |                 |
| 161.02         | M161 +0.61                     | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 2             | 24                   | 2     | 0.64           |                    |                 |
|                |                                | C   | TI   | (EB) W Williams (off)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.37           | Sep 1998           |                 |
| 161.38         | +0.97                          | A   | UP   | Exit #161 at Golf Course Dr (W Williams)       |               |            |                     |               |                      |       |                | Sep 1998           | 18'-02"         |
|                |                                | A   | TI   | (EB/WB) W Williams Crossing                    | Unk           | Unk        | 2                   |               | 24                   |       | 0.36           |                    |                 |
| 161.40         | +0.99                          | C   | TI   | (EB) W Williams (on)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.26           | Sep 1998           |                 |
| 161.77         | M162 +0.37                     | C   | OP   | (EB) Burlington Northern Santa Fe RR           |               |            |                     |               |                      |       |                | 1982               | 244 ft Steel    |
| 162.65         | M163 +0.24                     | C   | TI   | (EB) Grand Canyon Blvd (off)                   | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.30           | Sep 1998           |                 |
| 162.95         | +0.54                          | C   | TI   | (EB) Grand Canyon Blvd (on)                    | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.31           | Sep 1998           |                 |
|                |                                | C   | OP   | (EB) Exit #163 at Grand Canyon Blvd            |               |            |                     |               |                      |       |                | Sep 1998           | 114 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Grand Canyon Blvd Crossing             | Unk           | Unk        | 2                   |               | 24                   |       | 0.09           |                    |                 |
| 163.37         | +0.96                          | C   | OP   | (EB) Airport Rd                                |               |            |                     |               |                      |       |                | 1982               | 115 ft Concrete |
| 163.72         | M164 +0.31                     | C   | OP   | (EB) Grand Canyon RR                           |               |            |                     |               |                      |       |                | 1982               | 249 ft Concrete |
| 164.17         | +0.76                          | C   | OP   | (EB) Kaibab Estate                             |               |            |                     |               |                      |       |                | 1982               | 79 ft Concrete  |
| 164.49         | M165 +0.09                     | C   | OP   | (EB) Burlington Northern Santa Fe RR           |               |            |                     |               |                      |       |                | 1982               | 251 ft Concrete |
| 165.14         | +0.73                          | C   | TI   | (EB) E Williams (off)                          | Unk           | Unk        | 2                   | 4             | 24                   | 10    | 0.28           | Sep 1998           |                 |
| 165.41         | M166 +0.01                     | C   | OP   | (EB) Exit #165 at S 064 N                      |               |            |                     |               |                      |       |                | Sep 1998           | 158 ft Concrete |
| 165.42         |                                | C   | TI   | (EB) E Williams (on)                           | Unk           | Unk        | 2                   | 4             | 24                   | 10    | 0.33           | Sep 1998           |                 |
| 165.90         | +0.49                          | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 4.17           |                    |                 |
| 166.20         | +0.80                          | C   | EB   | <a href="#">Projects spanning M166 to M167</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 24.16          | 1995               |                 |
| 166.57         | M167 +0.00                     | C   | EQ   | MP 166+1.17 Back Equals MP 167+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |

**I 040 at M167+0.00**

**M167+0.00 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M167+0.27**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M167+0.27 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 166.84         | M167 +0.27                     | C   | TI (EB) Garland/Prairie Rd/Circle Pines Rd (off)       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 62             |                    |                 |
| 167.09         | +0.52                          | A   | UP Exit #167 at Garland Prairie Rd                     |              |               |            |                     |               |                      |       | 1962           |                    | 16'-02"         |
|                |                                | A   | TI (NB/SB) Garland/Prairie Rd/Circle Pines Rd Crossing | Unk          | Unk           | 2          |                     | 24            |                      | 0.07  |                |                    |                 |
|                |                                | C   | TI (EB) Garland/Prairie Rd/Circle Pines Rd (on)        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 62             |                    |                 |
| 167.98         | M168 +0.42                     | C   | JB ECL Williams  |              |               |            |                     |               |                      |       |                |                    |                 |
| 168.49         | +0.92                          | C   | JB Enter Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 168.99         | M169 +0.41                     | C   | JB Leave Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 169.48         | +0.91                          | C   | JB Enter Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 170.07         | M170 +0.49                     | C   | MD Variable Soil Median                                |              |               |            |                     |               |                      | 79.32 |                |                    |                 |
| 170.43         | +0.85                          | C   | JB Leave Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 171.10         | M171 +0.53                     | C   | TI (EB) Pittman/Valley Rd (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.16  | 62             |                    |                 |
| 171.19         | +0.63                          | C   | JB Enter Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 171.25         | +0.69                          | A   | TI (NB/SB) Pittman/Valley Rd Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.36  |                |                    |                 |
|                |                                | A   | TI (NB/SB) Chalendar Crossing                          | Unk          | Unk           | 2          |                     | 24            |                      | 0.43  |                |                    |                 |
|                |                                | A   | UP Exit #171 at Pittman Valley Rd                      |              |               |            |                     |               |                      |       | 1962           |                    | 16'-03"         |
| 171.26         |                                | C   | TI (EB) Pittman/Valley Rd (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.20  | 62             |                    |                 |
| 171.32         | +0.76                          | C   | JB Leave Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 172.40         | M172 +0.83                     | C   | UP (EB) Sherwood Forest                                |              |               |            |                     |               |                      |       | 1962           |                    | 16'-07"         |
| 172.62         | M173 +0.05                     | C   | JB Enter Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 172.80         | +0.23                          | C   | JB Leave Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 173.02         | +0.45                          | C   | JB Enter Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 175.24         | M175 +0.67                     | C   | JB Leave Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 175.45         | +0.88                          | C   | UP (EB) Spitz Spring                                   |              |               |            |                     |               |                      |       | 1962           |                    | 16'-02"         |
| 175.94         | M176 +0.37                     | C   | JB Enter Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 177.28         | M177 +0.72                     | C   | JB Leave Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 177.62         | M178 +0.06                     | C   | TI (EB) Parks (off)                                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 62             |                    |                 |
| 177.80         | +0.25                          | C   | TI (EB) Parks (on)                                     | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 62             |                    |                 |
| 177.81         |                                | A   | TI (NB/SB) Garland Prairie Rd Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.08  |                |                    |                 |
|                |                                | A   | UP Exit #178 at Parks Rd & Garland Prairie Rd          |              |               |            |                     |               |                      |       | 1962           |                    | 16'-01"         |
| 178.10         | +0.54                          | C   | JB Enter Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 181.38         | M181 +0.81                     | C   | RA (EB) Parks Rest Area (off)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.12  |                |                    |                 |
| 181.46         | +0.90                          | C   | JB Leave Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 181.50         | +0.93                          | C   | RA (EB) Parks Rest Area                                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.06  |                |                    |                 |
| 181.56         | M182 +0.00                     | C   | RA (EB) Parks Rest Area (on)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.12  |                |                    |                 |
| 181.92         | +0.35                          | C   | JB Enter Kaibab NF                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 182.17         | +0.60                          | C   | FR Frontage Rd Right                                   | Unk          | Unk           | 2          |                     | 24            |                      | 2.81  |                |                    |                 |
| 182.35         | +0.79                          | C   | JB Leave Kaibab NF, Enter Coconino NF                  |              |               |            |                     |               |                      |       |                |                    |                 |
| 182.90         | M183 +0.35                     | C   | JB Leave Coconino NF                                   |              |               |            |                     |               |                      |       |                |                    |                 |
| 184.03         | M184 +0.50                     | C   | VMS (EB) Variable Message Sign #358 (Operational)      |              |               |            |                     |               |                      |       |                |                    |                 |

**I 040 at M184+0.50**

**M184+0.50 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M184+0.96**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M184+0.96 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 184.50         | M184 +0.96                     | C   | TI (EB) Transwestern/Bellmont (off)               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 63             |                    |                 |
|                |                                | C   | JB Enter Coconino NF                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 184.68         | M185 +0.11                     | C   | TI (EB) Transwestern/Bellmont (on)                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  | 63             |                    |                 |
|                |                                | C   | UP (EB) Exit #185 at Transwestern Rd              |              |               |            |                     |               |                      |       | 1963           |                    | 17'-10"         |
|                |                                | A   | TI (NB/SB) Transwestern/Bellmont Crossing         | Unk          | Unk           | 2          |                     | 24            |                      | 0.23  |                |                    |                 |
|                |                                | C   | FR Frontage Rd Right                              | Unk          | Unk           | 2          |                     | 24            |                      | 1.65  |                |                    |                 |
| 185.67         | M186                           | C   | JB Leave Coconino NF                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 185.97         | +0.40                          | C   | JB Enter Coconino NF                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 187.54         | M187 +0.96                     | C   | JB Leave Coconino NF                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 187.96         | M188 +0.39                     | C   | JB Enter Coconino NF                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 189.85         | M190 +0.28                     | C   | TI (EB) A-1 Mountain Rd (off)                     | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 65             |                    |                 |
| 190.10         | +0.54                          | C   | TI (EB) A-1 Mountain Rd (on)                      | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.13  | 65             |                    |                 |
|                |                                | A   | UP Exit #190 at A-1 Mountain Rd                   |              |               |            |                     |               |                      |       | 1965           |                    | 16'-07"         |
|                |                                | A   | TI (NB/SB) A-1 Mountain Rd Crossing               | Unk          | Unk           | 2          |                     | 24            |                      | 0.10  |                |                    |                 |
| 190.35         | +0.79                          | C   | JB Leave Coconino NF                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 190.36         | +0.80                          | C   | EB <a href="#">Projects spanning M190 to M191</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.10  | Sep 1999       |                    |                 |
| 190.40         | +0.84                          | C   | OP (EB) Riordan RR                                |              |               |            |                     |               |                      |       | 1950           | 507 ft Steel       |                 |
| 190.45         | +0.89                          | C   | OP (EB) Burlington Northern Santa Fe RR           |              |               |            |                     |               |                      |       | 1986           | 486 ft Steel       |                 |
|                |                                | C   | EB <a href="#">Projects spanning M190 to M191</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.06  | 86             |                    |                 |
| 190.51         | +0.95                          | C   | JB Enter Coconino NF                              |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB <a href="#">Projects spanning M190 to M191</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 1.60  | 1996           |                    |                 |
| 190.98         | M191 +0.43                     | C   | TI (EB) W Flagstaff (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.17  | 68             |                    |                 |
| 191.04         | +0.48                          | C   | JB Leave Coconino NF                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 191.14         | +0.58                          | C   | TI (EB) W Flagstaff (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.10  | 68             |                    |                 |
| 191.26         | +0.70                          | C   | OP (EB) Exit #191 at SB040(4) (W of Flagstaff)    |              |               |            |                     |               |                      |       | 1968           | 123 ft Concrete    |                 |
| 191.89         | M192 +0.33                     | C   | TI (EB) Dairy Rd/Flagstaff Ranch Rd (off)         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.24  | 86             |                    |                 |
| 192.11         | +0.55                          | C   | EB <a href="#">Projects spanning M192 to M193</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.03  | Sep 1999       |                    |                 |
| 192.12         | +0.57                          | A   | TI (NB/SB) Dairy Rd/Flagstaff Ranch Rd Crossing   | Unk          | Unk           | 2          |                     | 24            |                      | 0.10  |                |                    |                 |
|                |                                | C   | TI (EB) Dairy Rd/Flagstaff Ranch Rd (on)          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.17  | 86             |                    |                 |
|                |                                | C   | UB WUB Flagstaff                                  |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP (EB) Exit #192 at Dairy Rd                     |              |               |            |                     |               |                      |       | 1986           | 160 ft Concrete    |                 |
| 192.14         | +0.58                          | C   | EB <a href="#">Projects spanning M192 to M193</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 2.21  | 1996           |                    |                 |
| 192.66         | M193 +0.10                     | C   | JB WCL Flagstaff Elev 6905                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 193.02         | +0.46                          | C   | UP (EB) Woody Mountain Rd                         |              |               |            |                     |               |                      |       | 1968           |                    | 16'-04"         |
| 194.34         | M194 +0.78                     | C   | EB <a href="#">Projects spanning M194 to M195</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.90  | Oct 2001       |                    |                 |
| 194.63         | M195 +0.15                     | C   | TI (EB) Exit # 195A to I 017 SB /NB (off)         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.62  | Oct 2001       |                    |                 |
| 194.82         | +0.34                          | C   | OP (EB) Old Hwy 89 (Beulah Blvd)                  |              |               |            |                     |               |                      |       | Oct 2001       | 347 ft Concrete    |                 |
| 194.84         | +0.36                          | C   | TI (EB) Exit # 195A to I 017 NB (off)             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.36  | Oct 2001       |                    |                 |
| 194.90         | +0.42                          | C   | TI (EB) Exit # 195A from SA089 (I 017) SB (on)    |              |               |            |                     |               |                      |       |                |                    |                 |

**I 040 at M195+0.42**

**M195+0.42 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M195+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M195+0.50 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 194.98         | M195 +0.50                     | C   | OP (EB) Exit #195 at I 017 S & SA089 N            |              |               |            |                     |               |                      |       | Oct 2001       | 213 ft Concrete    |                 |
| 195.25         | +0.77                          | C   | EB <a href="#">Projects spanning M195 to M196</a> | AC           | MBH           | 2          | 4                   | 36            | 10                   | 0.30  | Oct 2001       |                    |                 |
|                |                                | C   | TI (EB) Exit # 195B from I 017 NB (on)            |              |               |            |                     |               |                      |       |                |                    |                 |
| 195.54         | M196 +0.00                     | C   | EB <a href="#">Projects spanning M196 to M197</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.21  | Oct 2001       |                    |                 |
| 195.75         | +0.21                          | C   | EB  | AC           | MBH           | 2          | 4                   | 24            | 10                   | 1.20  | 90             |                    |                 |
| 195.81         | +0.27                          | C   | OP (EB) Lone Tree Rd                              |              |               |            |                     |               |                      |       | 2005           | 107 ft Concrete    |                 |
| 196.95         | M197 +0.40                     | C   | EB <a href="#">Projects spanning M197 to M198</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.04  | Sep 1999       |                    |                 |
| 196.97         | +0.42                          | C   | BR (EB) Rio De Flag (Not It Use)                  |              |               |            |                     |               |                      |       | 2005           | 312 ft Steel       |                 |
|                |                                | C   | BR (EB) Rio De Flag                               |              |               |            |                     |               |                      |       | 1968           | 200 ft Steel       |                 |
| 196.99         | +0.44                          | C   | EB <a href="#">Projects spanning M197 to M198</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 3.37  | 90             |                    |                 |
| 197.63         | M198 +0.11                     | C   | TI (EB) Butler Ave (off)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | 68             |                    |                 |
| 197.86         | +0.35                          | A   | TI (EB/WB) Butler Ave Crossing                    | Unk          | Unk           | 4          |                     | 48            |                      | 0.24  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #198 at Butler Ave                   |              |               |            |                     |               |                      |       | 1968           | 135 ft Steel       |                 |
| 197.89         | +0.37                          | C   | TI (EB) Butler Ave (on)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.20  | 68             |                    |                 |
| 198.86         | M199 +0.30                     | C   | UP (EB) 4th Ave                                   |              |               |            |                     |               |                      |       | 1968           |                    | 20'-00"         |
| 198.92         | +0.37                          | C   | FR Frontage Rd Right                              | Unk          | Unk           | 2          |                     | 24            |                      | 0.04  |                |                    |                 |
| 198.96         | +0.40                          | C   | FR Frontage Rd Right                              | Unk          | Unk           | 2          |                     | 24            |                      | 1.39  |                |                    |                 |
| 199.35         | +0.80                          | C   | VMS (EB) Variable Message Sign #355 (Operational) |              |               |            |                     |               |                      |       |                |                    |                 |
| 200.36         | M200                           | C   | EB <a href="#">Projects spanning M200 to M201</a> | AC           | MBH           | 2          | 4                   | 30            | 10                   | 0.02  | 90             |                    |                 |
| 200.38         | +0.82                          | C   | EB  | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.17  | 90             |                    |                 |
|                |                                | C   | TI (EB) E Flagstaff-Country Club (off)            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.30  | 68             |                    |                 |
| 200.55         | +1.00                          | C   | EB <a href="#">Projects spanning M200 to M201</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.59  | 2005           |                    |                 |
| 200.65         | M201 +0.09                     | A   | UP Exit #201 at SB040(4) (E of Flagstaff)         |              |               |            |                     |               |                      |       | 1968           |                    | 17'-10"         |
| 200.67         | +0.11                          | C   | TI (EB) E Flagstaff-Country Club (on)             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.47  | 68             |                    |                 |
| 201.14         | +0.59                          | C   | EB <a href="#">Projects spanning M201 to M202</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.08  | 2005           |                    |                 |
| 201.22         | +0.66                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 2.82  | 2005           |                    |                 |
| 202.06         | M202 +0.53                     | A   | J Restricted Median Cross-Over -- [U]             |              |               |            |                     |               |                      |       | 2005           |                    |                 |
| 202.47         | +0.94                          | A   | JB Enter Coconino NF, Reenter Flagstaff           |              |               |            |                     |               |                      |       |                |                    |                 |
| 202.94         | M203 +0.39                     | A   | JB Temp Leave Coconino NF                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 203.17         | +0.62                          | A   | J Restricted Median Cross-Over -- [U]             |              |               |            |                     |               |                      |       | 2005           |                    |                 |
| 204.00         | M204 +0.43                     | A   | JB Reenter Coconino NF                            |              |               |            |                     |               |                      |       |                |                    |                 |
| 204.04         | +0.47                          | C   | EB <a href="#">Projects spanning M204 to M205</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.09  | 2005           |                    |                 |
| 204.13         | +0.56                          | C   | EB  | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.05  | 2005           |                    |                 |
| 204.18         | +0.61                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.43  | 2005           |                    |                 |
|                |                                | C   | TI (EB) Walnut Canyon (off)                       | AC           | AC            | 1          | 2                   | 12            | 4                    | 0.26  | 2005           |                    |                 |
| 204.42         | +0.85                          | C   | UP (EB) Exit #204 at Walnut Canyon                |              |               |            |                     |               |                      |       | 1968           |                    | 16'-00"         |
| 204.44         | +0.87                          | C   | TI (EB) Walnut Canyon (on)                        | AC           | AC            | 1          | 2                   | 12            | 4                    | 0.17  | 2005           |                    |                 |
|                |                                | C   | TI (EB/WB) Walnut Canyon Rd Crossing              | AC           | AC            | 2          |                     | 24            |                      | 0.24  | 11 Oct 2005    |                    |                 |
|                |                                | C   | TI (EB/WB) Walnut Canyon Rd Crossing              | AC           | AC            | 2          |                     | 21            |                      | 0.03  | 11 Oct 2005    |                    |                 |

**I 040 at M204+0.87**

**M204+0.87 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M205+0.04**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M205+0.04 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 204.60         | M205 +0.04                     | C   | TI (EB/WB) Walnut Canyon Rd Crossing                           | AC           | AC            | 2          |                     | 18            |                      | 0.03  | 11 Oct 2005    |                    |                 |
| 204.61         | +0.05                          | C   | UB EUB Flagstaff   |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB <a href="#">Projects spanning M205 to M206</a>              | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.04  | 2005           |                    |                 |
| 204.65         | +0.09                          | C   | EB   | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.05  | 2005           |                    |                 |
| 204.70         | +0.14                          | C   | EB   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.04  | 2005           |                    |                 |
| 204.74         | +0.18                          | C   | EB   | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.01  | 2005           |                    |                 |
| 204.76         | +0.20                          | C   | EB   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.03  | 90             |                    |                 |
| 204.79         | +0.23                          | C   | EB   | AC           | AC            | 2          | 4                   | 24            | 10                   | 6.82  | 1997           |                    |                 |
| 205.03         | +0.47                          | C   | JB ECL Flagstaff   |              |               |            |                     |               |                      |       |                |                    |                 |
| 206.03         | M206 +0.48                     | C   | FR Two Way Frontage Rd Right                                   | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.76  |                |                    |                 |
| 206.30         | +0.74                          | C   | JB Leave Coconino NF   |              |               |            |                     |               |                      |       |                |                    |                 |
| 206.65         | M207 +0.15                     | C   | TI (EB) Cosnino Rd (off)                                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.14  | 67             |                    |                 |
| 206.79         | +0.28                          | A   | UP Exit #207 at Cosnino Rd                                     |              |               |            |                     |               |                      |       | 1967           |                    | 15'-10"         |
|                |                                | A   | TI (NB/SB) Cosnino Rd Crossing                                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.16  |                |                    |                 |
|                |                                | C   | TI (EB) Cosnino Rd (on)  | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.17  | 67             |                    |                 |
| 207.17         | +0.67                          | C   | JB Enter Coconino NF   |              |               |            |                     |               |                      |       |                |                    |                 |
| 207.20         | +0.70                          | C   | RA (EB) Walnut Canyon Rest Area (Emergency Parking Only) (off) | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.53  |                |                    |                 |
| 207.74         | M208 +0.19                     | C   | TI (EB) Walnut Canyon Rest Areas (Emergency Parking Only) (on) |              |               |            |                     |               |                      |       |                |                    |                 |
| 209.74         | M210 +0.18                     | C   | JB Leave Coconino NF   |              |               |            |                     |               |                      |       |                |                    |                 |
| 209.81         | +0.24                          | C   | BR (EB) Walnut Canyon  |              |               |            |                     |               |                      |       | 2000           | 254 ft Steel       |                 |
| 210.06         | +0.49                          | C   | JB Enter Coconino NF   |              |               |            |                     |               |                      |       |                |                    |                 |
| 210.38         | +0.81                          | C   | JB Leave Coconino NF   |              |               |            |                     |               |                      |       |                |                    |                 |
| 210.52         | +0.95                          | C   | FR Two Way Frontage Rd Right                                   | Unk          | Unk           | 2          | 0                   | 16            | 0                    | 6.58  |                |                    |                 |
| 210.57         | M211 +0.00                     | C   | TI (EB) Winona (off)   | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.15  | 67             |                    |                 |
| 210.65         | +0.08                          | C   | JB Enter Coconino NF   |              |               |            |                     |               |                      |       |                |                    |                 |
| 210.72         | +0.15                          | C   | UP (EB) Exit #211 at Townsend Winona Rd                        |              |               |            |                     |               |                      |       | 1967           |                    | 16'-10"         |
|                |                                | A   | TI (NB/SB) Winona Rd Crossing                                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.20  |                |                    |                 |
|                |                                | C   | TI (EB) Winona (on)  | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | 67             |                    |                 |
| 211.61         | M212 +0.05                     | C   | EB <a href="#">Projects spanning M212 to M213</a>              | PCC          | MBH           | 2          | 4                   | 24            | 10                   | 5.78  | 91             |                    |                 |
| 217.39         | M217 +0.85                     | C   | EB <a href="#">Projects spanning M217 to M218</a>              | PCC          | MBH           | 2          | 4                   | 24            | 10                   | 0.01  | Oct 1999       |                    |                 |
| 217.40         | +0.86                          | C   | EB   | AC           | AC            | 2          | 4                   | 24            | 10                   | 6.83  | Oct 1999       |                    |                 |
| 218.03         | M218 +0.47                     | C   | JB Leave Coconino NF   |              |               |            |                     |               |                      |       |                |                    |                 |
| 218.30         | +0.74                          | C   | BR (EB) Canyon Padre   |              |               |            |                     |               |                      |       | 1975           | 329 ft Concrete    |                 |
| 218.43         | +0.88                          | C   | TI (EB) Twin Arrows (off)                                      | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | Oct 1999       |                    |                 |
| 218.57         | M219 +0.02                     | C   | FR Frontage Rd Right   | Unk          | Unk           | 2          |                     | 24            |                      | 0.62  |                |                    |                 |
| 219.13         | +0.58                          | A   | TI (NB/SB) Twin Arrows Crossing                                | Unk          | Unk           | 2          |                     | 24            |                      | 0.33  |                |                    |                 |
|                |                                | A   | UP Exit #219 Twin Arrows Rd & Pollock Ranch Rd                 |              |               |            |                     |               |                      |       | Oct 1999       |                    | 16'-09"         |
| 219.15         | +0.60                          | C   | TI (EB) Twin Arrows (on)                                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.24  | Oct 1999       |                    |                 |
| 219.16         | +0.61                          | C   | FR Frontage Rd Right   | Unk          | Unk           | 2          |                     | 24            |                      | 1.50  |                |                    |                 |

**I 040 at M219+0.61**

**M219+0.61 on I 040**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M224+0.70**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M224+0.70 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 224.23         | M224 +0.70                     | C   | EB   | <a href="#">Projects spanning M224 to M225</a>      | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.24           | Aug 2001           |                 |
| 224.44         | +0.91                          | C   | TI   | (EB) Buffalo Range (off)                            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.18           | 70                 |                 |
| 224.60         | M225 +0.06                     | C   | OP   | (EB) Exit #225 at Buffalo Range Rd                  |               |            |                     |               |                      |       |                | 1970               | 107 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Buffalo Range Crossing                      | Unk           | Unk        | 2                   |               | 24                   |       | 0.11           |                    |                 |
| 224.61         | +0.07                          | C   | TI   | (EB) Buffalo Range (on)                             | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.16           | 70                 |                 |
| 229.46         | M229 +0.91                     | C   | EB   | <a href="#">Projects spanning M229 to M230</a>      | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.04           | 89                 |                 |
| 229.48         | +0.93                          | C   | BR   | (EB) Canyon Diablo                                  |               |            |                     |               |                      |       |                | 1975               | 224 ft Steel    |
| 229.50         | +0.95                          | C   | EB   | <a href="#">Projects spanning M229 to M230</a>      | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.15           | 08 Oct 2004        |                 |
| 229.65         | M230 +0.09                     | C   | EB   | <a href="#">Projects spanning M230 to M231</a>      | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.09           | 08 Oct 2004        |                 |
| 229.71         | +0.14                          | C   | FR   | Frontage Rd Right                                   | Unk           | Unk        | 2                   |               | 24                   |       | 0.31           |                    |                 |
| 229.75         | +0.18                          | C   | EB   | <a href="#">Projects spanning M230 to M231</a>      | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.03           | 08 Oct 2004        |                 |
| 229.78         | +0.21                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.46           | 08 Oct 2004        |                 |
|                |                                | C   | TI   | (EB) Two Guns (off)                                 | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.26           | 08 Oct 2004        |                 |
| 230.00         | +0.43                          | C   | FR   | Frontage Rd Right                                   | Unk           | Unk        | 2                   |               | 24                   |       | 0.50           |                    |                 |
| 230.01         | +0.45                          | A   | UP   | Exit #230 at Canyon Diabla Rd (Two Guns)            |               |            |                     |               |                      |       |                | 1970               |                 |
|                |                                | A   | TI   | (NB/SB) Two Guns Crossing                           | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.22           | 08 Oct 2004        | 16'-10"         |
| 230.02         |                                | C   | TI   | (EB) Two Guns (on)                                  | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.25           | 08 Oct 2004        |                 |
| 230.24         | +0.67                          | C   | EB   | <a href="#">Projects spanning M230 to M231</a>      | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.11           | 08 Oct 2004        |                 |
| 230.34         | +0.78                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.10           | 08 Oct 2004        |                 |
| 230.44         | +0.88                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.67           | 08 Oct 2004        |                 |
| 233.12         | M233 +0.56                     | C   | EB   | <a href="#">Projects spanning M233 to M234</a>      | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.04           | 08 Oct 2004        |                 |
| 233.15         | +0.60                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.04           | 08 Oct 2004        |                 |
| 233.19         | +0.63                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.48           | 08 Oct 2004        |                 |
|                |                                | C   | TI   | (EB) Meteor Crater Rd (off)                         | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.27           | 08 Oct 2004        |                 |
| 233.43         | +0.88                          | A   | UP   | Exit #233 at Meteor Crater Rd & Sunshine Rd         |               |            |                     |               |                      |       |                | 1970               |                 |
|                |                                | A   | TI   | (NB/SB) Meteor Crater Rd Crossing                   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.36           | 08 Oct 2004        | 18'-01"         |
|                |                                | C   | TI   | (EB) Meteor Crater Rd (on)                          | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.25           | 08 Oct 2004        |                 |
| 233.67         | M234 +0.13                     | C   | EB   | <a href="#">Projects spanning M234 to M235</a>      | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.25           | 08 Oct 2004        |                 |
| 233.91         | +0.37                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.15           | 08 Oct 2004        |                 |
| 234.07         | +0.52                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 4.87           | 08 Oct 2004        |                 |
| 234.72         | M235 +0.18                     | C   | RA   | (EB) Meteor Crater Rest Area (Reconstruction) (off) | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.11           |                    |                 |
| 234.82         | +0.28                          | C   | RA   | (EB) Meteor Crater Rest Area (Reconstruction)       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           |                    |                 |
| 234.98         | +0.43                          | C   | RA   | (EB) Meteor Crater Rest Area (Reconstruction) (on)  | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.14           |                    |                 |
| 235.93         | M236 +0.39                     | C   | J    | Restricted Median Cross-Over -- [U]                 |               |            |                     |               |                      |       |                |                    |                 |
| 236.76         | M237 +0.21                     | C   | OP   | (EB) Burlington Northern Santa Fe RR                |               |            |                     |               |                      |       |                | 1981               | 244 ft Concrete |
| 237.48         | +0.93                          | C   | FR   | Two Way Frontage Rd Right                           | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 1.97           |                    |                 |
| 238.94         | M239 +0.39                     | C   | EB   | <a href="#">Projects spanning M239 to M240</a>      | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.03           | 08 Oct 2004        |                 |
| 238.97         | +0.43                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.05           | 08 Oct 2004        |                 |
| 239.02         | +0.47                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.38           | 08 Oct 2004        |                 |

**I 040 at M239+0.47**

**M239+0.47 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M239+0.47**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M239+0.47 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 239.02         | M239 +0.47                     | C   | TI (EB) Meteor Crater Rd (off)                       | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.21  | 08 Oct 2004    |                    |                 |
| 239.22         | +0.67                          | C   | TI (EB) Meteor Crater Rd (on)                        | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.19  | 08 Oct 2004    |                    |                 |
|                |                                | C   | OP (EB) Exit #239 at Dennison Rd & Meteor Crater Rd  |              |               |            |                     |               |                      |       | 1970           | 102 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Meteor Crater Rd Crossing                 | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.20  | 08 Oct 2004    |                    |                 |
| 239.40         | +0.85                          | C   | EB <a href="#">Projects spanning M239 to M240</a>    | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.13  | 08 Oct 2004    |                    |                 |
| 239.53         | +0.98                          | C   | EB <a href="#">Projects spanning M240 to M241</a>    | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.06  | 08 Oct 2004    |                    |                 |
| 239.59         | M240 +0.02                     | C   | EB <a href="#">Projects spanning M240 to M241</a>    | AC           | MBH           | 2          | 4                   | 30            | 10                   | 0.02  | 90             |                    |                 |
| 239.61         | +0.05                          | C   | EB   | AC           | MBH           | 2          | 4                   | 24            | 10                   | 9.78  | 90             |                    |                 |
| 244.74         | M245 +0.20                     | C   | TI (EB) Leupp Rd (off)                               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.20  | 68             |                    |                 |
| 244.94         | +0.40                          | A   | TI (NB/SB) S 099 Crossing                            | AC           | AC            | 2          |                     | 24            |                      | 1.32  |                |                    |                 |
|                |                                | A   | TI (NB/SB) S 099 Crossing                            | PCC          | PCC           | 2          |                     | 24            |                      | 0.05  |                |                    |                 |
|                |                                | A   | TI (NB/SB) S 099 Crossing                            | AC           | AC            | 2          | 1                   | 24            | 1                    | 0.16  | 1968           |                    |                 |
|                |                                | C   | TI (EB) Leupp Rd (on)                                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 68             |                    |                 |
| 248.51         | M248 +0.98                     | C   | BR (EB) Tucker Flat Wash                             |              |               |            |                     |               |                      |       | 1950           | 80 ft Concrete     |                 |
| 249.39         | M249 +0.84                     | C   | EB <a href="#">Projects spanning M249 to M250</a>    | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.40  | 1993           |                    |                 |
|                |                                | C   | MD 76 ft Soil Median                                 |              |               |            |                     |               |                      | 0.40  |                |                    |                 |
| 249.79         | M250 +0.26                     | C   | EB <a href="#">Projects spanning M250 to M251</a>    | AC           | AC            | 2          | 4                   | 24            | 10                   | 6.57  | 1998           |                    |                 |
|                |                                | C   | MD Variable Soil Median                              |              |               |            |                     |               |                      | 8.40  |                |                    |                 |
| 250.04         | +0.50                          | C   | JB Enter Navajo County                               |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB WUB Winslow                                       |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB WCL Winslow Elev 4880                             |              |               |            |                     |               |                      |       |                |                    |                 |
| 250.13         | +0.60                          | C   | VMS (EB) Variable Message Sign #53 (Proposed)        |              |               |            |                     |               |                      |       |                |                    |                 |
| 251.14         | M251 +0.68                     | C   | FR Two Way Frontage Rd Right [S of SS-40 & SB-40(6)] | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 0.45  |                |                    |                 |
| 251.32         | +0.86                          | C   | TI (EB) W Winslow (off)                              | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | 73             |                    |                 |
| 251.58         | M252 +0.12                     | A   | UP Exit #245 at Leupp Rd at S 099 N                  |              |               |            |                     |               |                      |       | 1968           |                    | 16'-10"         |
|                |                                | A   | UP Exit #252 at SB040(6) E & Hipkoe Ave              |              |               |            |                     |               |                      |       | 1973           |                    | 16'-04"         |
|                |                                | C   | TI (EB) W Winslow (on)                               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 16 Jul 2001    |                    |                 |
| 252.55         | M253 +0.09                     | C   | BR (EB) Cemetery Wash                                |              |               |            |                     |               |                      |       | 1980           | 36 ft Concrete     |                 |
| 252.90         | +0.45                          | C   | TI (EB) N Park Dr (off)                              | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.18  | 73             |                    |                 |
| 253.08         | +0.62                          | A   | TI (NB/SB) N Park Dr Crossing                        | Unk          | Unk           | 2          |                     | 24            |                      | 0.19  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #253 at North Park Dr                   |              |               |            |                     |               |                      |       | 1974           | 117 ft Concrete    |                 |
|                |                                | C   | TI (EB) N Park Dr (on)                               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  | 73             |                    |                 |
|                |                                | A   | TI (NB/SB) N Park Dr Crossing                        | Unk          | Unk           | 2          |                     | 24            |                      | 0.53  |                |                    |                 |
| 254.11         | M254 +0.65                     | C   | BR (EB) Ruby Wash                                    |              |               |            |                     |               |                      |       | 1978           | 173 ft Concrete    |                 |
| 254.57         | M255 +0.11                     | C   | OP (EB) Maple St                                     |              |               |            |                     |               |                      |       | 1978           | 113 ft Concrete    |                 |
| 254.93         | +0.47                          | C   | TI (EB) E Winslow (off)                              | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.29  | 78             |                    |                 |
| 255.21         | +0.75                          | C   | OP (EB) Exit #255 at SB040(6) W                      |              |               |            |                     |               |                      |       | 1978           | 121 ft Concrete    |                 |
|                |                                | C   | TI (EB) E Winslow (on)                               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 78             |                    |                 |
| 255.91         | M256 +0.46                     | C   | JB ECL Winslow                                       |              |               |            |                     |               |                      |       |                |                    |                 |

**I 040 at M256+0.46**

**M256+0.46 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M256+0.48**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M256+0.48 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|----------------------|
| 255.93         | M256 +0.48                     | C   | UB   | EUB Winslow                                    |               |            |                     |               |                      |       |                |                    |                      |
| 256.36         | +0.91                          | C   | EB   | <a href="#">Projects spanning M256 to M257</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.27           | 09 Aug 2002        |                      |
| 256.56         | M257 +0.11                     | C   | BR   | (EB) Little Colorado River                     |               |            |                     |               |                      |       |                | 09 Aug 2002        | 1004 ft Concrete     |
| 256.63         | +0.18                          | C   | EB   | <a href="#">Projects spanning M257 to M258</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.56           | 1998               |                      |
| 256.85         | +0.39                          | C   | TI   | (EB) Polacca (off)                             | Unk           | Unk        | 1                   | 8             | 12                   | 8     | 0.31           | 72                 |                      |
| 257.11         | +0.65                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 5             | 24                   | 5     | 0.61           |                    |                      |
| 257.13         | +0.68                          | C   | TI   | (EB) Polacca (on)                              | Unk           | Unk        | 1                   | 8             | 12                   | 8     | 0.38           | 72                 |                      |
| 257.16         | +0.70                          | A   | UP   | Exit #257 at S 087 N                           |               |            |                     |               |                      |       |                | 1972               | 16'-03"              |
| 258.19         | M258 +0.75                     | C   | EB   | <a href="#">Projects spanning M258 to M259</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.37           | 1993               |                      |
|                |                                | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 0.48           |                    |                      |
| 258.56         | M259 +0.11                     | C   | EB   | <a href="#">Projects spanning M259 to M260</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.11           | 89                 |                      |
| 258.67         | +0.22                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 8.78           | 1999               |                      |
|                |                                | C   | MD   | Soil Median                                    |               |            |                     |               |                      |       | 8.78           |                    |                      |
| 259.02         | +0.58                          | C   | BR   | (EB) Cottonwood Wash                           |               |            |                     |               |                      |       |                | 1958               | 402 ft Concrete      |
| 259.74         | M260 +0.29                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                      |
| 261.59         | M262 +0.19                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                      |
| 262.47         | M263 +0.06                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                      |
| 263.72         | M264 +0.30                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                      |
| 263.90         | +0.48                          | C   | TI   | (EB) Hibbard Rd (off)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.29           | 62                 |                      |
| 264.18         | +0.76                          | C   | OP   | (EB) Exit #264 at Hibbard Rd                   |               |            |                     |               |                      |       |                | 1962               | 89 ft Concrete       |
|                |                                | A   | TI   | (NB/SB) Hibbard Rd Crossing                    | Unk           | Unk        | 2                   |               | 24                   |       | 0.07           |                    |                      |
|                |                                | C   | TI   | (EB) Hibbard Rd (on)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.32           | 62                 |                      |
| 265.03         | M265 +0.61                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                      |
| 266.68         | M267 +0.24                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                      |
| 267.45         | M268 +0.01                     | C   | EB   | <a href="#">Projects spanning M268 to M269</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.66           | 06 Jan 2005        |                      |
|                |                                | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 9.56           |                    |                      |
| 268.98         | M269 +0.54                     | A   | J    | Restricted Median Cross-Over -- [U]            |               |            |                     |               |                      |       |                | 06 Jan 2005        |                      |
| 269.01         | +0.56                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.42           |                    |                      |
| 269.11         | +0.66                          | C   | EB   | <a href="#">Projects spanning M269 to M270</a> | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.04           | 06 Jan 2005        |                      |
| 269.15         | +0.70                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.05           | 06 Jan 2005        |                      |
| 269.20         | +0.76                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.45           | 06 Jan 2005        |                      |
|                |                                | C   | TI   | (EB) Jackrabbit Rd (off)                       | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.23           | 06 Jan 2005        |                      |
| 269.43         | +0.98                          | C   | OP   | (EB) Exit #269 at Jackrabbit Rd                |               |            |                     |               |                      |       |                | 06 Jan 2005        | 88 ft Concrete/Steel |
|                |                                | A   | TI   | (NB/SB) Jackrabbit Rd Crossing                 | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.06           | 06 Jan 2005        |                      |
|                |                                | C   | TI   | (EB) Jackrabbit Rd (on)                        | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.23           | 06 Jan 2005        |                      |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 4.77           |                    |                      |
| 269.65         | M270 +0.19                     | C   | EB   | <a href="#">Projects spanning M270 to M271</a> | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.12           | 06 Jan 2005        |                      |
| 269.77         | +0.30                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.11           | 06 Jan 2005        |                      |
| 269.80         | +0.33                          | A   | J    | Restricted Median Cross-Over -- [U]            |               |            |                     |               |                      |       |                | 06 Jan 2005        |                      |

**I 040 at M270+0.33**

**M270+0.33 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M270+0.41**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M270+0.41 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|
| 269.88         | M270 +0.41                     | C   | EB   | <a href="#">Projects spanning M270 to M271</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 3.86           | 06 Jan 2005        |                 |         |
| 270.74         | M271 +0.29                     | A   | J    | Restricted Median Cross-Over -- [U]            |               |            |                     |               |                      |       |                | 06 Jan 2005        |                 |         |
| 270.93         | +0.48                          | C   | BR   | (EB) Manila Wash                               |               |            |                     |               |                      |       |                | 1965               | 112 ft Concrete |         |
| 272.98         | M273 +0.53                     | A   | J    | Restricted Median Cross-Over -- [U]            |               |            |                     |               |                      |       |                | 06 Jan 2005        |                 |         |
| 273.73         | M274 +0.28                     | C   | EB   | <a href="#">Projects spanning M274 to M275</a> | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.04           | 06 Jan 2005        |                 |         |
| 273.77         | +0.32                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.06           | 06 Jan 2005        |                 |         |
| 273.83         | +0.38                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.66           | 06 Jan 2005        |                 |         |
|                |                                | C   | TI   | (EB) W Joseph City (off)                       | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.37           | 06 Jan 2005        |                 |         |
| 274.19         | +0.73                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.59           |                    |                 |         |
|                |                                | C   | TI   | (EB) W Joseph City (on)                        | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.32           | 06 Jan 2005        |                 |         |
|                |                                | A   | UP   | Exit #274 at SB040(7) (W of Joseph City)       |               |            |                     |               |                      |       |                | 1980               |                 | 16'-04" |
| 274.49         | M275 +0.04                     | C   | EB   | <a href="#">Projects spanning M275 to M276</a> | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.14           | 06 Jan 2005        |                 |         |
| 274.63         | +0.18                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.10           | 06 Jan 2005        |                 |         |
| 274.73         | +0.28                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.50           | 06 Jan 2005        |                 |         |
| 274.79         | +0.34                          | C   | BR   | (EB) Joseph City Wash                          |               |            |                     |               |                      |       |                | 1980               | 130 ft Concrete |         |
| 274.86         | +0.41                          | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 1.97           |                    |                 |         |
| 275.34         | +0.88                          | A   | UP   | Westover Ave                                   |               |            |                     |               |                      |       |                | 1980               |                 | 17'-01" |
| 276.23         | M276 +0.78                     | C   | EB   | <a href="#">Projects spanning M276 to M277</a> | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.04           | 06 Jan 2005        |                 |         |
| 276.28         | +0.83                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.05           | 06 Jan 2005        |                 |         |
| 276.33         | +0.87                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.47           | 06 Jan 2005        |                 |         |
|                |                                | C   | TI   | (EB) E Joseph City (off)                       | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.22           | 06 Jan 2005        |                 |         |
| 276.55         | M277 +0.07                     | A   | UP   | Exit #277 at SB040(7) (E of Joseph City)       |               |            |                     |               |                      |       |                | 1980               |                 | 18'-04" |
|                |                                | C   | TI   | (EB) E Joseph City (on)                        | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.25           | 06 Jan 2005        |                 |         |
|                |                                | A   | TI   | (EB/WB) East Joseph City Crossing              | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.09           | 06 Jan 2005        |                 |         |
| 276.79         | +0.32                          | C   | EB   | <a href="#">Projects spanning M277 to M278</a> | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.09           | 06 Jan 2005        |                 |         |
| 276.88         | +0.41                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.04           | Aug 2000           |                 |         |
| 276.92         | +0.45                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.06           | Aug 2000           |                 |         |
| 276.99         | +0.51                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.27           | Aug 2000           |                 |         |
| 277.01         | +0.54                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 5.99           |                    |                 |         |
| 278.25         | M278 +0.78                     | C   | EB   | <a href="#">Projects spanning M278 to M279</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.11           | 08 Sep 2001        |                 |         |
| 279.36         | M279 +0.89                     | C   | EB   | <a href="#">Projects spanning M279 to M280</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 3.31           | Aug 2000           |                 |         |
| 279.98         | M280 +0.50                     | C   | TI   | (EB) Hunt Rd (off)                             | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           | 66                 |                 |         |
| 280.13         | +0.65                          | A   | UP   | Exit #280 at Hunt Rd                           |               |            |                     |               |                      |       |                | 1966               |                 | 18'-04" |
|                |                                | A   | TI   | (NB/SB) Hunt Rd Crossing                       | Unk           | Unk        | 2                   |               | 24                   |       | 0.10           |                    |                 |         |
|                |                                | C   | TI   | (EB) Hunt Rd (on)                              | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.12           | 66                 |                 |         |
| 280.43         | +0.95                          | C   | VMS  | (EB) Variable Message Sign #338 (Existing)     |               |            |                     |               |                      |       |                | 2004               |                 |         |
| 282.67         | M283 +0.19                     | C   | FR   | Two Way Frontage Rd Right                      | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.47           |                    |                 |         |
|                | +0.20                          | C   | EB   | <a href="#">Projects spanning M283 to M284</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.33           | 91                 |                 |         |
| 282.89         | +0.42                          | C   | JB   | WCL Holbrook Elev 5069                         |               |            |                     |               |                      |       |                |                    |                 |         |

**I 040 at M283+0.42**

**M283+0.42 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M283+0.47**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M283+0.47 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 282.94         | M283 +0.47                     | C   | TI (EB) Perkins Valley (off)                      | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.19  | 77             |                    |                 |
| 283.00         | +0.53                          | C   | EB <a href="#">Projects spanning M283 to M284</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 3.32  | 1997           |                    |                 |
|                |                                | C   | MD 76 ft Soil Median                              |              |               |            |                     |               |                      | 6.83  |                |                    |                 |
| 283.13         | +0.66                          | A   | TI (NB/SB) Perkins Valley Crossing                | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | TI (EB) Perkins Valley (on)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.17  | 77             |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                      | Unk          | Unk           | 2          | 1                   | 24            | 1                    | 2.04  |                |                    |                 |
|                |                                | A   | UP Exit #283 at Perkins Valley Rd                 |              |               |            |                     |               |                      |       | 1977           |                    | 16'-03"         |
| 283.88         | M284 +0.40                     | C   | BR (EB) Leroux Wash                               |              |               |            |                     |               |                      |       | 1977           | 439 ft Concrete    |                 |
| 284.41         | +0.93                          | C   | TI (EB) W Holbrook (off)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.28  | 77             |                    |                 |
| 284.67         | M285 +0.18                     | A   | OP Exit #285 at SB040(8) (W of Holbrook)          |              |               |            |                     |               |                      |       | 1977           | 140 ft Concrete    |                 |
| 284.68         | +0.19                          | C   | TI (EB) W Holbrook (on)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 77             |                    |                 |
| 285.68         | M286                           | C   | OP (EB) 8th Ave                                   |              |               |            |                     |               |                      |       | 1968           | 118 ft Concrete    |                 |
| 285.90         | +0.42                          | C   | TI (EB) Holbrook (off)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.45  | 68             |                    |                 |
| 286.33         | +0.84                          | C   | EB <a href="#">Projects spanning M286 to M287</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.10  | Oct 1999       |                    |                 |
| 286.34         | +0.85                          | C   | TI (EB) Holbrook (on)                             | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.32  | 68             |                    |                 |
| 286.38         | +0.89                          | C   | OP (EB) Exit #286 at SB040(8) & Navajo Rd         |              |               |            |                     |               |                      |       | 1968           | 182 ft Concrete    |                 |
|                |                                | C   | BR (EB) Holbrook TI                               |              |               |            |                     |               |                      |       | Oct 1999       | Unknown            |                 |
| 286.43         | +0.94                          | C   | EB <a href="#">Projects spanning M286 to M287</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.86  | 1997           |                    |                 |
| 287.28         | M287 +0.80                     | C   | EB <a href="#">Projects spanning M287 to M288</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.20  | 26 Jul 2002    |                    |                 |
| 287.78         | M288 +0.29                     | A   | UP Hermosa Dr                                     |              |               |            |                     |               |                      |       | 1968           |                    | 17'-04"         |
| 288.48         | M289 +0.00                     | C   | EB <a href="#">Projects spanning M289 to M290</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 7.98  | 1997           |                    |                 |
| 288.67         | +0.18                          | C   | TI (EB) E Holbrook (off)                          | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.38  | 68             |                    |                 |
| 288.99         | +0.50                          | C   | JB ECL Holbrook                                   |              |               |            |                     |               |                      |       |                |                    |                 |
| 289.00         | +0.51                          | C   | OP (EB) Exit #289 at SB040(8) (E of Holbrook)     |              |               |            |                     |               |                      |       | 1968           | 268 ft Concrete    |                 |
| 289.05         | +0.56                          | C   | TI (EB) E Holbrook (on)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.35  | 68             |                    |                 |
| 289.83         | M290 +0.34                     | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 7.57  |                |                    |                 |
| 291.64         | M292 +0.14                     | C   | FR Frontage Rd Right                              | Unk          | Unk           | 2          |                     | 24            |                      | 0.72  |                |                    |                 |
| 292.11         | +0.61                          | C   | TI (EB) Keams Canyon (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.23  | 66             |                    |                 |
| 292.32         | +0.82                          | C   | TI (EB) Keams Canyon (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.24  | 66             |                    |                 |
|                |                                | C   | OP (EB) Exit #292 at S 077 N                      |              |               |            |                     |               |                      |       | 1966           | 108 ft Concrete    |                 |
| 293.82         | M294 +0.32                     | C   | TI (EB) Sun Valley Rd (off)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 66             |                    |                 |
| 294.03         | +0.53                          | A   | UP Exit #294 Sun Valley Rd & Arntz Rd             |              |               |            |                     |               |                      |       |                |                    | 16'-01"         |
|                |                                | A   | TI (NB/SB) Sun Valley Rd Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.07  |                |                    |                 |
|                |                                | C   | TI (EB) Sun Valley Rd (on)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.20  | 66             |                    |                 |
| 296.47         | M297 +0.00                     | C   | EB <a href="#">Projects spanning M297 to M298</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.12  | Dec 1996       |                    |                 |
| 296.59         | +0.12                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 10                   | 6.01  | Dec 1996       |                    |                 |
| 297.40         | +0.93                          | C   | MD 84 ft Soil Median                              |              |               |            |                     |               |                      | 1.83  |                |                    |                 |
| 298.34         | M298 +0.84                     | C   | BR (EB) Twin Wash RCB                             |              |               |            |                     |               |                      |       | 1959           | 53 ft Concrete     |                 |
| 299.23         | M299 +0.74                     | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 3.36  |                |                    |                 |

**I 040 at M299+0.74**

**M299+0.74 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M299+0.82**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M299+0.82 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 299.32         | M299 +0.82                     | C   | FR   | Two Way Frontage Rd Right                      | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 0.29           |                    |                 |
| 299.40         | +0.91                          | C   | TI   | (EB) Goodwater (off)                           | Unk           | Unk        | 1                   | 4             | 14                   | 5     | 0.21           | 89                 |                 |
| 299.61         | M300 +0.11                     | C   | FR   | Two Way Frontage Rd Right                      | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 3.51           |                    |                 |
|                |                                | C   | TI   | (EB) Goodwater (on)                            | Unk           | Unk        | 1                   | 4             | 14                   | 5     | 0.15           | 89                 |                 |
| 300.27         | +0.78                          | C   | BR   | (EB) Little Litho                              |               |            |                     |               |                      |       |                | 1959               | 322 ft Concrete |
| 302.59         | M303 +0.11                     | C   | MD   | 84 ft Soil Median                              |               |            |                     |               |                      |       | 4.19           |                    |                 |
| 302.60         | +0.12                          | C   | EB   | <a href="#">Projects spanning M303 to M304</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.11           | 87                 |                 |
| 302.64         | +0.15                          | C   | BR   | (EB) Big Litho                                 |               |            |                     |               |                      |       |                | 1959               | 482 ft Concrete |
| 302.71         | +0.23                          | C   | EB   | <a href="#">Projects spanning M303 to M304</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 4.07           | 1997               |                 |
| 302.95         | +0.47                          | C   | TI   | (EB) Adamana Rd (off)                          | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.14           | 59                 |                 |
| 303.03         | +0.55                          | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 303.09         | +0.61                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | Unk        | 2                   | 0             | 22                   | 0     | 5.03           |                    |                 |
|                |                                | A   | TI   | (NB/SB) Adamana Rd Crossing                    | Unk           | Unk        | 2                   |               | 24                   |       | 0.06           |                    |                 |
|                |                                | C   | TI   | (EB) Adamana Rd (on)                           | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.15           | 59                 |                 |
|                |                                | C   | OP   | (EB) Exit #303 at Adamana Rd                   |               |            |                     |               |                      |       |                | 1959               | 29 ft Concrete  |
| 303.53         | M304 +0.05                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 306.68         | M307 +0.19                     | C   | JB   | Enter Apache County                            |               |            |                     |               |                      |       |                |                    |                 |
| 306.76         | +0.27                          | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 306.78         | +0.29                          | C   | EB   | <a href="#">Projects spanning M307 to M308</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 11.51          | 92                 |                 |
|                |                                | C   | MD   | 92 ft Soil Median                              |               |            |                     |               |                      |       | 1.30           |                    |                 |
| 308.08         | M308 +0.59                     | C   | MD   | 84 ft Soil Median                              |               |            |                     |               |                      |       | 7.59           |                    |                 |
| 308.70         | M309 +0.21                     | C   | JB   | Enter Petrified Forest NP                      |               |            |                     |               |                      |       |                |                    |                 |
| 309.58         | M310 +0.09                     | A   | UP   | Petrified Forest Parkway                       |               |            |                     |               |                      |       |                | 1960               |                 |
| 310.89         | M311 +0.39                     | C   | TI   | (EB) Painted Desert (off)                      | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.17           | 60                 | 16'-10"         |
| 311.06         | +0.56                          | A   | UP   | Exit #311 at Petrified Forest Rd               |               |            |                     |               |                      |       |                | 1960               | 16'-04"         |
|                |                                | A   | TI   | (NB/SB) Petrified Forest Rd Crossing           | Unk           | Unk        | 2                   |               | 24                   |       | 0.23           |                    |                 |
|                |                                | C   | TI   | (EB) Painted Desert (on)                       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.21           | 60                 |                 |
| 312.74         | M313 +0.25                     | C   | JB   | Leave Petrified Forest NP                      |               |            |                     |               |                      |       |                |                    |                 |
| 314.94         | M315 +0.44                     | C   | JB   | Enter Navajo IR                                |               |            |                     |               |                      |       |                |                    |                 |
| 315.17         | +0.67                          | C   | RA   | (EB) Dead River Rest Area (Closed) (off)       | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.10           |                    |                 |
| 315.27         | +0.77                          | C   | RA   | (EB) Dead River Rest Area (Closed) (on)        |               |            |                     |               |                      |       |                |                    |                 |
| 315.67         | M316 +0.18                     | C   | BR   | (EB) Dead River                                |               |            |                     |               |                      |       |                | 1960               | 141 ft Concrete |
|                |                                | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 0.15           |                    |                 |
| 315.82         | +0.33                          | C   | MD   | 84 ft Soil Median                              |               |            |                     |               |                      |       | 2.66           |                    |                 |
| 318.29         | M318 +0.80                     | C   | EB   | <a href="#">Projects spanning M318 to M319</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 34.93          | 30 Dec 2000        |                 |
| 318.48         | +0.99                          | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 11.72          |                    |                 |
| 319.38         | M319 +0.88                     | C   | TI   | (EB) Pinta Rd (off)                            | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.12           | 62                 |                 |
| 319.49         | M320 +0.01                     | A   | UP   | Exit #320 at Pinta Rd                          |               |            |                     |               |                      |       |                | 1962               |                 |
|                |                                | A   | TI   | (NB/SB) Pinta Rd Crossing                      | Unk           | Unk        | 2                   |               | 24                   |       | 0.06           |                    | 16'-06"         |

**I 040 at M320+0.01**

**M320+0.01 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M320+0.01**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M320+0.01 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder |       | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|----------|-------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Left     | Right |               |                      |       |                |                    |                 |
| 319.49         | M320 +0.01                     | C   | TI (EB) Pinta Rd (on)                             | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.20                 |       | 62             |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1        | 24    | 1             | 0.48                 |       |                |                    |                 |
| 320.20         | +0.71                          | C   | JB Leave Navajo IR                                |              |               |            |          |       |               |                      |       |                |                    |                 |
| 322.58         | M323 +0.08                     | C   | BR (EB) Crazy Creek                               |              |               |            |          |       |               |                      |       | 1962           | 142 ft Concrete    |                 |
| 325.25         | M325 +0.76                     | C   | TI (EB) Navajo (off)                              | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.16                 |       | 62             |                    |                 |
| 325.41         | +0.92                          | A   | UP Exit #325 at Navajo Rd                         |              |               |            |          |       |               |                      |       | 1962           |                    | 16'-02"         |
|                |                                | A   | TI (NB/SB) Navajo Crossing                        | Unk          | Unk           | 2          |          | 24    |               | 0.07                 |       |                |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1        | 24    | 1             | 0.27                 |       |                |                    |                 |
| 325.65         | M326 +0.16                     | C   | TI (EB) Navajo (on)                               | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.07                 |       | 62             |                    |                 |
| 329.16         | M329 +0.66                     | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1        | 24    | 1             | 0.36                 |       |                |                    |                 |
| 329.39         | +0.89                          | C   | TI (EB) McCarrell (off)                           | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.11                 |       | 62             |                    |                 |
| 329.49         | M330 +0.01                     | A   | UP Exit #330 at McCarrell Rd                      |              |               |            |          |       |               |                      |       | 1962           |                    | 15'-10"         |
|                |                                | A   | TI (NB/SB) McCarrell Crossing                     | Unk          | Unk           | 2          |          | 24    |               | 0.07                 |       |                |                    |                 |
|                |                                | C   | TI (EB) McCarrell (on)                            | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.13                 |       | 62             |                    |                 |
| 329.87         | +0.39                          | C   | VMS (EB) Variable Message Sign #340 (Existing)    |              |               |            |          |       |               |                      |       | 2004           |                    |                 |
| 330.20         | +0.72                          | C   | MD Variable Soil Median                           |              |               |            |          |       |               | 11.55                |       |                |                    |                 |
| 331.60         | M332 +0.10                     | C   | JB Enter Navajo IR                                |              |               |            |          |       |               |                      |       |                |                    |                 |
| 332.14         | +0.65                          | C   | JB Leave Navajo IR                                |              |               |            |          |       |               |                      |       |                |                    |                 |
| 332.21         | +0.72                          | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1        | 24    | 1             | 0.85                 |       |                |                    |                 |
| 332.75         | M333 +0.25                     | C   | TI (EB) Chambers (off)                            | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.16                 |       | 64             |                    |                 |
| 333.04         | +0.55                          | C   | TI (EB) Chambers (on)                             | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.19                 |       | 64             |                    |                 |
| 337.68         | M338 +0.19                     | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1        | 24    | 1             | 1.33                 |       |                |                    |                 |
| 338.82         | M339 +0.32                     | C   | TI (EB) Sanders (off)                             | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.18                 |       | 64             |                    |                 |
| 339.00         | +0.51                          | C   | TI (EB) Sanders (on)                              | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.20                 |       | 64             |                    |                 |
|                |                                | A   | UP Exit #339 at U 191 S (S of Sanders)            |              |               |            |          |       |               |                      |       | 1964           |                    | 16'-05"         |
|                |                                | A   | UP Exit #333 at U 191 N (N of Chambers)           |              |               |            |          |       |               |                      |       | 1964           |                    | 16'-06"         |
|                |                                | A   | TI <a href="#">Projects spanning M339 to M340</a> | AC           | MBH           | 2          | 1        | 24    | 1             | 0.02                 |       | 64             |                    |                 |
| 339.65         | M340 +0.15                     | C   | WS (EB) Weigh Station (off)                       | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.11                 |       |                |                    |                 |
| 339.76         | +0.26                          | C   | WS (EB) Weigh Station                             | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.18                 |       |                |                    |                 |
| 339.93         | +0.43                          | C   | WS (EB) Weigh Station (on)                        | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.09                 |       |                |                    |                 |
| 340.03         | +0.53                          | C   | JB Enter Navajo IR                                |              |               |            |          |       |               |                      |       |                |                    |                 |
| 340.88         | M341 +0.37                     | C   | FR Two Way Frontage Rd Right                      | Unk          | Gravel        | 2          | 2        | 20    | 2             | 0.46                 |       |                |                    |                 |
| 341.15         | +0.64                          | C   | TI (EB) Cedar Point (off)                         | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.18                 |       | 64             |                    |                 |
| 341.33         | +0.82                          | A   | TI (NB/SB) Cedar Point Crossing                   | Unk          | Unk           | 2          |          | 24    |               | 0.12                 |       |                |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                      | Unk          | Gravel        | 2          | 2        | 20    | 2             | 2.01                 |       |                |                    |                 |
|                |                                | A   | UP Exit #341 (Cedar Point)                        |              |               |            |          |       |               |                      |       | 1964           |                    | 16'-01"         |
| 341.52         | M342 +0.03                     | C   | TI (EB) Cedar Point (on)                          | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.10                 |       | 64             |                    |                 |
| 341.75         | +0.26                          | C   | MD 76 ft Soil Median                              |              |               |            |          |       |               | 17.36                |       |                |                    |                 |
| 343.09         | M343 +0.59                     | C   | TI (EB) Querino Rd (off)                          | Unk          | Unk           | 1          | 2        | 12    | 8             | 0.23                 |       | 66             |                    |                 |

**I 040 at M343+0.59**

**M343+0.59 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M343+0.82**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M343+0.82 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 343.32         | M343 +0.82                     | A   | TI (NB/SB) Querino Rd Crossing                    | Unk          | Unk           | 2          |                     | 24            |                      | 0.14  |                |                    |                 |
|                |                                | C   | UP (EB) Exit #343 at Querino Rd                   |              |               |            |                     |               |                      |       | 1966           |                    | 15'-11"         |
|                |                                | C   | TI (EB) Querino Rd (on)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.27  | 66             |                    |                 |
| 343.89         | M344 +0.40                     | C   | BR (EB) Querino Wash                              |              |               |            |                     |               |                      |       |                | Concrete           |                 |
| 344.48         | +0.99                          | C   | JB Leave Navajo IR                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 344.84         | M345 +0.34                     | C   | BR (EB) Box Canyon                                |              |               |            |                     |               |                      |       | 1949           | 497 ft Steel       |                 |
| 345.62         | M346 +0.20                     | C   | FR Two Way Frontage Rd Right                      | Unk          | Gravel        | 2          | 2                   | 20            | 2                    | 0.43  |                |                    |                 |
| 345.89         | +0.47                          | C   | TI (EB) Big Arrow (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.16  | 66             |                    |                 |
| 346.05         | +0.63                          | C   | TI (EB) Big Arrow (on)                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.25  | 66             |                    |                 |
|                |                                | A   | TI (NB/SB) Big Arrow Crossing                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.11  |                |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                      | Unk          | Gravel        | 2          | 2                   | 20            | 2                    | 1.64  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #346 at Big Arrow Rd                 |              |               |            |                     |               |                      |       | 1966           | 91 ft Concrete     |                 |
| 347.40         | M347 +0.96                     | C   | BR (EB) Black Creek                               |              |               |            |                     |               |                      |       | 1966           | 167 ft Steel       |                 |
| 347.52         | M348 +0.08                     | C   | TI (EB) Houck (off)                               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.16  | 66             |                    |                 |
| 347.65         | +0.21                          | C   | FR Two Way Frontage Rd Right                      | Unk          | Gravel        | 2          | 2                   | 20            | 2                    | 1.05  |                |                    |                 |
|                |                                | A   | TI (NB/SB) Houck Crossing                         | Unk          | Unk           | 2          |                     | 24            |                      | 0.19  |                |                    |                 |
|                | +0.22                          | C   | TI (EB) Houck (on)                                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.26  | 66             |                    |                 |
|                |                                | A   | UP Exit #348 (Houck)                              |              |               |            |                     |               |                      |       | 1966           |                    | 16'-03"         |
| 350.64         | M351 +0.13                     | C   | TI (EB) Allentown Rd (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 66             |                    |                 |
| 350.85         | +0.34                          | C   | FR Two Way Frontage Rd Right                      | Unk          | Unk           | 2          | 0                   | 20            | 0                    | 3.27  |                |                    |                 |
|                |                                | A   | UP Exit #351 Allentown Rd                         |              |               |            |                     |               |                      |       | 1966           |                    | 16'-05"         |
|                |                                | A   | TI (NB/SB) Allentown Rd Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.06  |                |                    |                 |
|                |                                | C   | TI (EB) Allentown Rd (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  | 66             |                    |                 |
| 353.22         | M353 +0.84                     | C   | EB <a href="#">Projects spanning M353 to M354</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 5.90  | 30 Aug 2002    |                    |                 |
| 353.96         | M354 +0.47                     | C   | TI (EB) Hawthorne Rd (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 4                    | 0.14  | 30 Aug 2002    |                    |                 |
| 354.11         | +0.61                          | A   | TI (NB/SB) Hawthorne Rd Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.06  |                |                    |                 |
|                |                                | C   | TI (EB) Hawthorne Rd (on)                         | Unk          | Unk           | 1          | 2                   | 12            | 4                    | 0.12  | 30 Aug 2002    |                    |                 |
|                |                                | C   | OP (EB) Exit #354 (Hawthorne)                     |              |               |            |                     |               |                      |       | 1962           | 89 ft Concrete     |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 2.94  |                |                    |                 |
| 356.88         | M357 +0.38                     | C   | TI (EB) Window Rock (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 4                    | 0.15  | 30 Aug 2002    |                    |                 |
| 357.02         | +0.52                          | C   | TI (EB) Window Rock (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 4                    | 0.16  | 30 Aug 2002    |                    |                 |
|                | +0.53                          | A   | TI (NB/SB) Window Rock Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.16  |                |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                      | Unk          | MBH           | 2          | 6                   | 24            | 6                    | 1.65  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #357 (BIA 12 to Window Rock)         |              |               |            |                     |               |                      |       | 1962           | 34 ft Concrete     |                 |
| 358.18         | M358 +0.67                     | A   | RA (WB) Painted Cliffs Rest Area (on)             | Unk          | Unk           | 1          | 2                   | 14            | 2                    | 0.10  |                |                    |                 |
| 358.37         | +0.86                          | A   | RA (WB) Painted Cliffs Rest Area                  | Unk          | Unk           | 1          | 2                   | 14            | 2                    | 0.21  |                |                    |                 |
| 358.50         | M359 +0.01                     | C   | TI (EB) Lupton/Grants Rd (off)                    | Unk          | Unk           | 1          | 2                   | 12            | 4                    | 0.19  | 30 Aug 2002    |                    |                 |
| 358.69         | +0.20                          | C   | OP (EB) Exit #359 (Lupton/Painted Cliffs)         |              |               |            |                     |               |                      |       | 1962           | 34 ft Concrete     |                 |
|                |                                | A   | TI (NB/SB) Lupton/Grants Rd Crossing              | Unk          | Unk           | 2          |                     | 24            |                      | 0.10  |                |                    |                 |

**I 040 at M359+0.20**

**M359+0.20 on I 040**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 040 at M359+0.20**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M359+0.20 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data                           | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--------------------------------|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 358.69         | M359 +0.20                     | C   | TI (EB) Lupton/Grants Rd (on)  | Unk          | Unk           | 1          | 2                   | 20            | 2                    | 0.27  | 30 Aug 2003    |                    |                 |
| 359.11         | +0.63                          | C   | J (EB) End I 040 at AZ/NM Line |              |               |            |                     |               |                      |       |                |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on I 040**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>I 040 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M000 +0.00                     | N   | J (WB) California State Line (Topock)           |              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | WB <a href="#">Projects spanning M0 to M1</a>   | AC           | AC            | 2          | 10                  | 24            | 4                    | 2.38  | May 1998       |                    |                 |
| 0.21  | +0.21                          | N   | FR Frontage Rd Left                             | Unk          | Unk           | 2          |                     | 24            |                      | 0.35  |                |                    |                 |
| 0.55  | +0.54                          | N   | TI (WB) Topock Rd (on)                          | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.12  | May 1998       |                    |                 |
| 0.70  | +0.69                          | N   | TI (WB) Topock Rd (off)                         | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.15  | May 1998       |                    |                 |
| 2.38  | M002 +0.36                     | N   | WB <a href="#">Projects spanning M2 to M3</a>   | AC           | AC            | 2          | 10                  | 24            | 4                    | 5.94  | 09 Jul 2003    |                    |                 |
| 2.99  | +0.97                          | N   | TI (WB) Needle Mountain Rd (on)                 | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.32  | May 1998       |                    |                 |
| 3.28  | M003 +0.26                     | N   | TI (WB) Needle Mountain Rd (off)                | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.29  | May 1998       |                    |                 |
| 3.84  | +0.83                          | N   | WS (WB) Weigh Station (on)                      | Unk          | Unk           | 1          | 2                   | 12            | 2                    | 0.26  |                |                    |                 |
| 3.94  | +0.92                          | N   | WS (WB) Weigh Station                           | Unk          | Unk           | 1          | 2                   | 12            | 2                    | 0.10  |                |                    |                 |
| 4.08  | M004 +0.08                     | N   | WS (WB) Weigh Station (off)                     | Unk          | Unk           | 1          | 2                   | 12            | 2                    | 0.14  |                |                    |                 |
| 8.32  | M008 +0.31                     | N   | WB <a href="#">Projects spanning M8 to M9</a>   | AC           | AC            | 2          | 10                  | 24            | 4                    | 5.59  | 1998           |                    |                 |
| 9.80  | M009 +0.79                     | N   | TI (WB) Lake Havasu Rd (on)                     | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.21  | 72             |                    |                 |
| 10.01   | M010 +0.00                     | N   | TI (WB) Lake Havasu Rd (off)                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.22  | 72             |                    |                 |
| 11.05   | M011 +0.04                     | N   | BR (WB) Boulder Wash                            |              |               |            |                     |               |                      |       | 1972           | 141 ft Concrete    |                 |
| 11.39   | +0.38                          | N   | BR (WB) Chemehuevi Wash                         |              |               |            |                     |               |                      |       | 1952           | 119 ft Concrete    |                 |
| 12.96   | M012 +0.95                     | N   | FR Two Way Frontage Rd Left                     | Unk          | BST           | 2          | 1                   | 24            | 1                    | 0.20  |                |                    |                 |
| 13.16   | M013 +0.15                     | N   | TI (WB) Franconia (on)                          | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.23  | 72             |                    |                 |
| 13.34   | +0.34                          | N   | TI (WB) Franconia (off)                         | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.20  | 72             |                    |                 |
| 13.62   | +0.62                          | N   | BR (WB) Franconia Wash                          |              |               |            |                     |               |                      |       | 1952           | 162 ft Concrete    |                 |
| 13.91   | +0.91                          | N   | WB <a href="#">Projects spanning M13 to M14</a> | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.98  | 1999           |                    |                 |
| 14.89   | M014 +0.89                     | N   | WB <a href="#">Projects spanning M14 to M15</a> | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.07  | Jan 2000       |                    |                 |
| 14.93   | +0.93                          | N   | BR (WB) Buck Mountain Wash                      |              |               |            |                     |               |                      |       | 1998           | 387 ft Concrete    |                 |
| 14.97   | +0.97                          | N   | WB <a href="#">Projects spanning M14 to M15</a> | AC           | AC            | 2          | 10                  | 24            | 4                    | 31.55 | 1999           |                    |                 |
| 18.30   | M018 +0.31                     | N   | BR (WB) Illavar Wash                            |              |               |            |                     |               |                      |       | 1952           | 106 ft Concrete    |                 |
| 19.57   | M019 +0.58                     | N   | FR Two Way Frontage Rd Left                     | Unk          | Unk           | 2          | 0                   | 24            | 0                    | 0.83  |                |                    |                 |
| 20.12   | M020 +0.13                     | N   | UP (WB) Exit #20 at Gem Acres Rd                |              |               |            |                     |               |                      |       | 1967           |                    | 16'-07"         |
|   | +0.14                          | N   | TI (WB) Gem Acres Rd (on)                       | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.17  | 67             |                    |                 |
| 20.40   | +0.41                          | N   | TI (WB) Gem Acres Rd (off)                      | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.29  | 67             |                    |                 |
| 22.83   | M022 +0.90                     | N   | RA (WB) Haviland Rest Area (on)                 | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.20  |                |                    |                 |
| 22.93   | +1.00                          | N   | RA (WB) Haviland Rest Area                      | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.10  |                |                    |                 |
| 23.12   | M023 +0.15                     | N   | RA (WB) Haviland Rest Area (off)                | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.19  |                |                    |                 |
| 23.60   | +0.63                          | N   | BR (WB) Mackenzie Wash                          |              |               |            |                     |               |                      |       | 1952           | 202 ft Concrete    |                 |
| 24.33   | M024 +0.36                     | N   | FR Frontage Rd Left                             | Unk          | Unk           | 2          |                     | 24            |                      | 0.84  |                |                    |                 |
| 25.14   | M025 +0.18                     | N   | FR Two Way Frontage Rd Left                     | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 1.02  |                |                    |                 |
|   |                                | N   | TI (WB) West Yucca/Alamo Rd (on)                | Unk          | Unk           | 1.65999996 | 8                   | 19.91999952   | 2                    | 0.24  | 09 Dec 2002    |                    |                 |
| 25.34   | +0.37                          | N   | TI (WB) West Yucca/Alamo Rd (off)               | Unk          | Unk           | 1.24       | 2                   | 14.88         | 8                    | 0.20  | 09 Dec 2002    |                    |                 |

**I 040 at M025+0.37**

**M025+0.37 on I 040**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 040 at M026+0.36**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M026+0.36 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 26.33          | M026 +0.36                     | N   | TI (WB) East Yucca/Proving Ground Rd (off)        | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.23  |                |                    |                 |
| 26.93          | +0.97                          | N   | OP (WB) Burlington Northern Santa Fe RR           |              |               |            |                     |               |                      |       | 1952           | 236 ft Steel       |                 |
| 28.71          | M028 +0.74                     | N   | FR Two Way Frontage Rd Left                       | Unk          | Unk           | 2          | 0                   | 24            | 0                    | 8.34  |                |                    |                 |
|                |                                | N   | TI (WB) Old Trails Rd (on)                        | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.27  |                |                    |                 |
| 28.90          | +0.94                          | N   | TI (WB) Old Trails Rd (off)                       | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.22  |                |                    |                 |
| 32.11          | M032 +0.14                     | N   | BR (WB) Walnut Creek                              |              |               |            |                     |               |                      |       | 1965           | 141 ft Concrete    |                 |
| 34.76          | M034 +0.78                     | N   | BR (WB) Black Rock Wash                           |              |               |            |                     |               |                      |       | 1965           | 140 ft Concrete    |                 |
| 36.99          | M037 +0.02                     | N   | TI (WB) Griffith Rd (on)                          | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.25  |                |                    |                 |
|                |                                | N   | FR Two Way Frontage Rd Left                       | Unk          | Unk           | 2          | 0                   | 24            | 0                    | 2.98  |                |                    |                 |
| 37.20          | +0.24                          | N   | TI (WB) Griffith Rd (off)                         | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.24  |                |                    |                 |
| 40.36          | M040 +0.40                     | N   | BR (WB) Griffith Wash                             |              |               |            |                     |               |                      |       | 1974           | 141 ft Concrete    |                 |
| 41.70          | M041 +0.73                     | N   | FR One Way Frontage Rd WB                         | Unk          | BST           | 2          | 1                   | 24            | 1                    | 2.60  |                |                    |                 |
| 44.28          | M044 +0.31                     | N   | TI (WB) McConnico/Oatman Rd (on)                  | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.27  |                |                    |                 |
|                |                                | N   | OP (WB) Exit #44 at McConnico Rd                  |              |               |            |                     |               |                      |       | 1978           | 134 ft Concrete    |                 |
| 44.32          | +0.35                          | N   | FR Two Way Frontage Rd Left                       | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 2.55  |                |                    |                 |
| 44.58          | +0.62                          | N   | TI (WB) McConnico/Oatman Rd (off)                 | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.30  |                |                    |                 |
| 46.52          | M046 +0.55                     | N   | WB <a href="#">Projects spanning M46 to M47</a>   | AC           | AC            | 2          | 10                  | 24            | 4                    | 1.43  | 27 Jul 2005    |                    |                 |
| 46.69          | +0.73                          | N   | BR (WB) Holy Moses Wash                           |              |               |            |                     |               |                      |       | 1980           | 221 ft Concrete    |                 |
| 47.95          | M048 +0.00                     | N   | WB <a href="#">Projects spanning M48 to M49</a>   | AC           | AC            | 2          | 10                  | 24            | 4                    | 1.63  | 1999           |                    |                 |
| 48.82          | +0.87                          | N   | OP (WB) Exit #48 at U 093 N & SB040(0) & Beale St |              |               |            |                     |               |                      |       | 1980           | 142 ft Concrete    |                 |
| 48.83          |                                | N   | TI (WB) W Kingman/Beale St (on)                   | Unk          | Unk           | 1          | 2                   | 12            | 2                    | 0.23  | Jul 1999       |                    |                 |
| 49.11          | M049 +0.21                     | N   | TI (WB) W Kingman/Beale St (off)                  | Unk          | Unk           | 2          | 3                   | 24            | 4                    | 0.28  | Jul 1999       |                    |                 |
| 49.58          | +0.68                          | N   | WB <a href="#">Projects spanning M49 to M50</a>   | AC           | MBH           | 2          | 10                  | 24            | 4                    | 3.43  | 1993           |                    |                 |
| 49.74          | +0.84                          | N   | BR (WB) Clack Canyon Rd                           |              |               |            |                     |               |                      |       | 1980           | 311 ft Concrete    |                 |
| 50.09          | M050 +0.13                     | N   | OP (WB) White Cliff                               |              |               |            |                     |               |                      |       | 1980           | 153 ft Concrete    |                 |
| 51.67          | M051 +0.75                     | N   | OP (WB) Exit #52 at Stockton Hill Rd              |              |               |            |                     |               |                      |       | 1980           | 142 ft Concrete    |                 |
|                |                                | N   | TI (WB) Stockton Hill Rd (on)                     | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.30  | 25 Sep 2001    |                    |                 |
|                |                                | N   | FR Two Way Frontage Rd                            | AC           | AC            | 2          | 0                   | 44            | 0                    | 0.64  | Apr 2003       |                    |                 |
| 51.99          | M052 +0.01                     | N   | TI (WB) Stockton Hill Rd (off)                    | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.33  | 25 Sep 2001    |                    |                 |
| 52.28          | +0.30                          | N   | OP (WB) Harrison St                               |              |               |            |                     |               |                      |       | 1980           | 97 ft Concrete     |                 |
| 52.78          | +0.79                          | N   | FR Frontage Rd Left                               | Unk          | Unk           | 2          |                     | 24            |                      | 0.37  |                |                    |                 |
| 53.01          | M053 +0.02                     | N   | TI (WB) E Kingman/Andy Devine Ave (off)           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.34  |                |                    |                 |
|                | +0.03                          | N   | WB <a href="#">Projects spanning M53 to M54</a>   | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.12  | 17 Nov 2003    |                    |                 |
| 53.07          | +0.08                          | N   | TI (WB) E Kingman/Andy Devine Ave (off)           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.06  |                |                    |                 |
|                |                                | N   | TI (WB) E Kingman/Andy Devine Ave (off)           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.05  |                |                    |                 |
| 53.08          | +0.09                          | N   | OP (WB) Exit #53 at SB040(0) W & S 066 E          |              |               |            |                     |               |                      |       | 1970           | 213 ft Concrete    |                 |
| 53.11          | +0.12                          | N   | TI (WB) E Kingman/Andy Devine Ave (on)            | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.40  |                |                    |                 |
| 53.14          | +0.15                          | N   | WB <a href="#">Projects spanning M53 to M54</a>   | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.30  | 1993           |                    |                 |
| 53.24          | +0.25                          | N   | OP (WB) Burlington Northern Santa Fe RR           |              |               |            |                     |               |                      |       | 1970           | 352 ft Steel       |                 |

**I 040 at M053+0.25**

**M053+0.25 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M053+0.45**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M053+0.45 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |                 |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|-----------------|
| 53.44          | M053 +0.45                     | N   | WB   | <a href="#">Projects spanning M53 to M54</a>   | AC            | AC         | 2                   | 10            | 24                   | 4     | 9.02           |                    | 1997            |                 |
| 55.25          | M055 +0.70                     | N   | VMS  | (WB) Variable Message Sign #377 (Operational)  |               |            |                     |               |                      |       |                |                    | Sep 2000        |                 |
| 56.48          | M056 +0.92                     | N   | BR   | (WB) Rattlesnake Wash                          |               |            |                     |               |                      |       |                | 1967               | 164 ft Concrete |                 |
| 58.81          | M059 +0.27                     | N   | FR   | Frontage Rd Left                               | Unk           | Unk        | 2                   |               | 24                   |       | 0.65           |                    |                 |                 |
| 59.20          | +0.66                          | N   | TI   | (WB) D W Ranch Rd (on)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.23           |                    | 67              |                 |
| 59.35          | +0.81                          | N   | TI   | (WB) D W Ranch Rd (off)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.15           |                    | 67              |                 |
| 59.63          | M060 +0.11                     | N   | BR   | (WB) Frees Wash                                |               |            |                     |               |                      |       |                |                    | 141 ft Concrete |                 |
| 62.46          | M062 +0.94                     | N   | WB   | <a href="#">Projects spanning M62 to M63</a>   | AC            | MBH        | 2                   | 10            | 24                   | 4     | 3.57           |                    | 1996            |                 |
| 66.01          | M066 +0.48                     | N   | OP   | (WB) Exit #66 at Blake Ranch Rd                |               |            |                     |               |                      |       |                |                    | 1966            | 89 ft Concrete  |
|                |                                | N   | TI   | (WB) Blake Ranch Rd (on)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.20           |                    | 66              |                 |
| 66.03          | +0.49                          | N   | WB   | <a href="#">Projects spanning M66 to M67</a>   | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.19           |                    | Nov 2003        |                 |
| 66.19          | +0.66                          | N   | TI   | (WB) Blake Ranch Rd (off)                      | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.18           |                    | 66              |                 |
| 66.22          | +0.68                          | N   | WB   | <a href="#">Projects spanning M66 to M67</a>   | AC            | AC         | 2                   | 10            | 36                   | 4     | 4.65           |                    | Nov 2003        |                 |
| 70.86          | M071 +0.33                     | N   | WB   | <a href="#">Projects spanning M71 to M72</a>   | AC            | MBH        | 2                   | 10            | 36                   | 4     | 0.14           |                    | 1996            |                 |
| 71.00          | +0.47                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 7.90           |                    | 1996            |                 |
| 71.39          | +0.86                          | N   | TI   | (WB) Round Valley (off)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.22           |                    | 63              |                 |
| 71.42          | +0.89                          | N   | TI   | (WB) Round Valley (on)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.45           |                    | 63              |                 |
| 71.53          | M072 +0.00                     | N   | VMS  | (WB) Variable Message Sign #75 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |                 |
| 73.01          | M073 +0.48                     | N   | BR   | (WB) Peacock Wash                              |               |            |                     |               |                      |       |                |                    | 1966            | 239 ft Concrete |
| 74.94          | M075 +0.41                     | N   | BR   | (WB) Big Sandy Wash                            |               |            |                     |               |                      |       |                |                    | 1966            | 286 ft Concrete |
| 74.99          | +0.45                          | N   | OP   | (WB) Hackberry Rd                              |               |            |                     |               |                      |       |                |                    | 1966            | 108 ft Concrete |
| 78.90          | M079 +0.48                     | N   | TI   | (WB) Silver Springs Rd (on)                    | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.19           |                    | 71              |                 |
|                |                                | N   | OP   | (WB) Exit #79 at Silver Springs Rd             |               |            |                     |               |                      |       |                |                    | 1971            | 107 ft Concrete |
| 78.91          | +0.49                          | N   | WB   | <a href="#">Projects spanning M79 to M80</a>   | AC            | AC         | 2                   | 10            | 24                   | 4     | 4.33           |                    | 29 Sep 2004     |                 |
| 79.09          | +0.67                          | N   | TI   | (WB) Silver Springs Rd (off)                   | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.19           |                    | 71              |                 |
| 83.24          | M083 +0.83                     | N   | WB   | <a href="#">Projects spanning M83 to M84</a>   | AC            | AC         | 2                   | 9.5           | 25                   | 3.5   | 2.30           |                    | 29 Sep 2004     |                 |
| 85.32          | M086 +0.01                     | N   | BR   | (WB) Willow Creek #6                           |               |            |                     |               |                      |       |                |                    | 1976            | 282 ft Concrete |
| 85.54          | +0.23                          | N   | WB   | <a href="#">Projects spanning M86 to M87</a>   | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.06           |                    | 29 Sep 2004     |                 |
| 85.59          | +0.28                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 16.83          |                    | Nov 1999        |                 |
| 86.99          | M087 +0.68                     | N   | TI   | (WB) Willows Ranch Rd (on)                     | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.32           |                    | Nov 1999        |                 |
| 87.21          | +0.90                          | N   | TI   | (WB) Willows Ranch Rd (off)                    | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.22           |                    | Nov 1999        |                 |
| 91.04          | M091 +0.74                     | N   | TI   | (WB) Fort Rock Rd (on)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.21           |                    | Nov 1999        |                 |
| 91.25          | +0.95                          | N   | TI   | (WB) Fort Rock Rd (off)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.21           |                    | Nov 1999        |                 |
| 93.78          | M094 +0.43                     | N   | OP   | (WB) Echeverria                                |               |            |                     |               |                      |       |                |                    | 1977            | 145 ft Concrete |
| 95.33          | M096 +0.03                     | N   | OP   | (WB) Exit #96 at Cross Mountain Rd             |               |            |                     |               |                      |       |                |                    | Nov 1999        | 107 ft Concrete |
|                |                                | N   | TI   | (WB) Cross Mountain Rd (on)                    | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.27           |                    | Nov 1999        |                 |
| 95.52          | +0.23                          | N   | TI   | (WB) Cross Mountain Rd (off)                   | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.19           |                    | Nov 1999        |                 |
| 102.42         | M103 +0.10                     | N   | WB   | <a href="#">Projects spanning M103 to M104</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.01           |                    | Nov 1999        |                 |
| 102.43         | +0.11                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 4.48           |                    | 77              |                 |

**I 040 at M103+0.11**

**M103+0.11 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M103+0.57**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M103+0.57 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 102.90         | M103+0.57                      | N   | TI (WB) Jolly Rd (on)                                   | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.21  | 74             |                    |                 |
| 103.08         | +0.76                          | N   | TI (WB) Jolly Rd (off)                                  | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.19  | 74             |                    |                 |
| 106.91         | M107+0.59                      | N   | WB <a href="#">Projects spanning M107 to M108</a>       | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.05  | Nov 2000       |                    |                 |
| 106.94         | +0.62                          | N   | BR (WB) Markham Wash                                    |              |               |            |                     |               |                      |       | 1972           | 276 ft Concrete    |                 |
| 106.96         | +0.64                          | N   | WB <a href="#">Projects spanning M107 to M108</a>       | AC           | MBH           | 2          | 10                  | 24            | 4                    | 2.86  | 77             |                    |                 |
| 108.97         | M109+0.66                      | N   | TI (WB) Anvil Rock Rd (on)                              | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.26  | 73             |                    |                 |
| 109.20         | +0.89                          | N   | TI (WB) Anvil Rock Rd (off)                             | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.24  | 73             |                    |                 |
| 109.82         | M110+0.50                      | N   | WB <a href="#">Projects spanning M110 to M111</a>       | AC           | MBH           | 2          | 10                  | 24            | 4                    | 12.92 | 78             |                    |                 |
| 111.91         | M112+0.58                      | N   | FR Frontage Rd Left                                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.68  |                |                    |                 |
| 112.14         | +0.81                          | N   | OP (WB) Audley Rd                                       |              |               |            |                     |               |                      |       | 1971           | 159 ft Concrete    |                 |
| 115.71         | M116+0.40                      | N   | FR Frontage Rd Left                                     | Unk          | Unk           | 2          |                     | 24            |                      | 2.18  |                |                    |                 |
| 117.21         | M117+0.89                      | N   | UP (WB) Canyon Mouth Dam                                |              |               |            |                     |               |                      |       | 1967           |                    | 16'-05"         |
| 119.33         | M120+0.00                      | N   | VMS (WB) Variable Message Sign #73 (Under Design)       |              |               |            |                     |               |                      |       |                |                    |                 |
| 120.44         | M121+0.10                      | N   | TI (WB) W Seligman (on)                                 | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.22  | 67             |                    |                 |
| 120.61         | +0.27                          | N   | TI (WB) W Seligman (off)                                | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.17  | 67             |                    |                 |
| 122.65         | M123+0.32                      | N   | TI (WB) E Seligman (on)                                 | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.25  | 67             |                    |                 |
|                |                                | N   | OP (WB) Exit #123 at SB040(1) (E of Seligman)           |              |               |            |                     |               |                      |       | 1967           | 108 ft Concrete    |                 |
| 122.74         | +0.40                          | N   | WB <a href="#">Projects spanning M123 to M124</a>       | AC           | MBH           | 2          | 10                  | 24            | 4                    | 8.60  | 81             |                    |                 |
| 122.79         | +0.45                          | N   | TI (WB) E Seligman (off)                                | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.14  | 67             |                    |                 |
| 131.34         | M132+0.01                      | N   | WB <a href="#">Projects spanning M132 to M133</a>       | AC           | MBH           | 2          | 10                  | 24            | 4                    | 6.78  | 89             |                    |                 |
| 138.12         | M138+0.78                      | N   | WB <a href="#">Projects spanning M138 to M139</a>       | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.43  | 03 Dec 2001    |                    |                 |
| 138.55         | M139+0.20                      | N   | WB <a href="#">Projects spanning M139 to M140</a>       | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.60  | 30 Oct 2003    |                    |                 |
| 138.96         | +0.61                          | N   | FR Frontage Rd Left                                     | Unk          | Unk           | 2          |                     | 24            |                      | 0.27  |                |                    |                 |
| 139.15         | +0.80                          | N   | WB <a href="#">Projects spanning M139 to M140</a>       | AC           | AC            | 2          | 10                  | 24            | 4                    | 3.00  | 03 Dec 2001    |                    |                 |
| 139.20         | +0.85                          | N   | TI (WB) Crookton Rd (on)                                | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.16  | 66             |                    |                 |
| 139.35         | M140+0.00                      | N   | TI (WB) Crookton Rd (off)                               | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.15  | 66             |                    |                 |
| 141.88         | M142+0.54                      | N   | BR (WB) Partridge Creek                                 |              |               |            |                     |               |                      |       | 1955           | 146 ft Steel       |                 |
| 142.14         | +0.80                          | N   | WB <a href="#">Projects spanning M142 to M143</a>       | AC           | AC            | 2          | 10                  | 24            | 4                    | 1.47  | 81             |                    |                 |
| 143.61         | M144+0.27                      | N   | WB <a href="#">Projects spanning M144 to M145</a>       | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.06  | 81             |                    |                 |
| 143.62         |                                | N   | OP (WB) Burlington Northern Santa Fe RR                 |              |               |            |                     |               |                      |       | 1955           | 101 ft Concrete    |                 |
| 143.67         | +0.33                          | N   | WB <a href="#">Projects spanning M144 to M145</a>       | AC           | MBH           | 2          | 10                  | 24            | 4                    | 3.75  | 1996           |                    |                 |
| 144.30         | +0.95                          | N   | OP (WB) Exit #145 at SB040(2) (W of Ash Fork)           |              |               |            |                     |               |                      |       | 1979           | 153 ft Concrete    |                 |
| 144.31         | +0.96                          | N   | TI (WB) W Ash Fork (on)                                 | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.30  | 79             |                    |                 |
| 144.52         | M145+0.18                      | N   | TI (WB) W Ash Fork (off)                                | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.22  | 79             |                    |                 |
| 145.48         | M146+0.14                      | N   | BR (WB) Ash Fork Draw                                   |              |               |            |                     |               |                      |       | 1979           | 172 ft Concrete    |                 |
| 145.60         | +0.26                          | N   | OP (WB) Exit #146 at S 089 S & SB040(2) (E of Ash Fork) |              |               |            |                     |               |                      |       | 1979           | 182 ft Concrete    |                 |
| 145.61         | +0.27                          | N   | TI (WB) E Ash Fork (on)                                 | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.27  | 79             |                    |                 |
| 146.09         | +0.75                          | N   | TI (WB) E Ash Fork (off)                                | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.49  | 79             |                    |                 |
| 147.42         | M148+0.08                      | N   | WB <a href="#">Projects spanning M148 to M149</a>       | AC           | MBH           | 2          | 10                  | 24            | 4                    | 4.00  | 1993           |                    |                 |

**I 040 at M148+0.08**

**M148+0.08 on I 040**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 040 at M148+0.31**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M148+0.31 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |   | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|-------------|---|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width | Width Right |   |       |                |                    |                 |
| 147.65         | M148 +0.31                     | N   | TI   | (WB) County Line Rd (on)                       | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.16  | 64             |                    |                 |
| 147.75         | +0.41                          | N   | TI   | (WB) County Line Rd (off)                      | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.11  | 64             |                    |                 |
| 148.34         | M149 +0.00                     | N   | VMS  | (WB) Variable Message Sign #68 (Proposed)      |               |            |            |               |             |   |       |                |                    |                 |
| 148.49         | +0.14                          | N   | OP   | (WB) Exit #149 at Monte Carlo Rd               |               |            |            |               |             |   |       | 1964           | 79 ft Concrete     |                 |
| 148.54         | +0.20                          | N   | TI   | (WB) Monte Carlo Rd (on)                       | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.06  | 64             |                    |                 |
| 148.71         | +0.36                          | N   | TI   | (WB) Monte Carlo Rd (off)                      | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.18  | 64             |                    |                 |
| 151.14         | M151 +0.82                     | N   | OP   | (WB) Exit #151 at Welch Rd                     |               |            |            |               |             |   |       | 1964           | 80 ft Concrete     |                 |
| 151.20         | +0.88                          | N   | TI   | (WB) Welch Rd (on)                             | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.04  | 64             |                    |                 |
| 151.26         | +0.94                          | N   | TI   | (WB) Welch Rd (off)                            | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.10  | 64             |                    |                 |
| 151.42         | M152 +0.09                     | N   | WB   | <a href="#">Projects spanning M152 to M153</a> | AC            | AC         | 2          | 10            | 24          | 4 | 6.55  | 30 Sep 2003    |                    |                 |
| 154.61         | M155 +0.29                     | N   | FR   | Frontage Rd Left                               | Unk           | Unk        | 2          |               | 24          |   | 1.75  |                |                    |                 |
| 154.69         | +0.37                          | N   | SVP  | (WB) Paved Safety Pullout 1060' long 63' wide  |               |            |            |               |             |   | 0.21  | 30 Sep 2003    |                    |                 |
| 157.08         | M157 +0.78                     | N   | TI   | (WB) Devil Dog Rd (off)                        | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.12  | 66             |                    |                 |
| 157.12         | +0.82                          | N   | TI   | (WB) Devil Dog Rd (on)                         | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.14  | 66             |                    |                 |
| 157.13         |                                | N   | OP   | (WB) Exit #157 at Devil Dog Rd                 |               |            |            |               |             |   |       | 1966           | 81 ft Concrete     |                 |
| 157.97         | M158 +0.66                     | N   | WB   | <a href="#">Projects spanning M158 to M159</a> | AC            | MBH        | 2          | 10            | 24          | 4 | 8.17  | Sep 1998       |                    |                 |
| 160.82         | M161 +0.49                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24          | 1 | 0.42  |                |                    |                 |
| 161.16         | +0.84                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24          | 1 | 0.12  |                |                    |                 |
| 161.25         | +0.92                          | N   | TI   | (WB) W Williams (on)                           | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.31  | Sep 1998       |                    |                 |
| 161.54         | M162 +0.23                     | N   | TI   | (WB) W Williams (off)                          | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.30  | Sep 1998       |                    |                 |
| 161.66         | +0.35                          | N   | OP   | (WB) Burlington Northern Santa Fe RR           |               |            |            |               |             |   |       | 1982           | 244 ft Steel       |                 |
| 162.87         | M163 +0.54                     | N   | OP   | (WB) Exit #163 at Grand Canyon Blvd            |               |            |            |               |             |   |       | Sep 1998       | 114 ft Concrete    |                 |
| 162.88         |                                | N   | TI   | (WB) Grand Canyon Blvd (on)                    | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.31  | Sep 1998       |                    |                 |
| 163.17         | +0.84                          | N   | TI   | (WB) Grand Canyon Blvd (off)                   | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.29  | Sep 1998       |                    |                 |
| 163.30         | +0.97                          | N   | OP   | (WB) Airport Rd                                |               |            |            |               |             |   |       | 1982           | 115 ft Concrete    |                 |
| 163.65         | M164 +0.32                     | N   | OP   | (WB) Grand Canyon RR                           |               |            |            |               |             |   |       | 1982           | 249 ft Concrete    |                 |
| 164.10         | +0.78                          | N   | OP   | (WB) Kaibab Estate                             |               |            |            |               |             |   |       | 1982           | 79 ft Concrete     |                 |
| 164.39         | M165 +0.05                     | N   | OP   | (WB) Burlington Northern Santa Fe RR           |               |            |            |               |             |   |       | 1982           | 251 ft Concrete    |                 |
| 165.35         | M166 +0.01                     | N   | TI   | (WB) E Williams (on)                           | Unk           | Unk        | 2          | 10            | 24          | 4 | 0.32  | Sep 1998       |                    |                 |
|                |                                | N   | OP   | (WB) Exit #165 at S 064 N                      |               |            |            |               |             |   |       | Sep 1998       | 158 ft Concrete    |                 |
| 165.66         | +0.31                          | N   | TI   | (WB) E Williams (off)                          | Unk           | Unk        | 2          | 10            | 24          | 4 | 0.31  | Sep 1998       |                    |                 |
| 166.14         | +0.80                          | N   | WB   | <a href="#">Projects spanning M166 to M167</a> | AC            | MBH        | 2          | 10            | 24          | 4 | 0.12  | 78             |                    |                 |
| 166.26         | +0.92                          | N   | WB   |  | AC            | MBH        | 2          | 10            | 24          | 4 | 24.07 | 1995           |                    |                 |
| 167.02         | M167 +0.52                     | N   | TI   | (WB) Garland/Prairie Rd/Circle Pines Rd (on)   | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.21  | 62             |                    |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24          | 1 | 0.80  |                |                    |                 |
| 167.23         | +0.73                          | N   | TI   | (WB) Garland/Prairie Rd/Circle Pines Rd (off)  | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.21  | 62             |                    |                 |
| 167.50         | M168 +0.00                     | N   | VMS  | (WB) Variable Message Sign #365 (Operational)  |               |            |            |               |             |   |       |                |                    |                 |
| 171.19         | M171 +0.70                     | N   | TI   | (WB) Pittman/Valley Rd (on)                    | Unk           | Unk        | 1          | 8             | 12          | 2 | 0.13  | 62             |                    |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Gravel     | 2          | 2             | 20          | 2 | 1.14  |                |                    |                 |

**I 040 at M171+0.70**

**M171+0.70 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M171+0.89**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M171+0.89 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 171.39         | M171 +0.89                     | N   | TI (WB) Pittman/Valley Rd (off)                    | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.20  | 62             |                    |                 |
| 172.34         | M172 +0.83                     | N   | UP (WB) Sherwood Forest                            |              |               |            |                     |               |                      |       | 1962           |                    | 17'-06"         |
| 175.38         | M175 +0.86                     | N   | UP (WB) Spitz Spring                               |              |               |            |                     |               |                      |       | 1962           |                    | 16'-06"         |
| 177.74         | M178 +0.26                     | N   | TI (WB) Parks (on)                                 | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.17  | 62             |                    |                 |
| 177.92         | +0.44                          | N   | TI (WB) Parks (off)                                | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.18  | 62             |                    |                 |
| 181.89         | M182 +0.40                     | N   | RA (WB) Parks Rest Area (on)                       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.13  |                |                    |                 |
| 181.95         | +0.46                          | N   | RA (WB) Parks Rest Area                            | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.06  |                |                    |                 |
| 182.06         | +0.57                          | N   | RA (WB) Parks Rest Area (off)                      | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.11  |                |                    |                 |
| 182.49         | +0.99                          | N   | FR Frontage Rd Left                                | Unk          | Unk           | 2          |                     | 24            |                      | 2.19  |                |                    |                 |
| 184.64         | M185 +0.11                     | N   | TI (WB) Transwestern/Bellmont (on)                 | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.13  | 63             |                    |                 |
| 184.65         |                                | N   | FR Frontage Rd Left                                | Unk          | Unk           | 2          |                     | 24            |                      | 2.93  |                |                    |                 |
|                |                                | N   | UP (WB) Exit #185 at Transwestern Rd               |              |               |            |                     |               |                      |       | 1963           |                    | 17'-03"         |
| 184.82         | +0.28                          | N   | TI (WB) Transwestern/Bellmont (off)                | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.18  | 63             |                    |                 |
| 190.06         | M190 +0.55                     | N   | TI (WB) A-1 Mountain Rd (on)                       | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.15  | 65             |                    |                 |
| 190.20         | +0.69                          | N   | TI (WB) A-1 Mountain Rd (off)                      | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.15  | 65             |                    |                 |
| 190.34         | +0.82                          | N   | WB <a href="#">Projects spanning M190 to M191</a>  | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.08  | Sep 1999       |                    |                 |
| 190.37         | +0.86                          | N   | FR Two Way Frontage Rd Left                        | Unk          | Unk           | 2          |                     | 24            |                      | 0.77  |                |                    |                 |
|                |                                | N   | OP (WB) Riordan RR                                 |              |               |            |                     |               |                      |       | 1966           | 396 ft Steel       |                 |
| 190.41         | +0.90                          | N   | OP (WB) Burlington Northern Santa Fe RR            |              |               |            |                     |               |                      |       | 1986           | 396 ft Steel       |                 |
|                |                                | N   | WB <a href="#">Projects spanning M190 to M191</a>  | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.03  | 86             |                    |                 |
| 190.44         | +0.93                          | N   | WB   | AC           | MBH           | 2          | 10                  | 24            | 4                    | 3.86  | 1996           |                    |                 |
| 190.99         | M191 +0.49                     | N   | TI (WB) W Flagstaff (off)                          | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.14  | 68             |                    |                 |
| 191.01         | +0.51                          | N   | FR Two Way Connector between WB Ramps and SB-40(4) | Unk          | Unk           | 2          |                     | 24            |                      | 0.21  |                |                    |                 |
| 191.21         | +0.71                          | N   | TI (WB) W Flagstaff (on)                           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.50  | 68             |                    |                 |
| 191.22         | +0.72                          | N   | OP (WB) Exit #191 at SB040(4) (W of Flagstaff)     |              |               |            |                     |               |                      |       | 1968           | 121 ft Concrete    |                 |
| 192.08         | M192 +0.56                     | N   | TI (WB) Dairy Rd/Flagstaff Ranch Rd (on)           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.24  | 86             |                    |                 |
|                |                                | N   | OP (WB) Exit #192 at Dairy Rd                      |              |               |            |                     |               |                      |       | 1986           | 160 ft Concrete    |                 |
| 192.24         | +0.72                          | N   | TI (WB) Dairy Rd/Flagstaff Ranch Rd (off)          | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.16  | 86             |                    |                 |
| 193.01         | M193 +0.50                     | N   | UP (WB) Woody Mountain Rd                          |              |               |            |                     |               |                      |       | 1968           |                    | 16'-02"         |
| 194.30         | M194 +0.78                     | N   | WB <a href="#">Projects spanning M194 to M195</a>  | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.15  | Oct 2001       |                    |                 |
| 194.45         | M195 +0.01                     | N   | WB <a href="#">Projects spanning M195 to M196</a>  | AC           | MBH           | 2          | 10                  | 36            | 4                    | 0.60  | Oct 2001       |                    |                 |
| 194.79         | +0.34                          | N   | OP (WB) Old Hwy 89 (Beulah Blvd)                   |              |               |            |                     |               |                      |       | Oct 2001       | 347 ft Concrete    |                 |
| 194.83         | +0.39                          | N   | TI (WB) Exit # 195B from I 017 SB (on)             |              |               |            |                     |               |                      |       |                |                    |                 |
| 194.96         | +0.52                          | N   | OP (WB) Exit #195 at I 017 S & SA089 N             |              |               |            |                     |               |                      |       | Oct 2001       | 213 ft Concrete    |                 |
| 195.05         | +0.60                          | N   | WB <a href="#">Projects spanning M195 to M196</a>  | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.64  | Oct 2001       |                    |                 |
|                |                                | N   | TI (WB) Exit # 195B from I 017 NB (on)             |              |               |            |                     |               |                      |       |                |                    |                 |
| 195.24         | +0.79                          | N   | TI (WB) Exit # 195B to SA089 (I 017) NB (off)      | Unk          | Unk           | 2          | 8                   | 24            | 4                    | 0.31  | Oct 2001       |                    |                 |
|                |                                | N   | TI (WB) Exit # 195B to SA089 (I 017) SB (off)      | Unk          | Unk           | 2          | 8                   | 24            | 4                    | 0.61  | Oct 2001       |                    |                 |
| 195.41         | +0.96                          | N   | TI (WB) Exit # 195B to SA089 (I 017) NB/SB (off)   | Unk          | Unk           | 2          | 8                   | 24            | 4                    | 0.17  | Oct 2001       |                    |                 |

**I 040 at M195+0.96**

**M195+0.96 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M196+0.21**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M196+0.21 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 195.69         | M196 +0.21                     | N   | WB   | <a href="#">Projects spanning M196 to M197</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 1.21           | 90                 |                 |
| 195.76         | +0.27                          | N   | OP   | (WB) Lone Tree Rd                              |               |            |                     |               |                      |       | 1968           | 107 ft Concrete    |                 |
| 196.91         | M197 +0.41                     | N   | WB   | <a href="#">Projects spanning M197 to M198</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.03           | Sep 1999           |                 |
| 196.92         | +0.43                          | N   | BR   | (WB) Rio De Flag (Not It Use)                  |               |            |                     |               |                      |       | 2005           | 324 ft Steel       |                 |
|                |                                | N   | BR   | (WB) Rio De Flag                               |               |            |                     |               |                      |       | 1968           | 184 ft Steel       |                 |
| 196.94         | +0.45                          | N   | WB   | <a href="#">Projects spanning M197 to M198</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 3.12           | 90                 |                 |
| 197.67         | M198 +0.23                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Unk        | 2                   |               | 24                   |       | 0.29           |                    |                 |
| 197.72         | +0.28                          | N   | TI   | (WB) Butler Ave (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.16           | 68                 |                 |
| 197.76         | +0.32                          | N   | OP   | (WB) Exit #198 at Butler Ave                   |               |            |                     |               |                      |       | 1968           | 135 ft Steel       |                 |
| 197.97         | +0.53                          | N   | TI   | (WB) Butler Ave (off)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.26           | 68                 |                 |
| 198.79         | M199 +0.31                     | N   | UP   | (WB) 4th Ave                                   |               |            |                     |               |                      |       | 1968           |                    | 16'-08"         |
| 200.06         | M200 +0.57                     | N   | WB   | <a href="#">Projects spanning M200 to M201</a> | AC            | MBH        | 2                   | 10            | 30                   | 4     | 0.18           | 90                 |                 |
| 200.23         | +0.75                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 36                   | 4     | 0.11           | 90                 |                 |
| 200.34         | +0.85                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.14           | 90                 |                 |
| 200.48         | +0.99                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.35           | 2005               |                 |
| 200.51         | M201 +0.01                     | N   | FR   | Frontage Rd Left                               | Unk           | Unk        | 2                   |               | 24                   |       | 0.51           |                    |                 |
| 200.55         | +0.06                          | N   | TI   | (WB) E Flagstaff-Country Club (on)             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.25           | 68                 |                 |
| 200.83         | +0.34                          | N   | TI   | (WB) E Flagstaff-Country Club (off)            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.31           | 68                 |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M201 to M202</a> | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.04           | 2005               |                 |
| 200.87         | +0.38                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.05           | 2005               |                 |
| 200.92         | +0.43                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 2.76           | 2005               |                 |
| 202.19         | M202 +0.70                     | N   | VMS  | (WB) Variable Message Sign #56 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 203.68         | M204 +0.15                     | N   | WB   | <a href="#">Projects spanning M204 to M205</a> | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.09           | 2005               |                 |
| 203.77         | +0.24                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.11           | 2005               |                 |
| 203.88         | +0.35                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.69           | 2005               |                 |
| 203.95         | +0.42                          | N   | TI   | (WB) Walnut Canyon (on)                        | AC            | AC         | 1                   | 4             | 12                   | 2     | 0.09           | 2005               |                 |
| 204.37         | +0.84                          | N   | UP   | (WB) Exit #204 at Walnut Canyon                |               |            |                     |               |                      |       | 1968           |                    | 16'-01"         |
| 204.58         | M205 +0.04                     | N   | TI   | (WB) Walnut Canyon (off)                       | AC            | AC         | 1                   | 4             | 12                   | 2     | 0.22           | 2005               |                 |
|                | +0.05                          | N   | WB   | <a href="#">Projects spanning M205 to M206</a> | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.04           | 2005               |                 |
| 204.62         | +0.09                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.08           | 2005               |                 |
| 204.70         | +0.17                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.01           | 2005               |                 |
| 204.71         | +0.18                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.01           | 2005               |                 |
| 204.73         | +0.19                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 6.80           | Sep 2000           |                 |
| 206.71         | M207 +0.23                     | N   | TI   | (WB) Cosnino Rd (off)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.10           | Sep 2000           |                 |
| 206.75         | +0.27                          | N   | TI   | (WB) Cosnino Rd (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.17           | Sep 2000           |                 |
| 209.78         | M210 +0.26                     | N   | BR   | (WB) Walnut Canyon                             |               |            |                     |               |                      |       | 1997           | 306 ft Concrete    |                 |
| 210.64         | M211 +0.12                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 6.69           |                    |                 |
| 210.69         | +0.17                          | N   | TI   | (WB) Winona (on)                               | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.25           | Sep 2000           |                 |
|                |                                | N   | UP   | (WB) Exit #211 at Townsend Winona Rd           |               |            |                     |               |                      |       | Sep 2000       |                    | 16'-00"         |

**I 040 at M211+0.17**

**M211+0.17 on I 040**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 040 at M211+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M211+0.43 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 210.95         | M211 +0.43                     | N   | TI (WB) Winona (off)                                   | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.26  | Sep 2000       |                    |                 |
| 211.53         | M212 +0.00                     | N   | WB <a href="#">Projects spanning M212 to M213</a>      | AC           | MBH           | 2          | 10                  | 24            | 4                    | 5.84  | 91             |                    |                 |
| 211.63         | +0.10                          | N   | VMS (WB) Variable Message Sign #354 (Existing)         |              |               |            |                     |               |                      |       |                |                    |                 |
| 217.37         | M217 +0.85                     | N   | WB <a href="#">Projects spanning M217 to M218</a>      | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.01  | Oct 1999       |                    |                 |
| 217.38         | +0.86                          | N   | WB   | AC           | AC            | 2          | 10                  | 24            | 4                    | 6.84  | Oct 1999       |                    |                 |
| 218.27         | M218 +0.73                     | N   | BR (WB) Canyon Padre                                   |              |               |            |                     |               |                      |       | 1991           | 432 ft Concrete    |                 |
| 219.09         | M219 +0.58                     | N   | TI (WB) Twin Arrows (on)                               | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.29  | Oct 1999       |                    |                 |
| 219.32         | +0.81                          | N   | TI (WB) Twin Arrows (off)                              | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.28  | Oct 1999       |                    |                 |
| 224.22         | M224 +0.70                     | N   | WB <a href="#">Projects spanning M224 to M225</a>      | AC           | AC            | 2          | 10                  | 24            | 4                    | 5.22  | Aug 2001       |                    |                 |
| 224.56         | M225 +0.04                     | N   | TI (WB) Buffalo Range (on)                             | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.20  | 70             |                    |                 |
| 224.57         | +0.05                          | N   | OP (WB) Exit #225 at Buffalo Range Rd                  |              |               |            |                     |               |                      |       | 1970           | 107 ft Concrete    |                 |
| 224.79         | +0.27                          | N   | TI (WB) Buffalo Range (off)                            | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.23  | 70             |                    |                 |
| 229.44         | M229 +0.91                     | N   | WB <a href="#">Projects spanning M229 to M230</a>      | AC           | MBH           | 2          | 10                  | 24            | 4                    | 0.04  | 70             |                    |                 |
| 229.45         | +0.92                          | N   | BR (WB) Canyon Diablo                                  |              |               |            |                     |               |                      |       | 1999           | 238 ft Steel       |                 |
| 229.48         | +0.95                          | N   | WB <a href="#">Projects spanning M229 to M230</a>      | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.08  | 08 Oct 2004    |                    |                 |
| 229.55         | M230 +0.02                     | N   | WB <a href="#">Projects spanning M230 to M231</a>      | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.09  | 08 Oct 2004    |                    |                 |
| 229.64         | +0.11                          | N   | WB   | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.13  | 08 Oct 2004    |                    |                 |
| 229.67         | +0.14                          | N   | FR Frontage Rd Left                                    | Unk          | Unk           | 2          |                     | 24            |                      | 0.37  |                |                    |                 |
| 229.77         | +0.24                          | N   | WB <a href="#">Projects spanning M230 to M231</a>      | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.44  | 08 Oct 2004    |                    |                 |
| 229.99         | +0.46                          | N   | FR Frontage Rd Left                                    | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|                |                                | N   | TI (WB) Two Guns (on)                                  | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.24  | 08 Oct 2004    |                    |                 |
| 230.21         | +0.68                          | N   | WB <a href="#">Projects spanning M230 to M231</a>      | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.04  | 08 Oct 2004    |                    |                 |
|                |                                | N   | TI (WB) Two Guns (off)                                 | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.25  | 08 Oct 2004    |                    |                 |
| 230.25         | +0.72                          | N   | WB <a href="#">Projects spanning M230 to M231</a>      | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.03  | 08 Oct 2004    |                    |                 |
| 230.28         | +0.75                          | N   | WB   | AC           | AC            | 2          | 10                  | 24            | 4                    | 2.66  | 08 Oct 2004    |                    |                 |
| 232.94         | M233 +0.41                     | N   | WB <a href="#">Projects spanning M233 to M234</a>      | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.11  | 08 Oct 2004    |                    |                 |
| 233.05         | +0.53                          | N   | WB   | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.11  | 08 Oct 2004    |                    |                 |
| 233.17         | +0.64                          | N   | WB   | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.51  | 08 Oct 2004    |                    |                 |
| 233.29         | +0.77                          | N   | FR Two Way Frontage Rd Left                            | Unk          | Gravel        | 2          | 2                   | 20            | 2                    | 2.08  |                |                    |                 |
| 233.40         | +0.88                          | N   | TI (WB) Meteor Crater Rd (on)                          | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.26  | 08 Oct 2004    |                    |                 |
| 233.67         | M234 +0.16                     | N   | TI (WB) Meteor Crater Rd (off)                         | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.29  | 08 Oct 2004    |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M234 to M235</a>      | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.04  | 08 Oct 2004    |                    |                 |
| 233.71         | +0.20                          | N   | WB   | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.04  | 08 Oct 2004    |                    |                 |
| 233.75         | +0.24                          | N   | WB   | AC           | AC            | 2          | 10                  | 24            | 4                    | 5.03  | 08 Oct 2004    |                    |                 |
| 235.57         | M236 +0.05                     | N   | RA (WB) Meteor Crater Rest Area (Reconstruction) (on)  | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.16  |                |                    |                 |
| 235.68         | +0.16                          | N   | RA (WB) Meteor Crater Rest Area (Reconstruction)       | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.11  |                |                    |                 |
| 235.82         | +0.30                          | N   | RA (WB) Meteor Crater Rest Area (Reconstruction) (off) | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.14  |                |                    |                 |
| 236.34         | +0.83                          | N   | FR Two Way Frontage Rd Left                            | Unk          | Gravel        | 2          | 2                   | 20            | 2                    | 2.91  |                |                    |                 |
| 236.65         | M237 +0.13                     | N   | OP (WB) Burlington Northern Santa Fe RR                |              |               |            |                     |               |                      |       | 18 Nov 2005    | 182 ft Steel       |                 |

**I 040 at M237+0.13**

**M237+0.13 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M239+0.26**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M239+0.26 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                     | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|------------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                  |
| 238.78         | M239 +0.26                     | N   | WB   | <a href="#">Projects spanning M239 to M240</a>   | AC            | AC         | 2          | 10            | 30                   | 4     | 0.10           |                    |                  |
| 238.88         | +0.36                          | N   | WB   |  | AC            | AC         | 2          | 10            | 36                   | 4     | 0.13           |                    |                  |
| 239.00         | +0.48                          | N   | WB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 0.38           |                    |                  |
| 239.19         | +0.67                          | N   | FR   | Two Way Frontage Rd Left                         | Unk           | Gravel     | 2          | 2             | 20                   | 2     | 4.38           |                    |                  |
|                |                                | N   | OP   | (WB) Exit #239 at Dennison Rd & Meteor Crater Rd |               |            |            |               |                      |       |                | 1970               | 102 ft Concrete  |
|                |                                | N   | TI   | (WB) Meteor Crater Rd (on)                       | AC            | AC         | 1          | 8             | 12                   | 2     | 0.20           |                    | 08 Oct 2004      |
| 239.39         | +0.86                          | N   | TI   | (WB) Meteor Crater Rd (off)                      | AC            | AC         | 1          | 8             | 12                   | 2     | 0.20           |                    | 08 Oct 2004      |
|                | +0.87                          | N   | WB   | <a href="#">Projects spanning M239 to M240</a>   | AC            | AC         | 2          | 10            | 30                   | 4     | 0.05           |                    | 08 Oct 2004      |
| 239.44         | +0.92                          | N   | WB   |  | AC            | AC         | 2          | 10            | 36                   | 4     | 0.05           |                    | 08 Oct 2004      |
| 239.49         | +0.96                          | N   | WB   |  | AC            | AC         | 2          | 10            | 24                   | 4     | 0.04           |                    | 08 Oct 2004      |
| 239.52         | +1.00                          | N   | WB   |  | AC            | MBH        | 2          | 10            | 24                   | 4     | 9.78           |                    | 90               |
| 244.91         | M245 +0.40                     | N   | FR   | Two Way Frontage Rd Left                         | Unk           | Gravel     | 2          | 2             | 20                   | 2     | 1.25           |                    |                  |
|                |                                | N   | TI   | (WB) Leupp Rd (on)                               | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.29           |                    | 68               |
| 245.15         | +0.63                          | N   | TI   | (WB) Leupp Rd (off)                              | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.27           |                    | 68               |
| 248.48         | M248 +0.97                     | N   | BR   | (WB) Tucker Flat Wash                            |               |            |            |               |                      |       |                | 1968               | 81 ft Concrete   |
| 248.92         | M249 +0.38                     | N   | FR   | Two Way Frontage Rd Left                         | Unk           | MBH        | 2          | 2             | 24                   | 2     | 2.62           |                    |                  |
| 249.30         | +0.76                          | N   | WB   | <a href="#">Projects spanning M249 to M250</a>   | AC            | MBH        | 2          | 10            | 24                   | 4     | 0.40           |                    | 1993             |
| 249.70         | M250 +0.19                     | N   | WB   | <a href="#">Projects spanning M250 to M251</a>   | AC            | AC         | 2          | 10            | 24                   | 4     | 6.63           |                    | 1998             |
| 251.55         | M252 +0.12                     | N   | TI   | (WB) W Winslow (on)                              | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.21           |                    | 73               |
| 251.75         | +0.33                          | N   | TI   | (WB) W Winslow (off)                             | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.20           |                    | 73               |
| 252.52         | M253 +0.09                     | N   | BR   | (WB) Cemetery Wash                               |               |            |            |               |                      |       |                | 1980               | 36 ft Concrete   |
| 253.05         | +0.62                          | N   | FR   | Two Way Frontage Rd Left                         | Unk           | Unk        | 2          | 0             | 24                   | 0     | 0.34           |                    |                  |
|                |                                | N   | TI   | (WB) N Park Dr (on)                              | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.20           |                    | 73               |
|                |                                | N   | OP   | (WB) Exit #253 at North Park Dr                  |               |            |            |               |                      |       |                | 1974               | 117 ft Concrete  |
| 253.24         | +0.81                          | N   | TI   | (WB) N Park Dr (off)                             | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.20           |                    | 73               |
| 254.11         | M254 +0.68                     | N   | BR   | (WB) Ruby Wash                                   |               |            |            |               |                      |       |                | 1978               | 173 ft Concrete  |
| 254.57         | M255 +0.12                     | N   | OP   | (WB) Maple St                                    |               |            |            |               |                      |       |                | 1978               | 113 ft Concrete  |
| 255.19         | +0.74                          | N   | TI   | (WB) E Winslow (on)                              | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.24           |                    | 78               |
|                |                                | N   | OP   | (WB) Exit #255 at SB040(6) W                     |               |            |            |               |                      |       |                | 1978               | 121 ft Concrete  |
| 255.44         | M256 +0.01                     | N   | TI   | (WB) E Winslow (off)                             | Unk           | Unk        | 1          | 8             | 12                   | 2     | 0.25           |                    | 78               |
| 256.33         | +0.90                          | N   | WB   | <a href="#">Projects spanning M256 to M257</a>   | AC            | AC         | 2          | 10            | 24                   | 4     | 0.27           |                    | 09 Aug 2002      |
| 256.53         | M257 +0.09                     | N   | BR   | (WB) Little Colorado River                       |               |            |            |               |                      |       |                | 09 Aug 2002        | 1004 ft Concrete |
| 256.60         | +0.16                          | N   | WB   | <a href="#">Projects spanning M257 to M258</a>   | AC            | AC         | 2          | 10            | 24                   | 4     | 1.50           |                    | 1998             |
| 257.17         | +0.73                          | N   | TI   | (WB) Polacca (on)                                | Unk           | Unk        | 1          | 8             | 12                   | 8     | 0.36           |                    | 72               |
| 257.18         | +0.74                          | N   | FR   | Two Way Frontage Rd Left                         | Unk           | MBH        | 2          | 3             | 24                   | 3     | 0.76           |                    |                  |
| 257.42         | M258 +0.00                     | N   | TI   | (WB) Polacca (off)                               | Unk           | Unk        | 1          | 8             | 12                   | 8     | 0.28           |                    | 72               |
| 257.89         | +0.48                          | N   | FR   | Two Way Frontage Rd Left                         | Unk           | BST        | 2          | 1             | 24                   | 1     | 0.11           |                    |                  |
| 258.10         | +0.68                          | N   | WB   | <a href="#">Projects spanning M258 to M259</a>   | AC            | MBH        | 2          | 10            | 24                   | 4     | 0.88           |                    | 1993             |
| 258.98         | M259 +0.56                     | N   | WB   | <a href="#">Projects spanning M259 to M260</a>   | AC            | AC         | 2          | 10            | 24                   | 4     | 8.44           |                    | 1999             |

**I 040 at M259+0.56**

**M259+0.56 on I 040**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 040 at M259+0.57**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M259+0.57 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|----------------------|-----------------|
| 258.99         | M259 +0.57                     | N   | BR (WB) Cottonwood Wash                           |              |               |            |                     |               |                      |       | 1958           | 402 ft Concrete      |                 |
| 259.62         | M260 +0.20                     | N   | VMS (WB) Variable Message Sign #352 (Operational) |              |               |            |                     |               |                      |       | 09 Dec 2000    |                      |                 |
| 263.89         | M264 +0.49                     | N   | FR Two Way Frontage Rd Left                       | Unk          | MBL           | 2          | 1                   | 24            | 1                    | 0.27  |                |                      |                 |
| 264.16         | +0.76                          | N   | FR Two Way Frontage Rd Left                       | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 1.38  |                |                      |                 |
|                |                                | N   | TI (WB) Hibbard Rd (on)                           | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.32  | 62             |                      |                 |
|                |                                | N   | OP (WB) Exit #264 at Hibbard Rd                   |              |               |            |                     |               |                      |       | 1962           | 89 ft Concrete       |                 |
| 264.45         | M265 +0.06                     | N   | TI (WB) Hibbard Rd (off)                          | Unk          | Unk           | 1          | 8                   | 12            | 2                    | 0.29  | 62             |                      |                 |
| 267.43         | M268 +0.01                     | N   | WB <a href="#">Projects spanning M268 to M269</a> | AC           | AC            | 2          | 10                  | 24            | 4                    | 1.46  | 06 Jan 2005    |                      |                 |
| 267.51         | +0.10                          | N   | FR Two Way Frontage Rd Left                       | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 1.90  |                |                      |                 |
| 268.88         | M269 +0.47                     | N   | WB <a href="#">Projects spanning M269 to M270</a> | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.08  | 06 Jan 2005    |                      |                 |
| 268.96         | +0.55                          | N   | WB  | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.16  | 06 Jan 2005    |                      |                 |
| 269.12         | +0.71                          | N   | WB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.50  | 06 Jan 2005    |                      |                 |
| 269.40         | +0.98                          | N   | OP (WB) Exit #269 at Jackrabbit Rd                |              |               |            |                     |               |                      |       | 06 Jan 2005    | 88 ft Concrete/Steel |                 |
|                |                                | N   | FR Two Way Frontage Rd Left                       | Unk          | MBH           | 2          | 1                   | 24            | 1                    | 1.13  |                |                      |                 |
|                | +0.99                          | N   | TI (WB) Jackrabbit Rd (on)                        | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.28  | 06 Jan 2005    |                      |                 |
| 269.62         | M270 +0.20                     | N   | TI (WB) Jackrabbit Rd (off)                       | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.22  | 06 Jan 2005    |                      |                 |
|                |                                | N   | WB <a href="#">Projects spanning M270 to M271</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.05  | 06 Jan 2005    |                      |                 |
| 269.67         | +0.25                          | N   | WB  | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.03  | 06 Jan 2005    |                      |                 |
| 269.69         | +0.28                          | N   | WB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 3.93  | 06 Jan 2005    |                      |                 |
| 270.92         | M271 +0.49                     | N   | BR (WB) Manila Wash                               |              |               |            |                     |               |                      |       | 1965           | 112 ft Concrete      |                 |
| 272.20         | M272 +0.78                     | N   | FR Two Way Frontage Rd Left                       | Unk          | MBH           | 2          | 2                   | 24            | 2                    | 1.99  |                |                      |                 |
| 273.62         | M274 +0.19                     | N   | WB <a href="#">Projects spanning M274 to M275</a> | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.10  | 06 Jan 2005    |                      |                 |
| 273.72         | +0.30                          | N   | WB  | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.17  | 06 Jan 2005    |                      |                 |
| 273.89         | +0.47                          | N   | WB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.55  | 06 Jan 2005    |                      |                 |
| 274.16         | +0.73                          | N   | TI (WB) W Joseph City (on)                        | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.28  | 06 Jan 2005    |                      |                 |
| 274.44         | M275 +0.02                     | N   | WB <a href="#">Projects spanning M275 to M276</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.05  | 06 Jan 2005    |                      |                 |
|                |                                | N   | TI (WB) W Joseph City (off)                       | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.29  | 06 Jan 2005    |                      |                 |
| 274.49         | +0.06                          | N   | WB <a href="#">Projects spanning M275 to M276</a> | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.04  | 06 Jan 2005    |                      |                 |
| 274.53         | +0.10                          | N   | WB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 1.46  | 06 Jan 2005    |                      |                 |
| 274.76         | +0.33                          | N   | BR (WB) Joseph City Wash                          |              |               |            |                     |               |                      |       | 1980           | 130 ft Concrete      |                 |
| 275.99         | M276 +0.57                     | N   | WB <a href="#">Projects spanning M276 to M277</a> | AC           | AC            | 2          | 10                  | 30            | 4                    | 0.12  | 06 Jan 2005    |                      |                 |
| 276.11         | +0.69                          | N   | WB  | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.16  | 06 Jan 2005    |                      |                 |
| 276.27         | +0.85                          | N   | WB  | AC           | AC            | 2          | 10                  | 24            | 4                    | 0.46  | 06 Jan 2005    |                      |                 |
| 276.50         | M277 +0.05                     | N   | FR Frontage Rd Left                               | Unk          | Unk           | 2          |                     | 24            |                      | 0.34  |                |                      |                 |
| 276.53         | +0.07                          | N   | TI (WB) E Joseph City (on)                        | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.25  | 06 Jan 2005    |                      |                 |
| 276.61         | +0.15                          | N   | TI (WB) E Joseph City (off)                       | AC           | AC            | 2          | 4                   | 24            | 2                    | 0.09  | 06 Jan 2005    |                      |                 |
| 276.63         | +0.17                          | N   | TI (WB) E Joseph City (off)                       | AC           | AC            | 1.5        | 6                   | 18            | 2                    | 0.02  | 06 Jan 2005    |                      |                 |
| 276.73         | +0.27                          | N   | WB <a href="#">Projects spanning M277 to M278</a> | AC           | AC            | 2          | 10                  | 36            | 4                    | 0.04  | 06 Jan 2005    |                      |                 |
|                |                                | N   | TI (WB) E Joseph City (off)                       | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.10  | 06 Jan 2005    |                      |                 |

**I 040 at M277+0.27**

**M277+0.27 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M277+0.31**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M277+0.31 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 276.77         | M277 +0.31                     | N   | WB   | <a href="#">Projects spanning M277 to M278</a> | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.07           | 06 Jan 2005        |                 |
| 276.84         | +0.39                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.02           | 06 Jan 2005        |                 |
| 276.87         | +0.41                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.03           | Aug 2000           |                 |
| 276.89         | +0.44                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 6     | 1.34           | Aug 2000           |                 |
| 278.23         | M278 +0.78                     | N   | WB   | <a href="#">Projects spanning M278 to M279</a> | AC            | AC         | 2                   | 10            | 24                   | 6     | 1.11           | 08 Sep 2001        |                 |
| 279.34         | M279 +0.89                     | N   | WB   | <a href="#">Projects spanning M279 to M280</a> | AC            | AC         | 2                   | 10            | 24                   | 6     | 3.30           | Aug 2000           |                 |
| 280.09         | M280 +0.62                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.38           |                    |                 |
| 280.12         | +0.65                          | N   | TI   | (WB) Hunt Rd (on)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.15           | 66                 |                 |
| 280.57         | M281 +0.11                     | N   | TI   | (WB) Hunt Rd (off)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.11           | 66                 |                 |
| 282.64         | M283 +0.20                     | N   | WB   | <a href="#">Projects spanning M283 to M284</a> | AC            | MBH        | 2                   | 10            | 24                   | 6     | 0.21           | 91                 |                 |
| 282.85         | +0.41                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.06           | 91                 |                 |
| 282.91         | +0.46                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 3.12           | 1997               |                 |
| 283.10         | +0.66                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.42           |                    |                 |
|                |                                | N   | TI   | (WB) Perkins Valley (on)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.23           | 77                 |                 |
| 283.41         | +0.96                          | N   | TI   | (WB) Perkins Valley (off)                      | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.31           | 77                 |                 |
| 283.87         | M284 +0.42                     | N   | BR   | (WB) Leroux Wash                               |               |            |                     |               |                      |       |                | 1977               | 439 ft Concrete |
| 284.39         | +0.93                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Unk        | 2                   | 1             | 24                   | 1     | 0.21           |                    |                 |
| 284.62         | M285 +0.16                     | N   | TI   | (WB) W Holbrook (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.32           | 77                 |                 |
| 284.89         | +0.43                          | N   | TI   | (WB) W Holbrook (off)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.27           | 77                 |                 |
| 285.64         | M286 +0.19                     | N   | OP   | (WB) 8th Ave                                   |               |            |                     |               |                      |       |                | 1968               | 100 ft Concrete |
| 286.04         | +0.58                          | N   | WB   | <a href="#">Projects spanning M286 to M287</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.67           | Oct 1999           |                 |
| 286.17         | +0.72                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.32           |                    |                 |
| 286.36         | +0.91                          | N   | OP   | (WB) Exit #286 at SB040(8) & Navajo Rd         |               |            |                     |               |                      |       |                | 1968               | 183 ft Concrete |
|                |                                | N   | BR   | (WB) Holbrook TI                               |               |            |                     |               |                      |       |                | Oct 1999           | Unknown         |
| 286.46         | M287 +0.01                     | N   | TI   | (WB) Holbrook (on)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.09           | 68                 |                 |
| 286.58         | +0.13                          | N   | TI   | (WB) Holbrook (off)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.14           | 68                 |                 |
| 286.70         | +0.25                          | N   | WB   | <a href="#">Projects spanning M287 to M288</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.45           | 1997               |                 |
| 287.15         | +0.70                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.20           | 26 Jul 2002        |                 |
| 288.34         | M288 +0.90                     | N   | WB   | <a href="#">Projects spanning M288 to M289</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 8.10           | 1997               |                 |
| 288.86         | M289 +0.42                     | N   | TI   | (WB) E Holbrook (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.25           | 68                 |                 |
| 288.91         | +0.47                          | N   | OP   | (WB) Exit #289 at SB040(8) (E of Holbrook)     |               |            |                     |               |                      |       |                | 1968               | 268 ft Concrete |
| 289.14         | +0.70                          | N   | TI   | (WB) E Holbrook (off)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.30           | 68                 |                 |
| 291.57         | M292 +0.11                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.77           |                    |                 |
| 292.28         | +0.82                          | N   | OP   | (WB) Exit #292 at S 077 N                      |               |            |                     |               |                      |       |                | 1966               | 108 ft Concrete |
|                | +0.83                          | N   | TI   | (WB) Keams Canyon (on)                         | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.26           | 66                 |                 |
| 292.49         | M293 +0.03                     | N   | TI   | (WB) Keams Canyon (off)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.25           | 66                 |                 |
| 293.99         | M294 +0.53                     | N   | TI   | (WB) Sun Valley Rd (on)                        | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.21           | 66                 |                 |
| 294.20         | +0.74                          | N   | TI   | (WB) Sun Valley Rd (off)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.21           | 66                 |                 |
| 294.65         | M295 +0.20                     | N   | VMS  | (WB) Variable Message Sign #339 (Operational)  |               |            |                     |               |                      |       |                | 09 Dec 2000        |                 |

**I 040 at M295+0.20**

**M295+0.20 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M297+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M297+0.00 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 296.44         | M297 +0.00                     | N   | WB   | <a href="#">Projects spanning M297 to M298</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.06           |                    |                 |
| 296.50         | +0.06                          | N   | WB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 6.08           |                    |                 |
| 298.31         | M298 +0.84                     | N   | BR   | (WB) Twin Wash RCB                             |               |            |                     |               |                      |       |                | 1959               | 53 ft Concrete  |
| 299.57         | M300 +0.11                     | N   | TI   | (WB) Goodwater (on)                            | Unk           | Unk        | 1                   | 5             | 14                   | 4     | 0.18           | 89                 |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 0.44           |                    |                 |
| 299.83         | +0.37                          | N   | TI   | (WB) Goodwater (off)                           | Unk           | Unk        | 1                   | 5             | 14                   | 4     | 0.26           | 89                 |                 |
| 300.25         | +0.79                          | N   | BR   | (WB) Little Litho                              |               |            |                     |               |                      |       |                | 1959               | 322 ft Concrete |
| 302.58         | M303 +0.12                     | N   | WB   | <a href="#">Projects spanning M303 to M304</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.04           | 87                 |                 |
| 302.60         | +0.14                          | N   | BR   | (WB) Big Litho                                 |               |            |                     |               |                      |       |                | 1959               | 482 ft Concrete |
| 302.62         | +0.16                          | N   | WB   | <a href="#">Projects spanning M303 to M304</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 4.07           | 1997               |                 |
| 303.06         | +0.60                          | N   | TI   | (WB) Adamana Rd (on)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.14           | 59                 |                 |
|                |                                | N   | OP   | (WB) Exit #303 at Adamana Rd                   |               |            |                     |               |                      |       |                | 1959               | 29 ft Concrete  |
| 303.21         | +0.74                          | N   | TI   | (WB) Adamana Rd (off)                          | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.15           | 59                 |                 |
| 306.69         | M307 +0.24                     | N   | WB   | <a href="#">Projects spanning M307 to M308</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.01           | 87                 |                 |
| 306.70         | +0.25                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.02           | 74                 |                 |
| 306.72         | +0.27                          | N   | WB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 8.86           | 92                 |                 |
| 311.01         | M311 +0.56                     | N   | TI   | (WB) Painted Desert (on)                       | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.23           | 60                 |                 |
| 311.15         | +0.69                          | N   | TI   | (WB) Painted Desert (off)                      | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.21           | 60                 |                 |
| 315.58         | M316 +0.13                     | N   | WB   | <a href="#">Projects spanning M316 to M317</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.15           | 1993               |                 |
| 315.65         | +0.19                          | N   | BR   | (WB) Dead River                                |               |            |                     |               |                      |       |                | 1993               | 143 ft Concrete |
| 315.73         | +0.28                          | N   | WB   | <a href="#">Projects spanning M316 to M317</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 2.52           | 92                 |                 |
| 318.25         | M318 +0.80                     | N   | WB   | <a href="#">Projects spanning M318 to M319</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 22.33          | 30 Dec 2000        |                 |
| 319.46         | M320 +0.01                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.33           |                    |                 |
|                |                                | N   | TI   | (WB) Pinta Rd (on)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.14           | 62                 |                 |
| 319.62         | +0.17                          | N   | TI   | (WB) Pinta Rd (off)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.16           | 62                 |                 |
| 322.55         | M323 +0.09                     | N   | BR   | (WB) Crazy Creek                               |               |            |                     |               |                      |       |                | 1956               | 142 ft Concrete |
| 325.37         | M325 +0.91                     | N   | TI   | (WB) Navajo (on)                               | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.15           | 62                 |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.08           |                    |                 |
| 325.48         | M326 +0.03                     | N   | TI   | (WB) Navajo (off)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.12           | 62                 |                 |
| 329.45         | M330 +0.01                     | N   | TI   | (WB) McCarrell (on)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.13           | 62                 |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.33           |                    |                 |
| 329.56         | +0.11                          | N   | TI   | (WB) McCarrell (off)                           | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.11           | 62                 |                 |
| 332.32         | M332 +0.86                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 0.55           |                    |                 |
| 332.87         | M333 +0.40                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 2.19           |                    |                 |
|                |                                | N   | TI   | (WB) Chambers (on)                             | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.17           | 64                 |                 |
|                |                                | N   | TI   | (NB/SB) U 191 Crossing                         | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.08           | 85                 |                 |
| 333.05         | +0.58                          | N   | TI   | (WB) Chambers (off)                            | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.18           | 64                 |                 |
| 335.05         | M335 +0.59                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2                   | 1             | 24                   | 1     | 3.91           |                    |                 |
| 338.96         | M339 +0.50                     | N   | TI   | (WB) Sanders (on)                              | Unk           | Unk        | 1                   | 8             | 12                   | 2     | 0.19           | 64                 |                 |

**I 040 at M339+0.50**

**M339+0.50 on I 040**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**I 040 at M339+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M339+0.50 on I 040**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |       | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|-------------|-------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width | Width Right | Width |       |                |                    |                 |
| 338.96         | M339 +0.50                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24          | 1     | 0.13  |                |                    |                 |
| 339.16         | +0.70                          | N   | TI   | (WB) Sanders (off)                             | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.20  | 64             |                    |                 |
| 339.78         | M340 +0.32                     | N   | WS   | (WB) Weigh Station (on)                        | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.14  |                |                    |                 |
| 339.91         | +0.45                          | N   | WS   | (WB) Weigh Station                             | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.13  |                |                    |                 |
| 339.93         | +0.47                          | N   | WS   | (WB) Weigh Station (off)                       | Unk           | Unk        | 1          | 2             | 12          | 8     | 0.02  |                |                    |                 |
| 340.03         | +0.57                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24          | 1     | 1.26  |                |                    |                 |
| 340.58         | M341 +0.11                     | N   | WB   | <a href="#">Projects spanning M341 to M342</a> | PCC           | PCC        | 2          | 10            | 24          | 4     | 0.06  | 04 Jun 2002    |                    |                 |
| 340.60         | +0.13                          | N   | X    | WIM Unit (right lane)                          |               |            |            |               |             |       |       |                |                    |                 |
| 340.63         | +0.17                          | N   | WB   | <a href="#">Projects spanning M341 to M342</a> | AC            | AC         | 2          | 10            | 24          | 4     | 2.81  | 30 Dec 2000    |                    |                 |
| 341.29         | +0.82                          | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24          | 1     | 0.33  |                |                    |                 |
|                |                                | N   | TI   | (WB) Cedar Point (on)                          | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.17  | 64             |                    |                 |
| 341.46         | M342 +0.00                     | N   | VMS  | (WB) Variable Message Sign #41 (Proposed)      |               |            |            |               |             |       |       |                |                    |                 |
| 341.47         |                                | N   | TI   | (WB) Cedar Point (off)                         | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.19  | 64             |                    |                 |
| 343.27         | M343 +0.81                     | N   | UP   | (WB) Exit #343 at Querino Rd                   |               |            |            |               |             |       |       | 1966           |                    | 16'-03"         |
|                |                                | N   | TI   | (WB) Querino Rd (on)                           | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.22  | 66             |                    |                 |
| 343.45         | M344 +0.00                     | N   | WB   | <a href="#">Projects spanning M344 to M345</a> | AC            | MBH        | 2          | 10            | 24          | 4     | 0.71  | 30 Dec 2000    |                    |                 |
| 343.51         | +0.06                          | N   | TI   | (WB) Querino Rd (off)                          | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.24  | 66             |                    |                 |
| 343.90         | +0.45                          | N   | BR   | (WB) Querino Wash                              |               |            |            |               |             |       |       | 2000           | 275 ft Concrete    |                 |
| 344.15         | +0.71                          | N   | WB   | <a href="#">Projects spanning M344 to M345</a> | AC            | MBH        | 2          | 10            | 24          | 4     | 9.08  | 30 Dec 2000    |                    |                 |
| 346.06         | M346 +0.63                     | N   | OP   | (WB) Exit #346 at Big Arrow Rd                 |               |            |            |               |             |       |       | 1966           | 91 ft Concrete     |                 |
|                |                                | N   | TI   | (WB) Big Arrow (on)                            | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.23  | 66             |                    |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Gravel     | 2          | 2             | 20          | 2     | 1.67  |                |                    |                 |
| 346.22         | +0.78                          | N   | TI   | (WB) Big Arrow (off)                           | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.16  | 66             |                    |                 |
| 347.43         | M347 +0.97                     | N   | BR   | (WB) Black Creek                               |               |            |            |               |             |       |       | 1974           | 164 ft Concrete    |                 |
| 347.68         | M348 +0.21                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | Gravel     | 2          | 2             | 20          | 2     | 3.21  |                |                    |                 |
|                |                                | N   | TI   | (WB) Houck (on)                                | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.14  | 66             |                    |                 |
| 347.83         | +0.36                          | N   | TI   | (WB) Houck (off)                               | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.17  | 66             |                    |                 |
| 350.86         | M351 +0.34                     | N   | TI   | (WB) Allentown Rd (on)                         | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.19  | 66             |                    |                 |
|                |                                | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24          | 1     | 3.32  |                |                    |                 |
| 351.07         | +0.55                          | N   | TI   | (WB) Allentown Rd (off)                        | Unk           | Unk        | 1          | 8             | 12          | 2     | 0.21  | 66             |                    |                 |
| 353.24         | M353 +0.84                     | N   | WB   | <a href="#">Projects spanning M353 to M354</a> | AC            | AC         | 2          | 10            | 24          | 4     | 5.92  | 30 Aug 2002    |                    |                 |
| 354.12         | M354 +0.60                     | N   | FR   | Two Way Frontage Rd Left                       | Unk           | MBH        | 2          | 1             | 24          | 1     | 0.31  |                |                    |                 |
|                |                                | N   | TI   | (WB) Hawthorne Rd (on)                         | Unk           | Unk        | 1          | 4             | 12          | 2     | 0.12  | 30 Aug 2002    |                    |                 |
|                | +0.61                          | N   | OP   | (WB) Exit #354 (Hawthorne)                     |               |            |            |               |             |       |       | 1962           | 89 ft Concrete     |                 |
| 354.27         | +0.75                          | N   | TI   | (WB) Hawthorne Rd (off)                        | Unk           | Unk        | 1          | 4             | 12          | 2     | 0.15  | 30 Aug 2002    |                    |                 |
| 357.03         | M357 +0.53                     | N   | OP   | (WB) Exit #357 (BIA 12 to Window Rock)         |               |            |            |               |             |       |       | 1962           | 34 ft Concrete     |                 |
|                |                                | N   | TI   | (WB) Window Rock (on)                          | Unk           | Unk        | 1          | 4             | 12          | 2     | 0.17  | 30 Aug 2002    |                    |                 |
| 357.20         | +0.70                          | N   | TI   | (WB) Window Rock (off)                         | Unk           | Unk        | 1          | 4             | 12          | 2     | 0.17  | 30 Aug 2002    |                    |                 |
| 357.89         | M358 +0.38                     | N   | VMS  | (WB) Variable Message Sign #342 (Operational)  |               |            |            |               |             |       |       |                |                    |                 |

**I 040 at M358+0.38**

**M358+0.38 on I 040**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**I 040 at M358+0.86**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M358+0.86 on I 040**

| GIS Route Mile                                      | Distance from Reference Marker | Sym | Data | Surface Type                           | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type     | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|------------------------|-----------------|
| 358.37  | M358 +0.86                     | N   | FR   | Two Way Frontage Rd Left               | AC            | AC            | 2                   | 2             | 24                   | 2             | 0.81           | 30 Aug 2002            |                 |
| 358.70  | M359 +0.20                     | N   | TI   | (WB) Lupton/Grants Rd (on)             | Unk           | Unk           | 1                   | 2             | 14                   | 2             | 0.14           | 30 Aug 2002            |                 |
|   |                                | N   | OP   | (WB) Exit #359 (Lupton/Painted Cliffs) |               |               |                     |               |                      |               |                | 1962                   | 34 ft Concrete  |
| 358.89  | +0.39                          | N   | TI   | (WB) Lupton/Grants Rd (off)            | Unk           | Unk           | 1                   | 4             | 12                   | 2             | 0.19           | 30 Aug 2002            |                 |
| 359.15  | +0.63                          | N   | J    | (WB) End I 040 at AZ/NM Line           |               |               |                     |               |                      |               |                |                        |                 |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                |     |      |  |               | <b>718.24</b> | <b>4.00</b>         | <b>24.24</b>  | <b>10.00</b>         | <b>359.12</b> | <b>1998.3</b>  | 359.11 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                |     |      |  |               | <b>718.36</b> | <b>10.00</b>        | <b>24.26</b>  | <b>4.03</b>          | <b>359.18</b> | <b>1996.5</b>  |                        |                 |
| <b>Frontage Roads Averages/Totals:</b>              |                                |     |      |  |               | <b>186.94</b> | <b>0.76</b>         | <b>22.95</b>  | <b>0.76</b>          | <b>93.47</b>  |                |                        |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                |     |      |  |               | <b>170.42</b> | <b>0.87</b>         | <b>23.37</b>  | <b>0.87</b>          | <b>85.21</b>  |                |                        |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 051**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 051 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J    | (NB) Begin S 051 at I 010 WB                                       |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Phoenix-Mesa Urbanized Area                                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Phoenix, Maricopa County                                    |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | Concrete Barrier Median  |               |            |                     |               |                      | 10.25 |                |                    |                 |
|  |                                | C   | CG   | Low Profile Gutter to Left and Right                               |               |            |                     |               |                      | 10.23 | 2004           |                    |                 |
| 0.02   | +0.01                          | C   | NB   | <a href="#">Projects spanning M0 to M1</a>                         | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 10    | 0.29           | 23 Oct 2005        |                 |
| 0.10   | +0.09                          | A   | OP   | I 010 to S 051 HOV Ramps over Van Buren St                         |               |            |                     |               |                      |       |                | 2004               | 147 ft Concrete |
|  |                                | C   | OP   | (NB) Van Buren St  |               |            |                     |               |                      |       |                | 2004               | 104 ft Concrete |
| 0.15   | +0.14                          | C   | TI   | (NB) Washington/Jefferson St (on)                                  | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 16    | 0.15           | 23 Oct 2005        |                 |
| 0.20   | +0.19                          | C   | OP   | (NB) Ramp I 010 Frontage Rd to NB S 051 HOV Ramp                   |               |            |                     |               |                      |       |                | 2004               | 140 ft Concrete |
| 0.23   | +0.23                          | A   | OP   | I 010 to S 051 HOV Ramps over I 010 WB & WB Ramp from Wash/Jeff St |               |            |                     |               |                      |       |                | 2004               | 984 ft Concrete |
| 0.30   | +0.30                          | C   | NB   | <a href="#">Projects spanning M0 to M1</a>                         | AC/PCC        | AC/PCC     | 2                   | 4             | 36                   | 10    | 0.37           | 23 Oct 2005        |                 |
| 0.60   | +0.59                          | A   | UP   | S 051 HOV Ramps under Roosevelt Rd                                 |               |            |                     |               |                      |       |                | 1990               | ??'-??"         |
|  |                                | C   | UP   | (NB) Roosevelt Rd  |               |            |                     |               |                      |       |                | 1990               | ??'-??"         |
| 0.67   | +0.67                          | C   | NB   | <a href="#">Projects spanning M0 to M1</a>                         | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 10    | 0.01           | 23 Oct 2005        |                 |
| 0.68   |                                | C   | TI   | (NB) to S 202 EB (off)   | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.30           | 23 Oct 2005        |                 |
|  | +0.68                          | C   | NB   | <a href="#">Projects spanning M0 to M1</a>                         | AC/PCC        | AC/PCC     | 3                   | 4             | 36                   | 10    | 0.20           | 23 Oct 2005        |                 |
|  |                                | C   | TI   | (NB) I 010 WB HOV (off)  |               |            |                     |               |                      |       |                |                    |                 |
| 0.77   | +0.76                          | C   | UP   | (NB) Under S 051 SB to S 202 EB                                    |               |            |                     |               |                      |       |                | 1990               | ??'-??"         |
| 0.81   | +0.80                          | C   | UP   | (NB) Under S 202 EB from I 010 EB                                  |               |            |                     |               |                      |       |                | 1990               | ??'-??"         |
| 0.84   | +0.84                          | C   | UP   | (NB) Under S 202 EB/WB HOV from I 010                              |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 0.85   | +0.85                          | C   | UP   | (NB) Under S 202 WB to I 010 EB                                    |               |            |                     |               |                      |       |                | 1990               | ??'-??"         |
| 0.86   | +0.86                          | C   | UP   | (NB) Under S 202 WB to I 010 WB                                    |               |            |                     |               |                      |       |                | 1990               | ??'-??"         |
| 0.87   |                                | C   | UP   | (NB) Under I 010 EB to S 051 NB                                    |               |            |                     |               |                      |       |                | 1990               | ??'-??"         |
| 0.88   | +0.88                          | C   | NB   | <a href="#">Projects spanning M0 to M1</a>                         | AC/PCC        | AC/PCC     | 3                   | 4             | 42                   | 10    | 0.02           | 23 Oct 2005        |                 |
| 0.90   | +0.90                          | C   | TI   | (NB) McDowell Rd (off)   | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.14           | 23 Oct 2005        |                 |
|  |                                | C   | NB   | <a href="#">Projects spanning M0 to M1</a>                         | AC/PCC        | AC/PCC     | 3                   | 4             | 36                   | 10    | 0.13           | 23 Oct 2005        |                 |
| 1.02   | +1.02                          | A   | UP   | Oak St Pedestrian OP   |               |            |                     |               |                      |       |                | 1987               | 22'-00"         |
| 1.03   | +1.03                          | C   | NB   | <a href="#">Projects spanning M0 to M1</a>                         | AC/PCC        | AC/PCC     | 4                   | 4             | 60                   | 10    | 0.03           | 23 Oct 2005        |                 |
|  |                                | C   | TI   | (NB) from I 010 EB and S 202 WB                                    |               |            |                     |               |                      |       |                |                    |                 |
| 1.05   | +1.04                          | C   | TI   | (NB) McDowell Rd (off)   | AC/PCC        | AC/PCC     | 1.5                 | 3             | 18                   | 6     | 0.02           | 23 Oct 2005        |                 |
| 1.06   | +1.06                          | C   | TI   | (NB) McDowell Rd (off)   | PCC           | PCC        | 1.5                 | 3             | 18                   | 6     | 0.01           | 2004               |                 |
| 1.07   |                                | C   | NB   | <a href="#">Projects spanning M0 to M1</a>                         | AC/PCC        | AC/PCC     | 4                   | 4             | 60                   | 10    | 0.23           | 2004               |                 |
|  | +1.07                          | C   | TI   | (NB) McDowell Rd (off)   | PCC           | PCC        | 2                   | 4             | 24                   | 4     | 0.01           | 2004               |                 |
| 1.08   | +1.08                          | C   | TI   | (NB) McDowell Rd (off)   | PCC           | PCC        | 2                   | 4             | 24                   | 4     | 0.02           | 2004               |                 |
|  |                                | C   | TI   | (NB) McDowell Rd (off)   | PCC           | PCC        | 2                   | 4             | 24                   | 4     | 0.03           | 2004               |                 |
| 1.10   | +1.10                          | A   | TI   | (EB/WB) McDowell Rd Crossing                                       | AC            | AC         | 6                   |               | 72                   |       | 0.08           | 2004               |                 |

**S 051 at M000+1.10**

**M000+1.10 on S 051**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M000+1.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+1.10 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type    | Vert. Clearance |  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|-----------------------|-----------------|--|
| 1.10           | M000 +1.10                     | A   | OP   | Exit #1B at McDowell Rd                    |               |            |                     |               |                      |       | 2004           | 259 ft Concrete/Steel |                 |  |
| 1.12           | +1.11                          | C   | TI   | (NB) McDowell Rd (on)                      | AC/PCC        | AC         | 1                   | 4             | 12                   | 12    | 0.02           |                       | 2004            |  |
|                |                                | C   | TI   | (NB) McDowell Rd (on)                      | AC/PCC        | AC         | 2                   | 4             | 24                   | 4     | 0.02           |                       | 2004            |  |
| 1.13           | +1.13                          | C   | TI   | (NB) McDowell Rd (on)                      | AC/PCC        | AC         | 3                   | 4             | 36                   | 4     | 0.01           |                       | 2004            |  |
| 1.15           | +1.14                          | C   | TI   | (NB) McDowell Rd (on)                      | AC/PCC        | AC         | 2.5                 | 4             | 30                   | 4     | 0.01           |                       | 2004            |  |
| 1.16           | +1.15                          | C   | TI   | (NB) McDowell Rd (on)                      | AC/PCC        | AC         | 2                   | 4             | 24                   | 4     | 0.11           |                       | 2004            |  |
| 1.26           | +1.25                          | C   | TI   | (NB) McDowell Rd (on)                      | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 4     | 0.04           |                       | 2004            |  |
| 1.30           | +1.30                          | C   | NB   | <a href="#">Projects spanning M0 to M1</a> | AC/PCC        | AC/PCC     | 4                   | 4             | 72                   | 10    | 0.03           |                       | 2004            |  |
| 1.33           | +1.33                          | C   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 4             | 66                   | 10    | 0.09           |                       | 2004            |  |
| 1.42           | +1.42                          | C   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 4             | 60                   | 10    | 0.38           |                       | 2004            |  |
| 1.59           | M001 +0.02                     | A   | UP   | Oak St Pedestrian OP                       |               |            |                     |               |                      |       | 2004           |                       | ??'-??"         |  |
| 1.80           | +0.24                          | C   | NB   | <a href="#">Projects spanning M1 to M2</a> | AC/PCC        | AC/PCC     | 4                   | 4             | 48                   | 10    | 0.64           | 2004                  |                 |  |
|                |                                | C   | TI   | (NB) Thomas Rd (off)                       | AC/PCC        | AC/PCC     | 1                   | 1             | 12                   | 8     | 0.04           | 89                    |                 |  |
| 1.84           | +0.28                          | C   | TI   | (NB) Thomas Rd (off)                       | AC/PCC        | AC/PCC     | 1.5                 | 1             | 18                   | 8     | 0.06           | 89                    |                 |  |
| 1.90           | +0.34                          | C   | TI   | (NB) Thomas Rd (off)                       | AC/PCC        | AC/PCC     | 2                   | 1             | 24                   | 8     | 0.06           | 89                    |                 |  |
| 1.96           | +0.40                          | C   | TI   | (NB) Thomas Rd (off)                       | AC/PCC        | AC/PCC     | 4                   | 1             | 48                   | 1     | 0.09           | 2004                  |                 |  |
| 2.05           | +0.49                          | C   | TI   | (NB) Thomas Rd (off)                       | AC/PCC        | AC/PCC     | 4.5                 | 1             | 54                   | 1     | 0.02           | 2004                  |                 |  |
| 2.08           | +0.51                          | C   | TI   | (NB) Thomas Rd (off)                       | AC/PCC        | AC/PCC     | 6                   | 1             | 72                   | 1     | 0.02           | 2004                  |                 |  |
| 2.10           | +0.54                          | A   | OP   | Exit #2 at Thomas Rd                       |               |            |                     |               |                      |       | 1989           | 350 ft Concrete       |                 |  |
|                |                                | A   | TI   | (EB/WB) Thomas Rd Crossing                 | PCC           | PCC        | 6                   |               | 72                   |       | 0.17           |                       |                 |  |
| 2.12           | +0.56                          | C   | TI   | (NB) Thomas Rd (on)                        | PCC           | PCC        | 2                   | 4             | 24                   | 12    | 0.33           | 89                    |                 |  |
| 2.44           | +0.88                          | C   | NB   | <a href="#">Projects spanning M1 to M2</a> | AC/PCC        | AC/PCC     | 4                   | 4             | 60                   | 10    | 0.06           | 2004                  |                 |  |
| 2.50           | +0.94                          | C   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 4             | 54                   | 10    | 0.13           | 2004                  |                 |  |
| 2.63           | M002 +0.07                     | C   | NB   | <a href="#">Projects spanning M2 to M3</a> | AC/PCC        | AC/PCC     | 4                   | 4             | 48                   | 10    | 0.74           | 2004                  |                 |  |
| 2.65           | +0.08                          | A   | OP   | Osborn Rd                                  |               |            |                     |               |                      |       | 1987           | 222 ft Concrete       |                 |  |
| 2.76           | +0.20                          | C   | VMS  | (NB) Variable Message Sign #255 (Existing) |               |            |                     |               |                      |       |                |                       |                 |  |
| 2.95           | +0.39                          | C   | TI   | (NB) Indian School (off)                   | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 12    | 0.03           | 87                    |                 |  |
| 2.98           | +0.42                          | C   | TI   | (NB) Indian School (off)                   | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 12    | 0.10           | 87                    |                 |  |
| 3.09           | +0.53                          | C   | TI   | (NB) Indian School (off)                   | AC/PCC        | AC/PCC     | 3                   | 4             | 36                   | 12    | 0.06           | 87                    |                 |  |
| 3.15           | +0.59                          | C   | TI   | (NB) Indian School (off)                   | AC            | AC         | 2                   | 4             | 24                   | 12    | 0.02           | 87                    |                 |  |
|                |                                | C   | TI   | (NB) Indian School (off)                   | AC            | AC         | 1                   | 4             | 12                   | 12    | 0.01           | 87                    |                 |  |
| 3.17           | +0.61                          | A   | TI   | (EB/WB) Indian School Rd Crossing          | AC            | AC         | 6                   |               | 72                   |       | 0.15           |                       |                 |  |
|                |                                | A   | OP   | Exit #3 at Indian School Rd                |               |            |                     |               |                      |       | 1987           | 260 ft Concrete       |                 |  |
| 3.18           | +0.62                          | C   | TI   | (NB) Indian School (on)                    | PCC           | PCC        | 2                   | 4             | 24                   | 12    | 0.02           |                       | 87              |  |
|                |                                | C   | TI   | (NB) Indian School (on)                    | PCC           | PCC        | 1                   | 4             | 12                   | 12    | 0.02           | 87                    |                 |  |
| 3.20           | +0.64                          | C   | TI   | (NB) Indian School (on)                    | AC            | AC         | 3                   | 4             | 36                   | 12    | 0.01           | 87                    |                 |  |
| 3.21           | +0.65                          | C   | TI   | (NB) Indian School (on)                    | AC            | AC         | 2.5                 | 4             | 30                   | 12    | 0.01           | 87                    |                 |  |
| 3.22           | +0.66                          | C   | TI   | (NB) Indian School (on)                    | AC            | AC         | 2                   | 4             | 24                   | 12    | 0.04           | 87                    |                 |  |
| 3.26           | +0.70                          | C   | TI   | (NB) Indian School (on)                    | AC            | AC         | 1.5                 | 4             | 18                   | 12    | 0.09           | 87                    |                 |  |

**S 051 at M002+0.70**

**M002+0.70 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M002+0.78**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M002+0.78 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 3.34           | M002 +0.78                     | C   | TI (NB) Indian School (on)                     | AC           | AC            | 1          | 4                   | 12            | 12                   | 0.02  | 87             |                    |                 |
| 3.37           | +0.80                          | C   | NB <a href="#">Projects spanning M2 to M3</a>  | AC/PCC       | AC/PCC        | 4          | 4                   | 60            | 10                   | 0.37  | 2004           |                    |                 |
| 3.67           | M003 +0.13                     | A   | UP Campbell St Pedestrian OP                   |              |               |            |                     |               |                      |       | 2004           |                    | 18'-01"         |
| 3.74           | +0.19                          | C   | NB <a href="#">Projects spanning M3 to M4</a>  | AC/PCC       | AC/PCC        | 4          | 4                   | 48            | 10                   | 0.05  | 2004           |                    |                 |
|                |                                | C   | TI (NB) Highland Ave (off)                     | AC/PCC       | AC/PCC        | 2          | 4                   | 24            | 12                   | 0.13  | 87             |                    |                 |
| 3.79           | +0.24                          | C   | NB <a href="#">Projects spanning M3 to M4</a>  | AC/PCC       | AC/PCC        | 4          | 5                   | 48            | 10                   | 0.09  | 2004           |                    |                 |
| 3.86           | +0.31                          | C   | TI (NB) Highland Ave (off)                     | AC/PCC       | AC/PCC        | 3          | 4                   | 36            | 12                   | 0.01  | 87             |                    |                 |
| 3.87           | +0.33                          | C   | TI (NB) Highland Ave (off)                     | AC/PCC       | AC/PCC        | 4          | 4                   | 48            | 12                   | 0.04  | 87             |                    |                 |
| 3.88           |                                | C   | NB <a href="#">Projects spanning M3 to M4</a>  | AC/PCC       | AC/PCC        | 4          | 6                   | 48            | 10                   | 0.32  | 2004           |                    |                 |
| 3.92           | +0.38                          | A   | UP Exit #4A at Highland Ave                    |              |               |            |                     |               |                      |       | 1987           |                    | 17'-11"         |
|                |                                | A   | TI (EB/WB) Highland Ave Crossing               | PCC          | PCC           | 4          |                     | 48            |                      | 0.08  |                |                    |                 |
| 4.17           | +0.63                          | A   | UP Camelback Rd                                |              |               |            |                     |               |                      |       | 1988           |                    | 17'-00"         |
|                |                                | A   | TI (EB/WB) Camelback Rd Crossing               | Unk          | Unk           | 6          |                     | 72            |                      | 0.07  |                |                    |                 |
| 4.20           | +0.65                          | C   | NB <a href="#">Projects spanning M3 to M4</a>  | AC/PCC       | AC/PCC        | 4          | 5.1                 | 48            | 10                   | 0.02  | 2004           |                    |                 |
| 4.21           | +0.67                          | C   | NB   | AC/PCC       | AC/PCC        | 4          | 4.2                 | 48            | 10                   | 0.24  | 2004           |                    |                 |
| 4.43           | +0.88                          | A   | TI (EB/WB) Colter St Crossing                  | PCC          | PCC           | 4          |                     | 48            |                      | 0.09  |                |                    |                 |
|                |                                | A   | UP Exit #4B at Colter St                       |              |               |            |                     |               |                      |       | 1988           |                    | 17'-08"         |
| 4.44           | +0.89                          | C   | TI (NB) Colter St (on)                         | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.15  | 88             |                    |                 |
| 4.45           | +0.91                          | C   | NB <a href="#">Projects spanning M3 to M4</a>  | AC/PCC       | AC/PCC        | 4          | 4.1                 | 48            | 10                   | 0.01  | 2004           |                    |                 |
| 4.46           | +0.92                          | C   | NB   | AC/PCC       | AC/PCC        | 4          | 4                   | 48            | 10                   | 0.17  | 2004           |                    |                 |
| 4.59           | M004 +0.03                     | C   | TI (NB) Colter St (on)                         | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 8                    | 0.05  | 88             |                    |                 |
| 4.64           | +0.07                          | C   | NB <a href="#">Projects spanning M4 to M5</a>  | AC/PCC       | AC/PCC        | 4          | 4                   | 60            | 10                   | 0.35  | 2004           |                    |                 |
| 4.68           | +0.11                          | A   | UP Missouri Ave                                |              |               |            |                     |               |                      |       | 1988           |                    | 16'-09"         |
| 4.99           | +0.42                          | C   | NB <a href="#">Projects spanning M4 to M5</a>  | AC/PCC       | AC/PCC        | 4          | 4                   | 48            | 10                   | 0.41  | 2004           |                    |                 |
|                |                                | C   | TI (NB) Bethany Home (off)                     | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.05  | 88             |                    |                 |
| 5.04           | +0.47                          | C   | TI (NB) Bethany Home (off)                     | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.06  | 88             |                    |                 |
| 5.09           | +0.53                          | C   | TI (NB) Bethany Home (off)                     | AC/PCC       | AC/PCC        | 3          |                     | 36            |                      | 0.03  | 88             |                    |                 |
| 5.12           | +0.55                          | C   | VMS (NB) Variable Message Sign #256 (Existing) |              |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.56                          | C   | TI (NB) Bethany Home (off)                     | PCC          | PCC           | 3          |                     | 36            |                      | 0.04  | 88             |                    |                 |
| 5.16           | +0.59                          | C   | TI (NB) Bethany Home (off)                     | PCC          | PCC(AC-SB)    | 2          |                     | 24            |                      | 0.02  | 88             |                    |                 |
|                |                                | C   | TI (NB) Bethany Home (off)                     | PCC          | PCC(AC-SB)    | 1          |                     | 12            |                      | 0.02  | 88             |                    |                 |
| 5.18           | +0.61                          | A   | UP Exit #5 at Bethany Home Rd                  |              |               |            |                     |               |                      |       | 1988           |                    | 16'-10"         |
|                |                                | A   | TI (EB/WB) Bethany Home Rd Crossing            | PCC          | PCC           | 4          |                     | 48            |                      | 0.08  |                |                    |                 |
|                |                                | A   | TI (EB/WB) Bethany Home Rd Crossing            | PCC          | PCC           | 4          |                     | 48            |                      | 0.01  |                |                    |                 |
|                | +0.62                          | C   | TI (NB) Bethany Home (on)                      | PCC          | PCC           | 2          |                     | 24            |                      | 0.08  | 88             |                    |                 |
| 5.26           | +0.69                          | C   | TI (NB) Bethany Home (on)                      | PCC          | PCC           | 1.5        |                     | 18            |                      | 0.12  | 88             |                    |                 |
| 5.37           | +0.80                          | C   | TI (NB) Bethany Home (on)                      | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.03  | 88             |                    |                 |
| 5.40           | +0.84                          | C   | NB <a href="#">Projects spanning M4 to M5</a>  | AC/PCC       | AC/PCC        | 4          | 4                   | 60            | 10                   | 0.12  | 2004           |                    |                 |
| 5.52           | +0.95                          | C   | NB   | AC/PCC       | AC/PCC        | 4          | 4                   | 54            | 10                   | 0.18  | 2004           |                    |                 |

**S 051 at M004+0.95**

**M004+0.95 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M005+0.17**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M005+0.17 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 5.70           | M005 +0.17                     | C   | NB   | <a href="#">Projects spanning M5 to M6</a>  | AC/PCC        | AC/PCC     | 4                   | 4             | 48                   | 10    | 0.50           | 2004               |                 |
| 5.91           | +0.38                          | C   | TI   | (MB) Glendale Ave (off)                     | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 8     | 0.17           | 90                 |                 |
| 6.07           | +0.54                          | C   | TI   | (MB) Glendale Ave (off)                     | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.06           | 90                 |                 |
| 6.14           | +0.61                          | C   | TI   | (MB) Glendale Ave (off)                     | PCC           | PCC        | 3                   | 4             | 36                   | 8     | 0.05           | 90                 |                 |
| 6.19           | +0.65                          | C   | TI   | (MB) Glendale Ave (off)                     | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.02           | 90                 |                 |
|                | +0.66                          | C   | TI   | (MB) Glendale Ave (off)                     | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.02           | 90                 |                 |
| 6.21           | +0.67                          | C   | NB   | <a href="#">Projects spanning M5 to M6</a>  | AC/PCC        | AC/PCC     | 4                   | 4             | 48                   | 10    | 0.05           | 2004               |                 |
|                |                                | A   | UP   | Exit #6 at Glendale Ave                     |               |            |                     |               |                      |       |                | 1990               | 17'-10"         |
|                | +0.68                          | A   | TI   | (EB/WB) Glendale Ave Crossing               | PCC           | PCC        | 5                   |               | 60                   |       | 0.10           |                    |                 |
| 6.22           | +0.69                          | C   | TI   | (NB) Glendale Ave (on)                      | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.02           | 90                 |                 |
|                |                                | C   | TI   | (NB) Glendale Ave (on)                      | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.02           | 90                 |                 |
| 6.23           | +0.70                          | C   | TI   | (NB) Glendale Ave (on)                      | PCC           | PCC        | 3                   | 4             | 36                   | 8     | 0.03           | 90                 |                 |
| 6.26           | +0.73                          | C   | NB   | <a href="#">Projects spanning M5 to M6</a>  | AC/PCC        | AC/PCC     | 4                   | 7             | 48                   | 10    | 0.06           | 2004               |                 |
| 6.27           | +0.74                          | C   | TI   | (NB) Glendale Ave (on)                      | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 8     | 0.05           | 90                 |                 |
| 6.31           | +0.78                          | C   | TI   | (NB) Glendale Ave (on)                      | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 8     | 0.12           | 90                 |                 |
| 6.32           | +0.79                          | C   | NB   | <a href="#">Projects spanning M5 to M6</a>  | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.12           | 2004               |                 |
| 6.44           | +0.91                          | C   | NB   |   | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 10    | 0.88           | 2004               |                 |
| 7.31           | M006 +0.69                     | C   | NB   | <a href="#">Projects spanning M6 to M7</a>  | AC/PCC        | AC/PCC     | 5                   | 10            | 66                   | 10    | 0.04           | 2004               |                 |
| 7.35           | +0.73                          | C   | NB   |   | AC/PCC        | AC/PCC     | 5                   | 10            | 72                   | 10    | 0.08           | 2004               |                 |
| 7.43           | +0.81                          | C   | TI   | (NB) Northern Ave (off)                     | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 10    | 0.17           | 90                 |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M6 to M7</a>  | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 10    | 0.49           | 2004               |                 |
| 7.60           | +0.98                          | C   | TI   | (NB) Northern Ave (off)                     | PCC           | PCC        | 3                   | 4             | 36                   | 10    | 0.04           | 90                 |                 |
| 7.64           | M007 +0.03                     | A   | OP   | Exit #7 at Northern Ave EB/WB               |               |            |                     |               |                      |       |                | 1990               | 222 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Northern Ave Crossing               | PCC           | PCC        | 4                   |               | 48                   |       | 0.20           |                    |                 |
| 7.67           | +0.05                          | C   | TI   | (NB) Northern Ave (on)                      | PCC           | PCC        | 2                   | 4             | 24                   | 10    | 0.04           | 90                 |                 |
| 7.71           | +0.09                          | C   | TI   | (NB) Northern Ave (on)                      | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 10    | 0.08           | 90                 |                 |
| 7.79           | +0.17                          | C   | TI   | (NB) Northern Ave (on)                      | AC/PCC        | AC/PCC     | 1.5                 | 4             | 18                   | 10    | 0.12           | 90                 |                 |
| 7.92           | +0.31                          | C   | NB   | <a href="#">Projects spanning M7 to M8</a>  | AC/PCC        | AC/PCC     | 5                   | 10            | 72                   | 10    | 1.41           | 2004               |                 |
| 8.32           | +0.71                          | C   | VMS  | (NB) Variable Message Sign #130 (Existing)  |               |            |                     |               |                      |       |                |                    |                 |
| 9.33           | M008 +0.77                     | C   | NB   | <a href="#">Projects spanning M8 to M9</a>  | AC/PCC        | AC/PCC     | 5                   | 10            | 78                   | 10    | 0.03           | 2004               |                 |
| 9.36           | +0.80                          | C   | NB   |   | AC/PCC        | AC/PCC     | 5                   | 10            | 84                   | 10    | 0.05           | 2004               |                 |
| 9.41           | +0.85                          | C   | NB   |   | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 10    | 0.42           | 2004               |                 |
|                |                                | C   | TI   | (NB) 32nd St (off)                          | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.07           | 1996               |                 |
| 9.48           | +0.92                          | C   | TI   | (NB) 32nd St (off)                          | AC/PCC        | AC/PCC     | 2.5                 |               | 30                   |       | 0.05           | 1996               |                 |
| 9.53           | +0.97                          | C   | TI   | (NB) 32nd St (off)                          | AC/PCC        | AC/PCC     | 3                   |               | 36                   |       | 0.04           | 1996               |                 |
| 9.56           | M009 +0.01                     | C   | TI   | (NB) 32nd St (off)                          | PCC           | PCC        | 3                   |               | 36                   |       | 0.03           | 1996               |                 |
| 9.63           | +0.07                          | A   | UP   | Exit #8 at 32nd St                          |               |            |                     |               |                      |       |                | 1996               | 17'-00"         |
|                |                                | A   | TI   | (NB/SB) 32nd St Crossing                    | PCC           | PCC        | 4                   |               | 48                   |       | 0.15           |                    |                 |
| 9.83           | +0.27                          | C   | NB   | <a href="#">Projects spanning M9 to M10</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 66                   | 10    | 0.03           | 2004               |                 |

**S 051 at M009+0.27**

**M009+0.27 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M009+0.29**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M009+0.29 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 9.85           | M009 +0.29                     | C   | NB   | <a href="#">Projects spanning M9 to M10</a>  |               | 5          | 10                  | 72            | 10                   | 0.05  | 2004           |                    |                 |
| 9.90           | +0.35                          | C   | NB   | AC   | AC/PCC        | 5          | 10                  | 72            | 10                   | 0.01  | 2004           |                    |                 |
| 9.92           | +0.36                          | C   | NB   | AC   | AC/PCC        | 4          | 10                  | 48            | 10                   | 0.11  | 2004           |                    |                 |
|                |                                | C   | TI   | (NB) Shea Blvd (off)                         | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.03           | 1999               |                 |
| 9.94           | +0.38                          | C   | TI   | (NB) Shea Blvd (off)                         | AC/PCC        | AC/PCC     | 3                   | 2             | 36                   | 4     | 0.07           | 1999               |                 |
| 10.01          | +0.45                          | C   | TI   | (NB) Shea Blvd (off)                         | PCC           | PCC        | 4                   | 2             | 48                   | 4     | 0.04           | 1999               |                 |
| 10.02          | +0.47                          | C   | NB   | <a href="#">Projects spanning M9 to M10</a>  |               | 3.5        | 10                  | 42            | 10                   | 0.15  | 2004           |                    |                 |
| 10.05          | +0.49                          | C   | TI   | (NB) Shea Blvd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.04           | 1999               |                 |
|                |                                | C   | TI   | (NB) Shea Blvd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.04           | 1999               |                 |
| 10.09          | +0.53                          | A   | UP   | Exit #9 at Shea Blvd                         |               |            |                     |               |                      |       | 1996           |                    | 17'-06"         |
|                |                                | A   | TI   | (EB/WB) Shea Blvd Crossing                   | PCC           | PCC        | 4                   | 48            |                      | 0.12  |                |                    |                 |
| 10.11          | +0.55                          | C   | TI   | (NB) Shea Blvd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.03           | 1999               |                 |
| 10.13          | +0.57                          | C   | TI   | (NB) Shea Blvd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.02           | 1999               |                 |
| 10.15          | +0.59                          | C   | TI   | (NB) Shea Blvd (on)                          | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.06           | 1999               |                 |
| 10.17          | +0.61                          | C   | NB   | <a href="#">Projects spanning M9 to M10</a>  |               | 3          | 10                  | 36            | 10                   | 0.05  | 2004           |                    |                 |
| 10.20          | +0.64                          | C   | TI   | (NB) Shea Blvd (on)                          | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 4     | 0.11           | 1999               |                 |
| 10.23          | +0.67                          | C   | NB   | <a href="#">Projects spanning M9 to M10</a>  |               | 3          | 8                   | 36            | 10                   | 0.09  | 10 Nov 2003    |                    |                 |
| 10.25          | +0.69                          | C   | MD   | Variable Soil Median                         |               |            |                     |               |                      | 6.45  |                |                    |                 |
| 10.32          | +0.76                          | C   | NB   | <a href="#">Projects spanning M9 to M10</a>  |               | 3          | 8                   | 48            | 10                   | 0.56  | 10 Nov 2003    |                    |                 |
| 10.59          | M010 +0.03                     | A   | UP   | Cholla St                                    |               |            |                     |               |                      |       |                |                    | ??'-??"         |
|                |                                | A   | UP   | Cholla St                                    |               |            |                     |               |                      |       | 1999           |                    | 16'-10"         |
| 10.87          | +0.31                          | C   | NB   | <a href="#">Projects spanning M10 to M11</a> |               | 3          | 8                   | 36            | 10                   | 0.45  | 10 Nov 2003    |                    |                 |
| 10.88          |                                | C   | TI   | (NB) Cactus Rd (off)                         | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 4     | 0.12           | 1999               |                 |
| 11.00          | +0.43                          | C   | TI   | (NB) Cactus Rd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.06           | 1999               |                 |
| 11.05          | +0.49                          | C   | TI   | (NB) Cactus Rd (off)                         | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.02           | 1999               |                 |
| 11.07          | +0.50                          | C   | TI   | (NB) Cactus Rd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.02           | 1999               |                 |
|                | +0.51                          | C   | TI   | (NB) Cactus Rd (off)                         | PCC           | PCC        | 1                   | 2             | 12                   | 4     | 0.02           | 1999               |                 |
| 11.09          | +0.53                          | A   | UP   | Exit #10 at Cactus Rd                        |               |            |                     |               |                      |       | 1998           |                    | 16'-10"         |
|                |                                | A   | TI   | (EB/WB) Cactus Rd Crossing                   | PCC           | PCC        | 6                   | 72            |                      | 0.12  |                |                    |                 |
| 11.11          | +0.54                          | C   | TI   | (NB) Cactus Rd (on)                          | PCC           | PCC        | 1                   | 2             | 12                   | 4     | 0.02           | 1999               |                 |
|                |                                | C   | TI   | (NB) Cactus Rd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.02           | 1999               |                 |
| 11.12          | +0.56                          | C   | TI   | (NB) Cactus Rd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.02           | 1999               |                 |
| 11.14          | +0.58                          | C   | TI   | (NB) Cactus Rd (on)                          | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.04           | 1999               |                 |
| 11.18          | +0.62                          | C   | TI   | (NB) Cactus Rd (on)                          | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 4     | 0.07           | 1999               |                 |
| 11.25          | +0.69                          | C   | TI   | (NB) Cactus Rd (on)                          | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 4     | 0.07           | 1999               |                 |
| 11.33          | +0.76                          | C   | NB   | <a href="#">Projects spanning M10 to M11</a> |               | 3          | 8                   | 48            | 10                   | 0.50  | 10 Nov 2003    |                    |                 |
| 11.60          | M011 +0.03                     | A   | OP   | Sweetwater Ave                               |               |            |                     |               |                      |       | 1999           | 81 ft Concrete     |                 |
| 11.82          | +0.26                          | C   | NB   | <a href="#">Projects spanning M11 to M12</a> |               | 3          | 8                   | 36            | 10                   | 0.91  | 10 Nov 2003    |                    |                 |
|                |                                | C   | TI   | (NB) Thunderbird Rd (off)                    | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.18           | 1999               |                 |

**S 051 at M011+0.26**

**M011+0.26 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M011+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M011+0.43 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 12.00          | M011 +0.43                     | C   | TI (NB) Thunderbird Rd (off)                    | PCC          | PCC           | 2          | 2                   | 24            | 4                    | 0.04  | 1999           |                    |                 |
| 12.04          | +0.48                          | C   | TI (NB) Thunderbird Rd (off)                    | PCC          | PCC           | 3          | 2                   | 36            | 4                    | 0.06  | 1999           |                    |                 |
| 12.11          | +0.55                          | A   | OP Exit #11 at Thunderbird Rd                   |              |               |            |                     |               |                      |       | 1999           | 117 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Thunderbird Rd Crossing              | PCC          | PCC           | 4          |                     | 48            |                      | 0.12  |                |                    |                 |
| 12.73          | M012 +0.17                     | C   | NB <a href="#">Projects spanning M12 to M13</a> | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.04  | 10 Nov 2003    |                    |                 |
| 12.77          | +0.21                          | C   | NB  | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.09  | 10 Nov 2003    |                    |                 |
| 12.86          | +0.30                          | C   | NB  | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.40  | 10 Nov 2003    |                    |                 |
|                |                                | C   | TI (NB) Greenway Rd (off)                       | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 4                    | 0.19  | 1998           |                    |                 |
| 12.89          | +0.32                          | A   | UP Nisbet Rd Pedestrian OP                      |              |               |            |                     |               |                      |       | 1998           |                    | 17'-10"         |
| 13.05          | +0.48                          | C   | TI (NB) Greenway Rd (off)                       | PCC          | PCC           | 2          | 2                   | 24            | 4                    | 0.05  | 1998           |                    |                 |
| 13.10          | +0.53                          | C   | TI (NB) Greenway Rd (off)                       | PCC          | PCC           | 3          | 2                   | 36            | 4                    | 0.01  | 1998           |                    |                 |
| 13.11          | +0.54                          | C   | TI (NB) Greenway Rd (off)                       | PCC          | PCC           | 2          | 2                   | 24            | 4                    | 0.03  | 1998           |                    |                 |
|                | +0.55                          | C   | TI (NB) Greenway Rd (off)                       | PCC          | PCC           | 1          | 2                   | 12            | 4                    | 0.03  | 1998           |                    |                 |
| 13.14          | +0.57                          | A   | TI (EB/WB) Greenway Rd Crossing                 | PCC          | PCC           | 6          |                     | 72            |                      | 0.17  |                |                    |                 |
|                |                                | A   | UP Exit #12 at Greenway Rd                      |              |               |            |                     |               |                      |       | 1997           |                    | 17'-10"         |
|                |                                | C   | VMS (NB) Variable Message Sign #132 (Existing)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 13.16          | +0.59                          | C   | TI (NB) Greenway Rd (on)                        | PCC          | PCC           | 2          | 2                   | 24            | 4                    | 0.02  | 1998           |                    |                 |
|                | +0.60                          | C   | TI (NB) Greenway Rd (on)                        | PCC          | PCC           | 1          | 2                   | 12            | 4                    | 0.02  | 1998           |                    |                 |
| 13.17          | +0.61                          | C   | TI (NB) Greenway Rd (on)                        | PCC          | PCC           | 3          | 2                   | 36            | 4                    | 0.02  | 1998           |                    |                 |
| 13.19          | +0.63                          | C   | TI (NB) Greenway Rd (on)                        | PCC          | PCC           | 2.5        | 2                   | 30            | 4                    | 0.02  | 1998           |                    |                 |
| 13.21          | +0.65                          | C   | TI (NB) Greenway Rd (on)                        | PCC          | PCC           | 2          | 2                   | 24            | 4                    | 0.05  | 1998           |                    |                 |
| 13.26          | +0.69                          | C   | NB <a href="#">Projects spanning M12 to M13</a> | AC           | AC            | 3          | 20                  | 36            | 22                   | 0.09  | 10 Nov 2003    |                    |                 |
|                | +0.70                          | C   | TI (NB) Greenway Rd (on)                        | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 4                    | 0.04  | 1998           |                    |                 |
| 13.30          | +0.73                          | C   | TI (NB) Greenway Rd (on)                        | AC/PCC       | AC/PCC        | 1.5        | 2                   | 18            | 4                    | 0.08  | 1998           |                    |                 |
| 13.35          | +0.78                          | C   | NB <a href="#">Projects spanning M12 to M13</a> | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.03  | 10 Nov 2003    |                    |                 |
| 13.37          | +0.81                          | C   | NB  | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.39  | 10 Nov 2003    |                    |                 |
| 13.66          | M013 +0.09                     | A   | UP Paradise Lane Pedestrian OP                  |              |               |            |                     |               |                      |       | 1998           |                    | 17'-09"         |
| 13.77          | +0.20                          | C   | NB <a href="#">Projects spanning M13 to M14</a> | AC           | AC            | 3          | 20                  | 48            | 22                   | 0.17  | 10 Nov 2003    |                    |                 |
| 13.93          | +0.37                          | C   | NB  | AC           | AC            | 3          | 20                  | 36            | 22                   | 0.01  | 10 Nov 2003    |                    |                 |
|                |                                | C   | TI (NB) Bell Rd (off)                           | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 4                    | 0.08  | 1998           |                    |                 |
| 13.94          |                                | C   | NB <a href="#">Projects spanning M13 to M14</a> | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.22  | 10 Nov 2003    |                    |                 |
|                |                                | C   | CG Curb to Right                                |              |               |            |                     |               |                      | 1.47  |                |                    |                 |
| 14.01          | +0.45                          | C   | TI (NB) Bell Rd (off)                           | PCC          | PCC           | 2.5        | 2                   | 30            | 4                    | 0.02  | 1998           |                    |                 |
| 14.03          | +0.46                          | C   | TI (NB) Bell Rd (off)                           | PCC          | PCC           | 4          | 2                   | 48            | 4                    | 0.10  | 1998           |                    |                 |
| 14.13          | +0.57                          | C   | TI (NB) Bell Rd (off)                           | PCC          | PCC           | 2          | 2                   | 24            | 4                    | 0.02  | 1998           |                    |                 |
| 14.14          |                                | C   | TI (NB) Bell Rd (off)                           | PCC          | PCC           | 2          | 2                   | 24            | 4                    | 0.02  | 1998           |                    |                 |
| 14.16          | +0.59                          | A   | TI (EB/WB) Bell Rd Crossing                     | PCC          | PCC           | 6          |                     | 72            |                      | 0.16  |                |                    |                 |
|                |                                | C   | NB <a href="#">Projects spanning M13 to M14</a> | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.24  | 31 May 2003    |                    |                 |
|                |                                | C   | UP (NB) Exit #13 Bell Rd OP                     |              |               |            |                     |               |                      |       | 31 May 2003    |                    | ??'-??"         |

**S 051 at M013+0.59**

**M013+0.59 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M013+0.61**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M013+0.61 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 14.17          | M013 +0.61                     | C   | TI (NB) Bell Rd (on)                            | PCC          | PCC           | 2          | 2          | 24            | 4                    | 0.03  | 31 May 2003    |                    |                 |
| 14.18          |                                | C   | TI (NB) Bell Rd (on)                            | PCC          | PCC           | 1          | 2          | 12            | 4                    | 0.03  | 31 May 2003    |                    |                 |
| 14.20          | +0.63                          | C   | TI (NB) Bell Rd (on)                            | PCC          | PCC           | 2.5        | 2          | 30            | 4                    | 0.01  | 31 May 2003    |                    |                 |
| 14.21          | +0.65                          | C   | TI (NB) Bell Rd (on)                            | AC/PCC       | AC/PCC        | 1.5        | 2          | 18            | 4                    | 0.18  | 31 May 2003    |                    |                 |
| 14.40          | +0.83                          | C   | NB <a href="#">Projects spanning M13 to M14</a> | AC           | AC            | 3          | 8          | 48            | 10                   | 0.52  | 31 May 2003    |                    |                 |
| 14.65          | M014 +0.09                     | A   | UP Grovers Ave Pedestrian OP                    |              |               |            |            |               |                      |       | 31 May 2003    |                    | 18'-00"         |
| 14.92          | +0.35                          | C   | TI (NB) Union Hills Dr (off)                    | AC/PCC       | AC/PCC        | 1          | 2          | 12            | 4                    | 0.10  | 31 May 2003    |                    |                 |
|                |                                | C   | NB <a href="#">Projects spanning M14 to M15</a> | AC           | AC            | 3          | 8          | 36            | 10                   | 0.47  | 31 May 2003    |                    |                 |
| 15.01          | +0.45                          | C   | TI (NB) Union Hills Dr (off)                    | PCC          | PCC           | 2          | 2          | 24            | 4                    | 0.09  | 31 May 2003    |                    |                 |
| 15.10          | +0.54                          | C   | TI (NB) Union Hills Dr (off)                    | PCC          | PCC           | 3          | 2          | 36            | 4                    | 0.05  | 31 May 2003    |                    |                 |
| 15.15          | +0.59                          | C   | TI (NB) Union Hills Dr (off)                    | PCC          | PCC           | 2          | 2          | 24            | 4                    | 0.02  | 31 May 2003    |                    |                 |
|                |                                | C   | TI (NB) Union Hills Dr (off)                    | PCC          | PCC           | 1          | 2          | 12            | 4                    | 0.02  | 31 May 2003    |                    |                 |
| 15.18          | +0.62                          | A   | TI (EB/WB) Union Hills Dr Crossing              | PCC          | PCC           | 4          |            | 48            |                      | 0.13  |                |                    |                 |
|                |                                | A   | UP Exit #14 Union Hills Dr OP                   |              |               |            |            |               |                      |       | 31 May 2003    |                    | 16'-08"         |
|                |                                | C   | TI (NB) Union Hills Dr (on)                     | PCC          | PCC           | 2          | 2          | 24            | 4                    | 0.03  | 31 May 2003    |                    |                 |
| 15.20          | +0.64                          | C   | TI (NB) Union Hills Dr (on)                     | PCC          | PCC           | 2.5        | 2          | 30            | 4                    | 0.02  | 31 May 2003    |                    |                 |
| 15.23          | +0.67                          | C   | TI (NB) Union Hills Dr (on)                     | AC/PCC       | AC/PCC        | 1.5        | 2          | 18            | 4                    | 0.16  | 31 May 2003    |                    |                 |
| 15.39          | +0.83                          | C   | NB <a href="#">Projects spanning M14 to M15</a> | AC           | AC            | 3          | 8          | 48            | 12                   | 0.24  | 31 May 2003    |                    |                 |
| 15.64          | M015 +0.07                     | C   | NB <a href="#">Projects spanning M15 to M16</a> | AC           | AC            | 3          | 10         | 48            | 12                   | 0.35  | 31 May 2003    |                    |                 |
| 15.76          | +0.19                          | C   | BR (NB) Cap Canal                               |              |               |            |            |               |                      |       | 03 May 2003    | 334 ft Concrete    |                 |
| 15.85          | +0.29                          | C   | BR (NB) Low Flow Channel                        |              |               |            |            |               |                      |       | 03 May 2003    | 468 ft Concrete    |                 |
| 15.99          | +0.42                          | C   | NB <a href="#">Projects spanning M15 to M16</a> | AC           | AC            | 2          | 6          | 24            | 10                   | 0.39  | 31 May 2003    |                    |                 |
|                |                                | C   | TI (NB) S 101 WB (off)                          | AC/PCC       | AC/PCC        | 2          | 6          | 24            | 10                   | 0.54  | 31 May 2003    |                    |                 |
| 16.20          | +0.55                          | C   | OP (NB) Over S 051 SB                           |              |               |            |            |               |                      |       | 31 May 2003    | Unknown            |                 |
| 16.36          | +0.71                          | C   | OP (NB) Over S 101 EB then WB                   |              |               |            |            |               |                      |       | 31 May 2003    | Unknown            |                 |
| 16.38          | +0.81                          | C   | NB <a href="#">Projects spanning M15 to M16</a> | AC           | AC            | 1.5        | 6          | 18            | 10                   | 0.21  | 31 May 2003    |                    |                 |
| 16.59          | +1.02                          | C   | NB  | AC           | AC            | 1          | 6          | 12            | 10                   | 0.11  | 31 May 2003    |                    |                 |
| 16.70          | +1.13                          | C   | J (NB) End S 051 at S 101 WB                    |              |               |            |            |               |                      |       |                |                    |                 |

**S 051 at M015+1.13**

**M015+1.13 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M000-0.01**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000-0.01 on S 051**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 051 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M000 -0.01                     | N   | TI (SB) I 010 HOV (off)                       | PCC          | PCC           | 1          | 8                   | 12            | 4                    | 0.25  | 2004           |                    |                 |
| 0.02  | +0.00                          | N   | J (SB) Begin S 051 at I 010 EB                |              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | UB Inside Phoenix-Mesa Urbanized Area         |              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M0 to M1</a> | AC/PCC       | AC/PCC        | 2          | 10                  | 24            | 4                    | 0.07  | 23 Oct 2005    |                    |                 |
|   |                                | N   | CG Low Profile Gutter to Left and Right       |              |               |            |                     |               |                      | 9.67  | 2004           |                    |                 |
| 0.07  | +0.05                          | N   | UP (SB) Under S 202 EB to I 010 EB            |              |               |            |                     |               |                      |       | 1987           |                    | ??'-??"         |
| 0.09  | +0.07                          | N   | SB <a href="#">Projects spanning M0 to M1</a> | AC/PCC       | AC/PCC        | 2          | 10                  | 30            | 4                    | 0.04  | 23 Oct 2005    |                    |                 |
| 0.13  | +0.11                          | N   | SB  | AC/PCC       | AC/PCC        | 2          | 10                  | 36            | 4                    | 0.06  | 23 Oct 2005    |                    |                 |
| 0.18  | +0.16                          | N   | SB  | AC/PCC       | AC/PCC        | 2          | 10                  | 24            | 4                    | 0.13  | 23 Oct 2005    |                    |                 |
|   |                                | N   | TI (SB) from S 202 WB                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.25  | +0.23                          | N   | OP (SB) Over I 010 WB/EB to I 010 EB          |              |               |            |                     |               |                      |       | 1987           | 531 ft Concrete    |                 |
| 0.26  | +0.24                          | N   | UP (SB) Under I 010 EB to S 202 EB            |              |               |            |                     |               |                      |       | 1987           |                    | ??'-??"         |
| 0.28  | +0.26                          | N   | UP (SB) Under I 010 EB to S 051 NB            |              |               |            |                     |               |                      |       | 1990           |                    | ??'-??"         |
| 0.29  | +0.27                          | N   | UP (SB) Under S 051 SB to S 202 EB            |              |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 0.31  | +0.29                          | N   | UP (SB) Under S 202 WB/EB HOV to I 010        |              |               |            |                     |               |                      |       |                |                    | ??'-??"         |
|   |                                | N   | SB <a href="#">Projects spanning M0 to M1</a> | AC/PCC       | AC/PCC        | 2          | 10                  | 30            | 4                    | 0.05  | 23 Oct 2005    |                    |                 |
| 0.33  | +0.31                          | N   | UP (SB) Under S 202 WB to I 010 WB            |              |               |            |                     |               |                      |       | 1987           |                    | ??'-??"         |
| 0.36  | +0.34                          | N   | SB <a href="#">Projects spanning M0 to M1</a> | AC/PCC       | AC/PCC        | 2          | 10                  | 36            | 4                    | 0.04  | 23 Oct 2005    |                    |                 |
| 0.40  | +0.38                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 4                    | 0.09  | 23 Oct 2005    |                    |                 |
|   | +0.39                          | N   | TI (SB) I 010 HOV (off)                       | AC/PCC       | AC/PCC        | 1          | 8                   | 12            | 4                    | 0.90  | 23 Oct 2005    |                    |                 |
| 0.42  | +0.40                          | N   | TI (SB) S 202 EB (off)                        | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.38  | 23 Oct 2005    |                    |                 |
|   |                                | N   | TI (SB) I 010 WB (off)                        | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.12  | 23 Oct 2005    |                    |                 |
| 0.48  | +0.46                          | N   | TI (SB) McDowell Rd (on)                      | AC/PCC       | AC/PCC        | 1.5        | 2                   | 18            | 4                    | 0.08  | 23 Oct 2005    |                    |                 |
| 0.49  | +0.47                          | N   | TI (SB) I 010 WB and S 202 EB (off)           | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.07  | 23 Oct 2005    |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M0 to M1</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 60            | 4                    | 0.04  | 23 Oct 2005    |                    |                 |
| 0.51  | +0.49                          | N   | TI (SB) McDowell Rd (on)                      | AC/PCC       | AC/PCC        | 2.5        | 2                   | 30            | 4                    | 0.04  | 23 Oct 2005    |                    |                 |
| 0.53  | +0.51                          | N   | SB <a href="#">Projects spanning M0 to M1</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 60            | 4                    | 0.04  | 2004           |                    |                 |
|   |                                | N   | TI (SB) McDowell Rd (on)                      | PCC          | PCC           | 2.5        | 2                   | 30            | 4                    | 0.01  | 2004           |                    |                 |
|   |                                | N   | TI (SB) McDowell Rd (on)                      | PCC          | PCC           | 3          | 2                   | 36            | 4                    | 0.01  | 2004           |                    |                 |
| 0.56  | +0.54                          | N   | TI (SB) McDowell Rd (on)                      | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.03  | 2004           |                    |                 |
|   |                                | N   | TI (SB) McDowell Rd (on)                      | PCC          | PCC           | 2          | 2                   | 24            | 4                    | 0.04  | 2004           |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M0 to M1</a> | AC/PCC       | AC/PCC        | 4          | 9                   | 60            | 4                    | 0.22  | 2004           |                    |                 |
| 0.59  | +0.57                          | N   | TI (SB) McDowell Rd (off)                     | PCC          | PCC           | 2          | 4                   | 24            | 4                    | 0.01  | 88             |                    |                 |
|   | +0.58                          | N   | TI (SB) McDowell Rd (off)                     | PCC          | PCC           | 2          | 4                   | 24            | 4                    | 0.02  | 88             |                    |                 |
| 0.63  | +0.61                          | N   | TI (SB) McDowell Rd (off)                     | PCC          | PCC           | 4          | 4                   | 48            | 4                    | 0.03  | 88             |                    |                 |
| 0.68  | +0.66                          | N   | TI (SB) McDowell Rd (off)                     | AC/PCC       | AC/PCC        | 3          | 4                   | 36            | 3                    | 0.05  | 2004           |                    |                 |
| 0.73  | +0.71                          | N   | TI (SB) McDowell Rd (off)                     | AC/PCC       | AC/PCC        | 2          | 4                   | 24            | 3                    | 0.05  | 2004           |                    |                 |

**S 051 at M000+0.71**

**M000+0.71 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M000+0.74**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.74 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 0.76           | M000 +0.74                     | N   | TI (SB) McDowell Rd (off)                      | AC/PCC       | AC/PCC        | 1.5        | 4                   | 18            | 3                    | 0.03  | 2004           |                    |                 |
| 0.79           | +0.77                          | N   | SB <a href="#">Projects spanning M0 to M1</a>  | AC/PCC       | AC/PCC        | 4          | 9                   | 72            | 4                    | 0.13  | 2004           |                    |                 |
|                |                                | N   | TI (SB) McDowell Rd (off)                      | AC/PCC       | AC/PCC        | 1          | 4                   | 12            | 3                    | 0.03  | 2004           |                    |                 |
| 0.92           | +0.90                          | N   | SB <a href="#">Projects spanning M0 to M1</a>  | AC/PCC       | AC/PCC        | 4          | 9                   | 66            | 4                    | 0.06  | 2004           |                    |                 |
| 0.98           | +0.96                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 60            | 4                    | 0.25  | 2004           |                    |                 |
| 1.23           | M001 +0.21                     | N   | SB <a href="#">Projects spanning M1 to M2</a>  | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 4                    | 0.64  | 2004           |                    |                 |
| 1.56           | +0.54                          | N   | TI (SB) Thomas Rd (on)                         | PCC          | PCC           | 2          | 12                  | 24            | 4                    | 0.32  | 89             |                    |                 |
| 1.88           | +0.85                          | N   | TI (SB) Thomas Rd (off)                        | AC/PCC       | AC/PCC        | 2          | 12                  | 24            | 4                    | 0.29  | 89             |                    |                 |
|                | +0.86                          | N   | SB <a href="#">Projects spanning M1 to M2</a>  | AC/PCC       | AC/PCC        | 4          | 9                   | 60            | 4                    | 0.05  | 2004           |                    |                 |
| 1.92           | +0.90                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 54            | 4                    | 0.04  | 2004           |                    |                 |
| 1.96           | +0.94                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 4                    | 0.22  | 2004           |                    |                 |
| 2.16           | M002 +0.15                     | N   | VMS (SB) Variable Message Sign #259 (Existing) |              |               |            |                     |               |                      |       |                |                    |                 |
| 2.18           | +0.17                          | N   | SB <a href="#">Projects spanning M2 to M3</a>  | AC/PCC       | AC/PCC        | 4          | 9                   | 54            | 4                    | 0.18  | 2004           |                    |                 |
| 2.36           | +0.35                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 60            | 4                    | 0.09  | 2004           |                    |                 |
| 2.45           | +0.44                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 4                    | 0.39  | 2004           |                    |                 |
| 2.49           | +0.48                          | N   | TI (SB) Indian School (on)                     | AC/PCC       | AC/PCC        | 2          | 12                  | 24            | 4                    | 0.05  | 87             |                    |                 |
| 2.56           | +0.55                          | N   | TI (SB) Indian School (on)                     | AC           | AC            | 1.5        | 12                  | 18            | 4                    | 0.07  | 87             |                    |                 |
| 2.59           | +0.57                          | N   | TI (SB) Indian School (on)                     | AC           | AC            | 2          | 12                  | 24            | 4                    | 0.03  | 87             |                    |                 |
| 2.60           | +0.58                          | N   | TI (SB) Indian School (on)                     | AC           | AC            | 2.5        | 12                  | 30            | 4                    | 0.01  | 87             |                    |                 |
| 2.61           | +0.59                          | N   | TI (SB) Indian School (on)                     | AC           | AC            | 3          | 12                  | 36            | 4                    | 0.01  | 87             |                    |                 |
| 2.62           | +0.61                          | N   | TI (SB) Indian School (on)                     | AC           | AC            | 1          | 12                  | 12            | 4                    | 0.01  | 87             |                    |                 |
|                |                                | N   | TI (SB) Indian School (on)                     | AC           | AC            | 2          | 12                  | 24            | 4                    | 0.02  | 87             |                    |                 |
| 2.65           | +0.64                          | N   | TI (SB) Indian School (off)                    | PCC          | PCC           | 2          | 12                  | 24            | 4                    | 0.02  | 87             |                    |                 |
|                |                                | N   | TI (SB) Indian School (off)                    | PCC          | PCC           | 2          | 12                  | 24            | 4                    | 0.01  | 87             |                    |                 |
| 2.69           | +0.67                          | N   | TI (SB) Indian School (off)                    | PCC          | PCC           | 3          | 12                  | 36            | 4                    | 0.03  | 87             |                    |                 |
| 2.75           | +0.73                          | N   | TI (SB) Indian School (off)                    | AC/PCC       | AC/PCC        | 2          | 12                  | 24            | 4                    | 0.06  | 87             |                    |                 |
| 2.84           | +0.82                          | N   | TI (SB) Indian School (off)                    | AC/PCC       | AC/PCC        | 1          | 12                  | 12            | 4                    | 0.09  | 87             |                    |                 |
|                |                                | N   | SB <a href="#">Projects spanning M2 to M3</a>  | AC/PCC       | AC/PCC        | 4          | 9                   | 60            | 4                    | 0.37  | 2004           |                    |                 |
| 3.20           | M003 +0.20                     | N   | SB <a href="#">Projects spanning M3 to M4</a>  | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 4                    | 0.04  | 2004           |                    |                 |
| 3.24           | +0.23                          | N   | TI (SB) Highland Ave (on)                      | AC/PCC       | AC/PCC        | 1.5        | 12                  | 18            | 4                    | 0.03  | 87             |                    |                 |
| 3.25           | +0.24                          | N   | SB <a href="#">Projects spanning M3 to M4</a>  | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 4.1                  | 0.09  | 2004           |                    |                 |
| 3.34           | +0.33                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 4.2                  | 0.08  | 2004           |                    |                 |
| 3.38           | +0.38                          | N   | TI (SB) Highland Ave (on)                      | PCC          | PCC           | 2          | 12                  | 24            | 4                    | 0.14  | 87             |                    |                 |
| 3.42           | +0.41                          | N   | SB <a href="#">Projects spanning M3 to M4</a>  | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 5.1                  | 0.09  | 2004           |                    |                 |
| 3.51           | +0.50                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 6                    | 0.15  | 2004           |                    |                 |
| 3.65           | +0.65                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 5.1                  | 0.02  | 2004           |                    |                 |
| 3.67           | +0.67                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 4.2                  | 0.24  | 2004           |                    |                 |
| 3.91           | +0.91                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 4.1                  | 0.01  | 2004           |                    |                 |
| 3.92           | +0.92                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 4                    | 0.17  | 2004           |                    |                 |

**S 051 at M003+0.92**

**M003+0.92 on S 051**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M003+0.93**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M003+0.93 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 3.93           | M003 +0.93                     | N   | TI (SB) Colter St (off)                       | PCC          | PCC           | 3          | 8          | 36            | 2                    | 0.04  |                |                    | 88              |
| 3.99           | +0.98                          | N   | TI (SB) Colter St (off)                       | AC/PCC       | AC/PCC        | 2          | 8          | 24            | 2                    | 0.05  |                |                    | 88              |
| 4.10           | M004 +0.07                     | N   | SB <a href="#">Projects spanning M4 to M5</a> | AC/PCC       | AC/PCC        | 4          | 9          | 60            | 4                    | 0.33  | 2004           |                    |                 |
|                |                                | N   | TI (SB) Colter St (off)                       | AC/PCC       | AC/PCC        | 1          | 8          | 12            | 2                    | 0.11  |                |                    | 88              |
| 4.43           | +0.40                          | N   | SB <a href="#">Projects spanning M4 to M5</a> | AC/PCC       | AC/PCC        | 4          | 9          | 48            | 4                    | 0.40  | 2004           |                    |                 |
| 4.59           | +0.56                          | N   | TI (SB) Bethany Home (on)                     | PCC          | PCC           | 1.5        |            | 18            |                      | 0.16  |                |                    | 88              |
| 4.61           | +0.58                          | N   | TI (SB) Bethany Home (on)                     | PCC          | PCC           | 2          |            | 24            |                      | 0.02  |                |                    | 88              |
| 4.63           | +0.60                          | N   | TI (SB) Bethany Home (on)                     | PCC          | PCC           | 1          |            | 12            |                      | 0.03  |                |                    | 88              |
|                | +0.61                          | N   | TI (SB) Bethany Home (on)                     | PCC          | PCC           | 1          |            | 12            |                      | 0.03  |                |                    | 88              |
| 4.66           | +0.63                          | N   | TI (SB) Bethany Home (off)                    | AC/PCC       | AC/PCC        | 2          |            | 24            |                      | 0.02  |                |                    | 88              |
|                |                                | N   | TI (SB) Bethany Home (off)                    | AC/PCC       | AC/PCC        | 1          |            | 12            |                      | 0.02  |                |                    | 88              |
| 4.69           | +0.66                          | N   | TI (SB) Bethany Home (off)                    | AC/PCC       | AC/PCC        | 3          |            | 36            |                      | 0.03  |                |                    | 88              |
| 4.73           | +0.70                          | N   | TI (SB) Bethany Home (off)                    | AC/PCC       | AC/PCC        | 1          |            | 12            |                      | 0.04  |                |                    | 88              |
| 4.81           | +0.78                          | N   | TI (SB) Bethany Home (off)                    | AC/PCC       | AC/PCC        | 2          |            | 24            |                      | 0.08  |                |                    | 88              |
| 4.83           | +0.80                          | N   | SB <a href="#">Projects spanning M4 to M5</a> | AC/PCC       | AC/PCC        | 4          | 9          | 60            | 4                    | 0.07  | 2004           |                    |                 |
|                |                                | N   | TI (SB) Bethany Home (off)                    | AC/PCC       | AC/PCC        | 1          |            | 12            |                      | 0.02  |                |                    | 88              |
| 4.90           | +0.87                          | N   | SB <a href="#">Projects spanning M4 to M5</a> | AC/PCC       | AC/PCC        | 4          | 9          | 54            | 4                    | 0.03  | 2004           |                    |                 |
| 4.92           | +0.90                          | N   | SB  | AC/PCC       | AC/PCC        | 4          | 9          | 48            | 4                    | 0.74  | 2004           |                    |                 |
| 5.31           | M005 +0.32                     | N   | TI (SB) Glendale Ave (on)                     | Unk          | Unk           | 0.5        | 8          | 6             | 4                    | 0.10  |                |                    | 90              |
| 5.48           | +0.49                          | N   | TI (SB) Glendale Ave (on)                     | AC/PCC       | AC/PCC        | 1          | 8          | 12            | 4                    | 0.16  |                |                    | 90              |
| 5.56           | +0.57                          | N   | TI (SB) Glendale Ave (on)                     | PCC          | PCC           | 2          | 8          | 24            | 4                    | 0.09  |                |                    | 90              |
| 5.65           | +0.66                          | N   | TI (SB) Glendale Ave (on)                     | PCC          | PCC           | 3          | 8          | 36            | 4                    | 0.09  |                |                    | 90              |
|                |                                | N   | TI (SB) Glendale Ave (on)                     | PCC          | PCC           | 1          | 8          | 12            | 4                    | 0.01  |                |                    | 90              |
| 5.66           | +0.67                          | N   | TI (SB) Glendale Ave (on)                     | PCC          | PCC           | 2          | 8          | 24            | 4                    | 0.02  |                |                    | 90              |
|                |                                | N   | SB <a href="#">Projects spanning M5 to M6</a> | AC/PCC       | AC/PCC        | 4.5        | 9          | 54            | 4                    | 0.05  | 2004           |                    |                 |
| 5.69           | +0.70                          | N   | TI (SB) Glendale Ave (off)                    | PCC          | PCC           | 2          | 8          | 24            | 4                    | 0.02  |                |                    | 90              |
|                |                                | N   | TI (SB) Glendale Ave (off)                    | PCC          | PCC           | 1          | 8          | 12            | 4                    | 0.03  |                |                    | 90              |
| 5.72           | +0.73                          | N   | SB <a href="#">Projects spanning M5 to M6</a> | AC/PCC       | AC/PCC        | 4.5        | 9          | 54            | 7                    | 0.06  | 2004           |                    |                 |
|                |                                | N   | TI (SB) Glendale Ave (off)                    | PCC          | PCC           | 3          | 8          | 36            | 4                    | 0.03  |                |                    | 90              |
| 5.77           | +0.78                          | N   | SB <a href="#">Projects spanning M5 to M6</a> | AC/PCC       | AC/PCC        | 4.5        | 9          | 54            | 10                   | 0.04  | 2004           |                    |                 |
| 5.81           | +0.82                          | N   | TI (SB) Glendale Ave (off)                    | AC/PCC       | AC/PCC        | 3          | 8          | 36            | 4                    | 0.09  |                |                    | 90              |
|                |                                | N   | SB <a href="#">Projects spanning M5 to M6</a> | AC/PCC       | AC/PCC        | 5          | 9          | 60            | 10                   | 0.75  | 2004           |                    |                 |
| 5.84           | +0.85                          | N   | TI (SB) Glendale Ave (off)                    | AC/PCC       | AC/PCC        | 1          | 8          | 12            | 4                    | 0.03  |                |                    | 90              |
| 6.56           | M006 +0.48                     | N   | SB <a href="#">Projects spanning M6 to M7</a> | AC/PCC       | AC/PCC        | 5          | 9          | 66            | 10                   | 0.22  | 2004           |                    |                 |
| 6.79           | +0.70                          | N   | SB  | AC/PCC       | AC/PCC        | 5          | 9          | 72            | 10                   | 0.09  | 2004           |                    |                 |
| 6.88           | +0.80                          | N   | SB  | AC/PCC       | AC/PCC        | 5          | 9          | 60            | 10                   | 0.46  | 2004           |                    |                 |
| 6.96           | +0.88                          | N   | TI (SB) Northern Ave (on)                     | PCC          | PCC           | 1          | 10         | 12            | 8                    | 0.08  |                |                    | 90              |
| 7.04           | +0.96                          | N   | TI (SB) Northern Ave (on)                     | PCC          | PCC           | 1.5        | 10         | 18            | 8                    | 0.08  |                |                    | 90              |
| 7.05           |                                | N   | TI (SB) Northern Ave (on)                     | PCC          | PCC           | 1          | 10         | 12            | 8                    | 0.03  |                |                    | 90              |

**S 051 at M006+0.96**

**M006+0.96 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M006+0.97**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M006+0.97 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 7.06           | M006+0.97                      | N   | TI (SB) Northern Ave (on)                      | PCC          | PCC           | 1          | 10                  | 12            | 8                    | 0.02  | 90             |                    |                 |
| 7.09           | M007+0.02                      | N   | VMS (SB) Variable Message Sign #258 (Existing) |              |               |            |                     |               |                      |       |                |                    |                 |
| 7.14           | +0.07                          | N   | TI (SB) Northern Ave (off)                     | AC/PCC       | AC/PCC        | 2          | 10                  | 24            | 8                    | 0.11  | 90             |                    |                 |
|                |                                | N   | TI (SB) Northern Ave (off)                     | AC/PCC       | AC/PCC        | 1          | 10                  | 12            | 8                    | 0.05  | 90             |                    |                 |
| 7.15           | +0.08                          | N   | TI (SB) Northern Ave (off)                     | PCC          | PCC           | 3          | 10                  | 36            | 8                    | 0.02  | 90             |                    |                 |
| 7.17           | +0.10                          | N   | TI (SB) Northern Ave (off)                     | PCC          | PCC           | 2.5        | 10                  | 30            | 8                    | 0.02  | 90             |                    |                 |
| 7.35           | +0.28                          | N   | SB <a href="#">Projects spanning M7 to M8</a>  | AC/PCC       | AC/PCC        | 5          | 9                   | 84            | 10                   | 0.11  | 2004           |                    |                 |
|                |                                | N   | TI (SB) Northern Ave (off)                     | AC/PCC       | AC/PCC        | 2          | 10                  | 24            | 8                    | 0.18  | 90             |                    |                 |
| 7.45           | +0.38                          | N   | SB <a href="#">Projects spanning M7 to M8</a>  | AC/PCC       | AC/PCC        | 5          | 9                   | 78            | 10                   | 0.12  | 2004           |                    |                 |
| 7.57           | +0.50                          | N   | SB   | AC/PCC       | AC/PCC        | 5          | 9                   | 72            | 10                   | 0.31  | 2004           |                    |                 |
| 7.87           | +0.80                          | N   | SB   | AC/PCC       | AC/PCC        | 5          | 9                   | 78            | 10                   | 0.13  | 2004           |                    |                 |
| 8.00           | +0.93                          | N   | SB   | AC/PCC       | AC/PCC        | 5          | 9                   | 84            | 10                   | 0.17  | 2004           |                    |                 |
| 8.17           | M008+0.14                      | N   | SB <a href="#">Projects spanning M8 to M9</a>  | AC/PCC       | AC/PCC        | 5          | 9                   | 72            | 10                   | 0.31  | 2004           |                    |                 |
| 8.33           | +0.30                          | N   | TI (SB) 26th St (on)                           | PCC          | PCC           | 1          |                     | 12            |                      | 0.16  | 1996           |                    |                 |
| 8.48           | +0.45                          | N   | SB <a href="#">Projects spanning M8 to M9</a>  | AC/PCC       | AC/PCC        | 5          | 9                   | 78            | 10                   | 0.21  | 2004           |                    |                 |
| 8.68           | +0.66                          | N   | SB   | AC/PCC       | AC/PCC        | 5          | 9                   | 84            | 10                   | 0.17  | 2004           |                    |                 |
| 8.85           | +0.83                          | N   | SB   | AC/PCC       | AC/PCC        | 5          | 9                   | 60            | 10                   | 0.29  | 2004           |                    |                 |
| 9.01           | +0.99                          | N   | TI (SB) 32nd St (on)                           | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.16  | 1996           |                    |                 |
| 9.06           | M009+0.03                      | N   | TI (SB) 32nd St (on)                           | AC/PCC       | AC/PCC        | 2.5        |                     | 30            |                      | 0.05  | 1996           |                    |                 |
| 9.10           | +0.07                          | N   | TI (SB) 32nd St (on)                           | AC/PCC       | AC/PCC        | 3          |                     | 36            |                      | 0.04  | 1996           |                    |                 |
| 9.12           | +0.10                          | N   | TI (SB) 32nd St (on)                           | PCC          | PCC           | 3          |                     | 36            |                      | 0.02  | 1996           |                    |                 |
| 9.15           | +0.12                          | N   | SB <a href="#">Projects spanning M9 to M10</a> | AC/PCC       | AC/PCC        | 5          | 9                   | 66            | 10                   | 0.07  | 2004           |                    |                 |
| 9.22           | +0.19                          | N   | SB   | AC/PCC       | AC/PCC        | 5          | 9                   | 72            | 10                   | 0.13  | 2004           |                    |                 |
| 9.35           | +0.32                          | N   | SB   | AC/PCC       | AC/PCC        | 4          | 9                   | 48            | 10                   | 0.02  | 2004           |                    |                 |
| 9.36           | +0.33                          | N   | TI (SB) Shea Blvd (on)                         | AC/PCC       | AC/PCC        | 2          | 4                   | 24            | 2                    | 0.02  | 1999           |                    |                 |
|                | +0.34                          | N   | SB <a href="#">Projects spanning M9 to M10</a> | AC           | AC/PCC        | 4          | 9                   | 48            | 10                   | 0.17  | 2004           |                    |                 |
| 9.46           | +0.43                          | N   | TI (SB) Shea Blvd (on)                         | PCC          | PCC           | 2.5        | 4                   | 30            | 2                    | 0.09  | 1999           |                    |                 |
| 9.50           | +0.48                          | N   | TI (SB) Shea Blvd (on)                         | PCC          | PCC           | 3          | 4                   | 36            | 2                    | 0.05  | 1999           |                    |                 |
| 9.53           | +0.50                          | N   | TI (SB) Shea Blvd (on)                         | PCC          | PCC           | 1          | 4                   | 12            | 2                    | 0.03  | 1999           |                    |                 |
|                |                                | N   | SB <a href="#">Projects spanning M9 to M10</a> | AC           | AC/PCC        | 3.5        | 9                   | 42            | 10                   | 0.15  | 2004           |                    |                 |
| 9.54           | +0.51                          | N   | TI (SB) Shea Blvd (on)                         | PCC          | PCC           | 2          | 4                   | 24            | 2                    | 0.04  | 1999           |                    |                 |
| 9.58           | +0.55                          | N   | TI (SB) Shea Blvd (off)                        | PCC          | PCC           | 1          | 4                   | 12            | 2                    | 0.03  | 1999           |                    |                 |
|                |                                | N   | TI (SB) Shea Blvd (off)                        | PCC          | PCC           | 2          | 4                   | 24            | 2                    | 0.03  | 1999           |                    |                 |
| 9.62           | +0.60                          | N   | TI (SB) Shea Blvd (off)                        | PCC          | PCC           | 3          | 4                   | 36            | 2                    | 0.04  | 1999           |                    |                 |
| 9.68           | +0.66                          | N   | SB <a href="#">Projects spanning M9 to M10</a> | AC           | AC            | 3.5        | 10                  | 42            | 8                    | 0.02  | 10 Nov 2003    |                    |                 |
| 9.70           | +0.68                          | N   | SB   | AC           | AC            | 3          | 10                  | 36            | 8                    | 0.09  | 10 Nov 2003    |                    |                 |
| 9.72           | +0.69                          | N   | TI (SB) Shea Blvd (off)                        | PCC          | PCC           | 2          | 4                   | 24            | 2                    | 0.09  | 1999           |                    |                 |
| 9.80           | +0.77                          | N   | TI (SB) Shea Blvd (off)                        | AC/PCC       | AC/PCC        | 1          | 4                   | 12            | 2                    | 0.08  | 1999           |                    |                 |
|                |                                | N   | SB <a href="#">Projects spanning M9 to M10</a> | AC           | AC            | 3          | 10                  | 48            | 8                    | 0.53  | 10 Nov 2003    |                    |                 |

**S 051 at M009+0.77**

**M009+0.77 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M010+0.31**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M010+0.31 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 10.33          | M010 +0.31                     | N   | SB   | <a href="#">Projects spanning M10 to M11</a> | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.44           | 10 Nov 2003        |                 |
| 10.35          | +0.33                          | N   | TI   | (SB) Cactus Rd (on)                          | AC/PCC        | AC/PCC     | 1.5                 | 4             | 18                   | 4     | 0.02           | 1999               |                 |
| 10.49          | +0.48                          | N   | TI   | (SB) Cactus Rd (on)                          | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 4     | 0.14           | 1999               |                 |
| 10.51          | +0.50                          | N   | TI   | (SB) Cactus Rd (on)                          | PCC           | PCC        | 3                   | 4             | 36                   | 4     | 0.02           | 1999               |                 |
| 10.53          | +0.52                          | N   | TI   | (SB) Cactus Rd (on)                          | PCC           | PCC        | 2                   | 4             | 24                   | 4     | 0.02           | 1999               |                 |
| 10.54          |                                | N   | TI   | (SB) Cactus Rd (on)                          | PCC           | PCC        | 1                   | 4             | 12                   | 4     | 0.02           | 1999               |                 |
| 10.58          | +0.57                          | N   | TI   | (SB) Cactus Rd (off)                         | PCC           | PCC        | 1                   | 4             | 12                   | 4     | 0.03           | 1999               |                 |
|                |                                | N   | TI   | (SB) Cactus Rd (off)                         | PCC           | PCC        | 2                   | 4             | 24                   | 4     | 0.03           | 1999               |                 |
| 10.60          | +0.58                          | N   | TI   | (SB) Cactus Rd (off)                         | PCC           | PCC        | 3                   | 4             | 36                   | 4     | 0.01           | 1999               |                 |
| 10.66          | +0.64                          | N   | TI   | (SB) Cactus Rd (off)                         | PCC           | PCC        | 2                   | 4             | 24                   | 4     | 0.06           | 1999               |                 |
| 10.77          | +0.75                          | N   | SB   | <a href="#">Projects spanning M10 to M11</a> | AC            | AC         | 3                   | 10            | 48                   | 8     | 0.56           | 10 Nov 2003        |                 |
|                |                                | N   | TI   | (SB) Cactus Rd (off)                         | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 4     | 0.11           | 1999               |                 |
| 11.08          | M011 +0.07                     | N   | VMS  | (SB) Variable Message Sign #131 (Existing)   |               |            |                     |               |                      |       |                |                    |                 |
| 11.33          | +0.31                          | N   | SB   | <a href="#">Projects spanning M11 to M12</a> | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.70           | 10 Nov 2003        |                 |
| 11.39          | +0.38                          | N   | TI   | (SB) Thunderbird Rd (on)                     | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 2     | 0.07           | 1999               |                 |
| 11.46          | +0.44                          | N   | TI   | (SB) Thunderbird Rd (on)                     | AC/PCC        | AC/PCC     | 1.5                 | 4             | 18                   | 2     | 0.06           | 1999               |                 |
| 11.53          | +0.51                          | N   | TI   | (SB) Thunderbird Rd (on)                     | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 2     | 0.07           | 1999               |                 |
| 11.55          | +0.53                          | N   | TI   | (SB) Thunderbird Rd (on)                     | PCC           | PCC        | 2                   | 4             | 24                   | 2     | 0.02           | 1999               |                 |
| 12.03          | M012 +0.01                     | N   | SB   | <a href="#">Projects spanning M12 to M13</a> | AC            | AC         | 3                   | 10            | 42                   | 8     | 0.11           | 10 Nov 2003        |                 |
| 12.14          | +0.12                          | N   | SB   |  | AC            | AC         | 3                   | 10            | 48                   | 8     | 0.20           | 10 Nov 2003        |                 |
| 12.34          | +0.32                          | N   | SB   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.46           | 10 Nov 2003        |                 |
| 12.46          | +0.44                          | N   | TI   | (SB) Greenway Rd (on)                        | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 2     | 0.11           | 1998               |                 |
| 12.53          | +0.52                          | N   | TI   | (SB) Greenway Rd (on)                        | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 2     | 0.08           | 1998               |                 |
| 12.55          | +0.53                          | N   | TI   | (SB) Greenway Rd (on)                        | PCC           | PCC        | 3                   | 4             | 36                   | 2     | 0.01           | 1998               |                 |
| 12.56          | +0.54                          | N   | TI   | (SB) Greenway Rd (on)                        | PCC           | PCC        | 1                   | 4             | 12                   | 2     | 0.02           | 1998               |                 |
| 12.57          | +0.56                          | N   | TI   | (SB) Greenway Rd (on)                        | PCC           | PCC        | 2                   | 4             | 24                   | 2     | 0.03           | 1998               |                 |
| 12.62          | +0.60                          | N   | TI   | (SB) Greenway Rd (off)                       | PCC           | PCC        | 1                   | 4             | 12                   | 2     | 0.04           | 1998               |                 |
|                |                                | N   | TI   | (SB) Greenway Rd (off)                       | PCC           | PCC        | 2                   | 4             | 24                   | 2     | 0.03           | 1998               |                 |
| 12.63          | +0.61                          | N   | TI   | (SB) Greenway Rd (off)                       | PCC           | PCC        | 3                   | 4             | 36                   | 2     | 0.01           | 1998               |                 |
| 12.68          | +0.66                          | N   | TI   | (SB) Greenway Rd (off)                       | PCC           | PCC        | 2                   | 4             | 24                   | 2     | 0.05           | 1998               |                 |
| 12.80          | +0.78                          | N   | TI   | (SB) Greenway Rd (off)                       | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 2     | 0.12           | 1998               |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M12 to M13</a> | AC            | AC         | 3                   | 10            | 48                   | 8     | 0.44           | 10 Nov 2003        |                 |
| 13.24          | M013 +0.22                     | N   | SB   | <a href="#">Projects spanning M13 to M14</a> | AC            | AC         | 3                   | 22            | 48                   | 20    | 0.15           | 10 Nov 2003        |                 |
| 13.39          | +0.37                          | N   | SB   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.11           | 10 Nov 2003        |                 |
|                |                                | N   | CG   | Curb to Left                                 |               |            |                     |               |                      |       | 0.09           |                    |                 |
| 13.51          | +0.49                          | N   | SB   | <a href="#">Projects spanning M13 to M14</a> | AC            | AC         | 3.5                 | 11            | 42                   | 8     | 0.10           | 10 Nov 2003        |                 |
| 13.56          | +0.54                          | N   | TI   | (SB) Bell Rd (on)                            | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.17           | 1998               |                 |
| 13.58          | +0.55                          | N   | TI   | (SB) Bell Rd (on)                            | PCC           | PCC        | 3                   |               | 36                   |       | 0.01           | 1998               |                 |
| 13.59          | +0.57                          | N   | TI   | (SB) Bell Rd (on)                            | PCC           | PCC        | 1                   |               | 12                   |       | 0.02           | 1998               |                 |

**S 051 at M013+0.57**

**M013+0.57 on S 051**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 051 at M013+0.57**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M013+0.57 on S 051**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 13.60          | M013+0.57                      | N   | TI (SB) Bell Rd (on)                            | PCC          | PCC           | 2          |                     | 24            |                      | 0.02  | 1998           |                    |                 |
| 13.61          | +0.59                          | N   | SB <a href="#">Projects spanning M13 to M14</a> | AC           | AC            | 3.5        | 11                  | 42            | 8                    | 0.05  | 31 May 2003    |                    |                 |
|                |                                | N   | UP (SB) Exit #13 Bell Rd OP                     |              |               |            |                     |               |                      |       | 31 May 2003    |                    | ??'-??"         |
| 13.65          | +0.63                          | N   | TI (SB) Bell Rd (off)                           | PCC          | PCC           | 2          |                     | 24            |                      | 0.04  | 31 May 2003    |                    |                 |
|                |                                | N   | TI (SB) Bell Rd (off)                           | PCC          | PCC           | 1          |                     | 12            |                      | 0.04  | 31 May 2003    |                    |                 |
| 13.66          | +0.64                          | N   | SB <a href="#">Projects spanning M13 to M14</a> | AC           | AC            | 3.5        | 11                  | 42            | 8                    | 0.10  | 31 May 2003    |                    |                 |
| 13.67          | +0.65                          | N   | TI (SB) Bell Rd (off)                           | PCC          | PCC           | 3          |                     | 36            |                      | 0.02  | 31 May 2003    |                    |                 |
| 13.71          | +0.69                          | N   | TI (SB) Bell Rd (off)                           | AC/PCC       | AC/PCC        | 3          |                     | 36            |                      | 0.04  | 31 May 2003    |                    |                 |
| 13.76          | +0.74                          | N   | SB <a href="#">Projects spanning M13 to M14</a> | AC           | AC            | 4          | 10                  | 48            | 8                    | 0.06  | 31 May 2003    |                    |                 |
| 13.77          | +0.75                          | N   | TI (SB) Bell Rd (off)                           | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.06  | 31 May 2003    |                    |                 |
| 13.81          | +0.79                          | N   | CG Curb to Left                                 |              |               |            |                     |               |                      | 0.16  |                |                    |                 |
|                |                                | N   | TI (SB) Bell Rd (off)                           | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.04  | 31 May 2003    |                    |                 |
| 13.82          |                                | N   | SB <a href="#">Projects spanning M13 to M14</a> | AC           | AC            | 4          | 10                  | 60            | 8                    | 0.10  | 31 May 2003    |                    |                 |
| 13.92          | +0.89                          | N   | SB  | AC           | AC            | 4          | 10                  | 54            | 8                    | 0.02  | 31 May 2003    |                    |                 |
| 13.94          | +0.91                          | N   | SB  | AC           | AC            | 4          | 10                  | 48            | 8                    | 0.12  | 31 May 2003    |                    |                 |
| 14.06          | M014+0.04                      | N   | SB <a href="#">Projects spanning M14 to M15</a> | AC           | AC            | 4          | 10                  | 54            | 8                    | 0.24  | 31 May 2003    |                    |                 |
| 14.29          | +0.28                          | N   | SB  | AC           | AC            | 4          | 10                  | 60            | 8                    | 0.11  | 31 May 2003    |                    |                 |
| 14.32          | +0.31                          | N   | CG Curb to Left                                 |              |               |            |                     |               |                      | 0.07  |                |                    |                 |
| 14.40          | +0.38                          | N   | SB <a href="#">Projects spanning M14 to M15</a> | AC           | AC            | 4          | 10                  | 48            | 8                    | 0.14  | 31 May 2003    |                    |                 |
| 14.54          | +0.53                          | N   | SB  | AC           | AC            | 4          | 12                  | 48            | 8                    | 0.19  | 31 May 2003    |                    |                 |
| 14.59          | +0.57                          | N   | TI (SB) Union Hills Dr (on)                     | AC/PCC       | AC/PCC        | 1.5        |                     | 18            |                      | 0.19  | 31 May 2003    |                    |                 |
| 14.60          | +0.59                          | N   | TI (SB) Union Hills Dr (on)                     | PCC          | PCC           | 3          |                     | 36            |                      | 0.02  | 31 May 2003    |                    |                 |
| 14.61          | +0.60                          | N   | TI (SB) Union Hills Dr (on)                     | PCC          | PCC           | 1          |                     | 12            |                      | 0.01  | 31 May 2003    |                    |                 |
| 14.62          |                                | N   | TI (SB) Union Hills Dr (on)                     | PCC          | PCC           | 2          |                     | 24            |                      | 0.02  | 31 May 2003    |                    |                 |
| 14.66          | +0.65                          | N   | TI (SB) Union Hills Dr (off)                    | PCC          | PCC           | 1          |                     | 12            |                      | 0.03  | 31 May 2003    |                    |                 |
|                |                                | N   | TI (SB) Union Hills Dr (off)                    | PCC          | PCC           | 2          |                     | 24            |                      | 0.03  | 31 May 2003    |                    |                 |
| 14.70          | +0.68                          | N   | TI (SB) Union Hills Dr (off)                    | PCC          | PCC           | 3          |                     | 36            |                      | 0.04  | 31 May 2003    |                    |                 |
| 14.73          | +0.72                          | N   | SB <a href="#">Projects spanning M14 to M15</a> | AC           | AC            | 4          | 10                  | 48            | 8                    | 0.14  | 31 May 2003    |                    |                 |
| 14.87          | +0.85                          | N   | SB  | AC           | AC            | 4          | 12                  | 48            | 8                    | 0.01  | 31 May 2003    |                    |                 |
| 14.88          | +0.86                          | N   | TI (SB) Union Hills Dr (off)                    | AC/PCC       | AC/PCC        | 1.5        |                     | 18            |                      | 0.18  | 31 May 2003    |                    |                 |
|                |                                | N   | SB <a href="#">Projects spanning M14 to M15</a> | AC           | AC            | 4          | 12                  | 60            | 8                    | 0.08  | 31 May 2003    |                    |                 |
| 14.95          | +0.94                          | N   | SB  | AC           | AC            | 4          | 12                  | 54            | 8                    | 0.03  | 31 May 2003    |                    |                 |
| 14.98          | +0.96                          | N   | SB  | AC           | AC            | 4          | 12                  | 48            | 8                    | 0.11  | 31 May 2003    |                    |                 |
| 15.09          | M015+0.07                      | N   | SB <a href="#">Projects spanning M15 to M16</a> | AC           | AC            | 4          | 12                  | 48            | 10                   | 0.27  | 31 May 2003    |                    |                 |
| 15.21          | +0.19                          | N   | BR (SB) Cap Canal                               |              |               |            |                     |               |                      |       | 03 May 2003    | 345 ft Concrete    |                 |
| 15.30          | +0.28                          | N   | BR (SB) Low Flow Channel                        |              |               |            |                     |               |                      |       | 03 May 2003    | 468 ft Concrete    |                 |
| 15.36          | +0.34                          | N   | SB <a href="#">Projects spanning M15 to M16</a> | AC           | AC            | 2          | 12                  | 24            | 8                    | 0.78  | 31 May 2003    |                    |                 |
| 15.39          | +0.37                          | N   | TI (SB) S 101 EB/WB (on)                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 15.65          | +0.63                          | N   | UP (SB) Under S 051 NB Flyover Ramp A1          |              |               |            |                     |               |                      |       | 31 May 2003    |                    | ??'-??"         |

**S 051 at M015+0.63**

**M015+0.63 on S 051**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 051 at M015+0.75**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M015+0.75 on S 051**

| GIS<br>Route<br>Mile                          | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type            | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles        | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance    |  |
|---|--------------------------------------|-----|------|----------------------------|------------------|---------------|---------------------------|------------------|----------------------------|--------------|----------------|-----------------------|-----------------------|--|
| 15.80   | M015 +0.75                           | N   | OP   | (SB) Over S 101 WB then EB |                  |               |                           |                  |                            |              |                | 31 May 2003           | Unknown               |  |
| 16.15   | +0.90                                | N   | J    | (SB) End S 051 at S 101 WB |                  |               |                           |                  |                            |              |                |                       |                       |  |
| <b>Cardinal Mainline Averages/Totals:</b>     |                                      |     |      |                            |                  |               | <b>61.03</b>              | <b>7.17</b>      | <b>48.80</b>               | <b>10.26</b> | <b>16.69</b>   | <b>2003.7</b>         | 16.70 Miles of Median |  |
| <b>Non-Cardinal Mainline Averages/Totals:</b> |                                      |     |      |                            |                  |               | <b>61.79</b>              | <b>9.74</b>      | <b>51.13</b>               | <b>7.24</b>  | <b>16.15</b>   | <b>2003.6</b>         |                       |  |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 061 at M352+0.88**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M352+0.88 on S 061**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 061 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M352 +0.88                     | C   | J    | Begin S 061 at U 060                           |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Apache County                           |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M352 to M353</a> | AC            | MBH          | 2                   | 24            | 2                    | 0.20         |                | 86                   |                 |
| 0.01   | +0.89                          | C   | TI   | One Way Wye Leg Ramp to U 060                  | AC            | MBH          | 1                   | 12            | 8                    | 0.11         | 28 Nov 2005    |                      |                 |
| 0.05   | +0.92                          | C   | TI   | One Way Wye Leg Ramp to U 060                  | AC            | MBH          | 1                   | 12            | 8                    | 0.31         |                | 1986                 |                 |
| 0.20   | +1.08                          | C   | UH   | <a href="#">Projects spanning M352 to M353</a> | AC            | Unk          | 2                   | 24            | 0                    | 6.92         |                | 77                   |                 |
| 1.22   | M354 +0.37                     | C   | SVP  | EB Paved                                       |               |              |                     |               |                      | 0.07         |                |                      |                 |
| 7.12   | M360 +0.26                     | C   | UH   | <a href="#">Projects spanning M360 to M361</a> | AC            | Unk          | 2                   | 24            | 0                    | 7.57         |                | 86                   |                 |
| 14.69  | M367 +0.85                     | C   | UH   | <a href="#">Projects spanning M367 to M368</a> | AC            | AC           | 2                   | 24            | 0                    | 3.53         | 03 Sep 2002    |                      |                 |
| 15.68  | M368 +0.84                     | C   | J    | Mobile Dr (to Concho Valley Subdivision)       |               |              |                     |               |                      |              |                |                      |                 |
| 18.22  | M371 +0.37                     | C   | UH   | <a href="#">Projects spanning M371 to M372</a> | AC            | AC           | 2                   | 24            | 2                    | 7.45         | 03 Sep 2002    |                      |                 |
| 19.10  | M372 +0.26                     | C   | J    | SA180 N to Concho                              |               |              |                     |               |                      |              |                |                      |                 |
| 25.67  | M378 +0.80                     | C   | UH   | <a href="#">Projects spanning M378 to M379</a> | AC            | AC           | 2                   | 24            | 2                    | 0.05         |                | 81                   |                 |
| 25.72  | +0.85                          | C   | UH   |  | AC            | AC           | 2                   | 24            | 8                    | 0.25         |                | 81                   |                 |
| 25.97  | M379 +0.11                     | C   | UH   | <a href="#">Projects spanning M379 to M380</a> | AC            | AC           | 2                   | 24            | 8                    | 0.45         |                | 81                   |                 |
| 26.42  | +0.57                          | C   | UH   |  | AC            | AC           | 2                   | 24            | 2                    | 2.30         | 21 Dec 2001    |                      |                 |
| 28.72  | M381 +0.86                     | C   | J    | U 180 - Overlaps U 180 for 4.963 Miles         |               |              |                     |               |                      |              |                |                      |                 |
| 33.68  | +5.82                          | C   | J    | U 191 - Overlaps U 191 for 29.077 miles        |               |              |                     |               |                      |              |                |                      |                 |
| 62.76  | M416 +0.49                     | C   | J    | Continue S 061 at U 191 Witch Well -- [B]      |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M416 to M417</a> | AC            | AC           | 2                   | 24            | 1                    | 0.11         | 11 Oct 2005    |                      |                 |
|  |                                | C   | MD   | Variable ?-0 ft Painted Median                 |               |              |                     | 6             |                      | 0.07         |                |                      |                 |
| 62.87  | +0.59                          | C   | UH   | <a href="#">Projects spanning M416 to M417</a> | AC            | Unk          | 2                   | 24            | 0                    | 6.47         |                | 86                   |                 |
| 63.27  | M417 +0.00                     | C   | X    | MP 417 To 430 set by Odometer                  |               |              |                     |               |                      |              |                |                      |                 |
| 63.40  | +0.12                          | C   | JB   | Enter Navajo IR                                |               |              |                     |               |                      |              |                |                      |                 |
| 63.52  | +0.24                          | C   | JB   | Temp Leave Navajo IR                           |               |              |                     |               |                      |              |                |                      |                 |
| 64.83  | M418 +0.55                     | C   | JB   | Reenter Navajo IR                              |               |              |                     |               |                      |              |                |                      |                 |
| 69.34  | M423 +0.08                     | C   | UH   | <a href="#">Projects spanning M423 to M424</a> | AC            | Unk          | 2                   | 36            | 0                    | 0.07         |                | 86                   |                 |
| 69.41  | +0.15                          | C   | UH   |  | AC            | Unk          | 2                   | 36            | 0                    | 0.17         |                | 86                   |                 |
| 69.57  | +0.30                          | C   | MD   | Variable 12-0 ft Painted Median                |               |              |                     | 6             |                      | 0.07         |                |                      |                 |
|  | +0.31                          | C   | J    | Local Rd -- [L23]                              |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M423 to M424</a> | AC            | Unk          | 2                   | 24            | 0                    | 6.94         |                | 86                   |                 |
| 76.51  | M430 +0.26                     | C   | J    | End S 061 at AZ/NM Line                        |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>84.96</b> | <b>0.61</b>         | <b>24.07</b>  | <b>0.61</b>          | <b>42.48</b> | <b>1989.4</b>  | 0.14 Miles of Median |                 |

**S 061 at M430+0.26**

**M430+0.26 on S 061**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 064 at M185+0.46**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M185+0.46 on S 064**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 064 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M185 +0.46                     | C   | J    | Begin S 064 at I 040 Exit #167 A & G-Ramp East Williams TI -- [R14] |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Williams Elev 6750, Coconino County                          |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | Projects spanning M185 to M186                                      | AC            | AC         | 2                   | 5             | 24                   | 5     | 34.26          | Sep 2002           |                 |
| 0.04   | +0.49                          | C   | UP   | (NB) Exit #165 at I 040 EB  |               |            |                     |               |                      |       |                |                    |                 |
| 0.06   | +0.52                          | C   | UP   | (NB) Exit #165 at I 040 WB  |               |            |                     |               |                      |       |                |                    |                 |
| 0.09   | +0.55                          | C   | J    | S 064 at I 040 Exit #167 J & C-Ramp East Williams TI -- [L23]       |               |            |                     |               |                      |       |                |                    |                 |
| 1.88   | M187 +0.33                     | C   | BR   | Dogtown Wash & Cataract Canyon                                      |               |            |                     |               |                      |       |                |                    |                 |
| 2.25   | +0.70                          | C   | JB   | NCL Williams  |               |            |                     |               |                      |       |                |                    |                 |
| 2.65   | M188 +0.10                     | C   | SVP  | WB Paved  |               |            |                     |               |                      |       |                |                    |                 |
| 4.58   | M190 +0.04                     | C   | J    | Sunset Strip Rd/Entrance to KOA Sight -- [B23]                      |               |            |                     |               |                      |       |                |                    |                 |
| 4.62   | +0.07                          | C   | JB   | Leave Kaibab NF   |               |            |                     |               |                      |       |                |                    |                 |
| 7.84   | M193 +0.29                     | C   | J    | Espee Rd/Hoctor Rd -- [B1234]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 18.38  | M204 +0.00                     | C   | EQ   | MP 203+1.06 Back Equals MP 204+0.00 Ahead                           |               |            |                     |               |                      |       |                |                    |                 |
| 24.36  | M210                           | C   | VMS  | SB Variable Message Sign #64 (Proposed)                             |               |            |                     |               |                      |       |                |                    |                 |
| 27.83  | M213 +0.46                     | C   | J    | U 180 (Valle)   |               |            |                     |               |                      |       |                |                    |                 |
| 29.34  | M215 +0.00                     | C   | VMS  | NB Variable Message Sign #66 (Proposed)                             |               |            |                     |               |                      |       |                |                    |                 |
| 34.26  | M219 +0.97                     | C   | UH   | Projects spanning M219 to M220                                      | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.06           | Sep 2002           |                 |
| 34.32  | +1.02                          | C   | UH   | AC  |               |            |                     |               |                      |       |                |                    |                 |
| 35.79  | M221 +0.47                     | C   | J    | Willaha Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | Variable 12-0 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 35.80  |                                | C   | UH   | Projects spanning M221 to M222                                      | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.09           | Sep 2002           |                 |
| 35.88  | +0.56                          | C   | UH   | AC  |               |            |                     |               |                      |       |                |                    |                 |
| 36.09  | +0.77                          | C   | UH   | AC  |               |            |                     |               |                      |       |                |                    |                 |
| 38.26  | M223 +0.94                     | C   | JB   | Enter Kaibab NF   |               |            |                     |               |                      |       |                |                    |                 |
| 38.84  | M224 +0.52                     | C   | UH   | Projects spanning M224 to M225                                      | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.15           | Oct 2002           |                 |
| 38.99  | +0.67                          | C   | UH   | AC  |               |            |                     |               |                      |       |                |                    |                 |
| 39.19  | +0.87                          | C   | J    | Access to old S-064 -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 40.24  | M225 +0.90                     | C   | UH   | Projects spanning M225 to M226                                      | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.06           | Oct 2002           |                 |
| 40.29  | +0.95                          | C   | UH   | AC  |               |            |                     |               |                      |       |                |                    |                 |
| 41.00  | M226 +0.70                     | C   | J    | Old Grand Canyon Airport Rd/FS-305 -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 42.28  | M227 +1.02                     | C   | J    | Anita Rd/FS-347 -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 47.39  | M233 +0.09                     | C   | UH   | Projects spanning M233 to M234                                      | AC            | AC         | 2                   | 6.5           | 24                   | 3.5   | 0.03           | Oct 2002           |                 |
| 47.42  | +0.12                          | C   | UH   | AC  |               |            |                     |               |                      |       |                |                    |                 |
| 47.43  | +0.14                          | C   | UH   | AC  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | Variable 0-12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 47.51  | +0.21                          | C   | UH   | Projects spanning M233 to M234                                      | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.02           | Oct 2002           |                 |
|  |                                | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       |                |                    |                 |

**S 064 at M233+0.21**

**M233+0.21 on S 064**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 064 at M233+0.22**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M233+0.22 on S 064**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 47.52          | M233 +0.22                     | C   | J    | Unknown Rd -- [R14]                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M233 to M234</a> | AC            | AC         | 2                   | 2             | 36                   | 2     | 0.05           | Oct 2002           |                 |
| 47.58          | +0.28                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 36                   | 2     | 0.07           | Oct 2002           |                 |
| 47.65          | +0.35                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 2     | 0.16           | Oct 2002           |                 |
| 47.80          | +0.50                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 5     | 0.01           | Oct 2002           |                 |
| 47.81          | +0.51                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 5     | 0.12           | Oct 2002           |                 |
| 47.93          | +0.63                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.57           | Oct 2002           |                 |
| 48.50          | M234 +0.20                     | C   | UH   | <a href="#">Projects spanning M234 to M235</a> | AC            | AC         | 2                   | 5             | 24                   | 8     | 0.06           | Oct 2002           |                 |
| 48.55          | +0.26                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 8     | 0.22           | Oct 2002           |                 |
| 48.77          | +0.47                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 5     | 0.07           | Oct 2002           |                 |
| 48.84          | +0.54                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.07           | Oct 2002           |                 |
| 48.91          | +0.61                          | C   | UH   |  | AC            | AC         | 3                   | 5             | 36                   | 2     | 0.07           | Oct 2002           |                 |
| 48.92          | +0.62                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.08           |                    |                 |
| 48.93          | +0.63                          | C   | J    | Grand Canyon Airport Rd (Old SS-64) -- [L2]    |               |            |                     |               |                      |       |                |                    |                 |
| 48.97          | +0.68                          | C   | UH   | <a href="#">Projects spanning M234 to M235</a> | AC            | AC         | 3                   | 5             | 36                   | 2     | 0.03           | Oct 2002           |                 |
| 49.00          | +0.70                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.68           | Oct 2002           |                 |
| 49.37          | M235 +0.08                     | C   | J    | Unknown Rd -- [L23]                            |               |            |                     |               |                      |       |                |                    |                 |
| 49.45          | +0.16                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.07           |                    |                 |
| 49.58          | +0.29                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.10           |                    |                 |
| 49.68          | +0.39                          | C   | UH   | <a href="#">Projects spanning M235 to M236</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.77           | Oct 2002           |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.65           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.77           |                    |                 |
| 50.33          | M236 +0.05                     | C   | J    | Unknown Rd -- [R4]                             |               |            |                     |               |                      |       |                |                    |                 |
| 50.37          | +0.09                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.18           |                    |                 |
| 50.45          | +0.17                          | C   | UH   | <a href="#">Projects spanning M236 to M237</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.15           | Oct 2002           |                 |
| 50.60          | +0.32                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.07           | Oct 2002           |                 |
| 50.61          | +0.33                          | C   | J    | Unknown Rd -- [L2]                             |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.34                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.05           |                    |                 |
| 50.67          | +0.39                          | C   | UH   | <a href="#">Projects spanning M236 to M237</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.27           | Oct 2002           |                 |
| 50.94          | +0.66                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 5     | 0.02           | Oct 2002           |                 |
| 50.96          | +0.68                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 2     | 0.07           | Oct 2002           |                 |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.08           |                    |                 |
| 51.02          | +0.74                          | C   | UH   | <a href="#">Projects spanning M236 to M237</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.01           | Oct 2002           |                 |
| 51.04          | +0.76                          | C   | J    | Unknown Rd -- [R14]                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M236 to M237</a> | AC            | AC         | 3                   | 2             | 48                   | 2     | 0.18           | Oct 2002           |                 |
| 51.11          | +0.83                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.10           |                    |                 |
| 51.22          | +0.94                          | C   | UH   | <a href="#">Projects spanning M236 to M237</a> | AC            | AC         | 3                   | 2             | 42                   | 2     | 0.08           | Oct 2002           |                 |
| 51.25          | +0.97                          | C   | J    | Unknown Rd -- [L23]                            |               |            |                     |               |                      |       |                |                    |                 |
| 51.29          | +1.01                          | C   | J    | Unknown Rd -- [L23]                            |               |            |                     |               |                      |       |                |                    |                 |

**S 064 at M236+1.01**

**M236+1.01 on S 064**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 064 at M237+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M237+0.00 on S 064**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 51.29          | M237 +0.00                     | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6             |                      | 0.07  |                |                    |                 |
| 51.30          |                                | C   | UH   | <a href="#">Projects spanning M237 to M238</a> | AC            | AC         | 2                   | 30            | 2                    | 0.08  | Oct 2002       |                    |                 |
| 51.37          | +0.07                          | C   | X    | MP 238 to 267 set by Odometer                  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M237 to M238</a> | AC            | AC         | 2                   | 24            | 2                    | 0.01  | Oct 2002       |                    |                 |
| 51.38          | +0.08                          | C   | JB   | Leave Kaibab NF, Enter Grand Canyon NP         |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.09                          | C   | UH   | <a href="#">Projects spanning M237 to M238</a> | AC            | MBH        | 2                   | 24            | 2                    | 0.01  | 87             |                    |                 |
| 51.40          | +0.10                          | C   | UH   |  | MBL           | MBH        | 2                   | 24            | 3                    | 0.44  | 54             |                    |                 |
|                |                                | C   | X    | No MP Set within Park Boundary                 |               |            |                     |               |                      |       |                |                    |                 |
| 51.84          | +0.54                          | C   | NB   | <a href="#">Projects spanning M237 to M238</a> | MBL           | MBH        | 3                   | 36            | 3                    | 0.18  | 54             |                    |                 |
|                |                                | C   | MD   | Variable 0-? ft Painted Median                 |               |            |                     | 3.5           |                      | 0.04  |                |                    |                 |
| 51.88          | +0.58                          | C   | MD   | Variable Curbed Soil Median                    |               |            |                     |               |                      | 0.17  |                |                    |                 |
| 51.97          | +0.67                          | C   | X    | Grand Canyon NP Entrance Gates                 |               |            |                     |               |                      |       |                |                    |                 |
| 52.02          | +0.72                          | C   | NB   | <a href="#">Projects spanning M237 to M238</a> | MBL           | MBH        | 1                   | 12            | 3                    | 0.05  | 54             |                    |                 |
| 52.04          | +0.75                          | C   | MD   | Variable Curbed Soil Median                    |               |            |                     |               |                      | 0.02  |                |                    |                 |
| 52.07          | +0.77                          | C   | UH   | <a href="#">Projects spanning M237 to M238</a> | MBL           | MBH        | 2                   | 24            | 3                    | 3.84  | 54             |                    |                 |
| 55.91          | M241 +0.61                     | C   | NB   | <a href="#">Projects spanning M241 to M242</a> | MBL           | Gravel     | 1                   | 12            | 6                    | 0.12  | 57             |                    |                 |
|                |                                | C   | MD   | Variable Curbed Soil Median                    |               |            |                     |               |                      | 0.12  |                |                    |                 |
| 56.01          | +0.71                          | C   | X    | Mather Point Elev 7120                         |               |            |                     |               |                      |       |                |                    |                 |
| 56.02          | +0.73                          | C   | J    | Grand Canyon Park HQ Entance Rd                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M241 to M242</a> | MBL           | Gravel     | 2                   | 24            | 4                    | 0.66  | 58             |                    |                 |
| 56.14          | +0.84                          | C   | SVP  | EB Paved                                       |               |            |                     |               |                      | 0.04  |                |                    |                 |
| 56.69          | M242 +0.39                     | C   | UH   | <a href="#">Projects spanning M242 to M243</a> | MBL           | Gravel     | 2                   | 36            | 4                    | 0.08  | 58             |                    |                 |
| 56.77          | +0.47                          | C   | UH   |  | MBL           | Gravel     | 2                   | 24            | 4                    | 7.02  | 58             |                    |                 |
| 56.85          | +0.55                          | C   | SVP  | WB Paved                                       |               |            |                     |               |                      | 0.07  |                |                    |                 |
| 60.72          | M246 +0.42                     | C   | SVP  | WB Paved                                       |               |            |                     |               |                      | 0.06  |                |                    |                 |
| 60.80          | +0.50                          | C   | SVP  | WB Paved                                       |               |            |                     |               |                      | 0.06  |                |                    |                 |
| 62.52          | M248 +0.22                     | C   | SVP  | WB Paved                                       |               |            |                     |               |                      | 0.08  |                |                    |                 |
| 63.79          | M249 +0.50                     | C   | UH   | <a href="#">Projects spanning M249 to M250</a> | MBL           | Gravel     | 2                   | 24            | 3                    | 13.48 | 62             |                    |                 |
| 66.91          | M252 +0.63                     | C   | J    | Grandview Rd (to Grandview Point)              |               |            |                     |               |                      |       |                |                    |                 |
| 77.27          | M263 +0.00                     | C   | UH   | <a href="#">Projects spanning M263 to M264</a> | MBL           | Gravel     | 2                   | 30            | 3                    | 0.08  | 62             |                    |                 |
| 77.35          | +0.07                          | C   | UH   |  | MBL           | Gravel     | 2                   | 36            | 3                    | 0.04  | 62             |                    |                 |
| 77.39          | +0.12                          | C   | UH   |  | MBL           | Gravel     | 2                   | 36            | 3                    | 0.05  | 62             |                    |                 |
| 77.44          | +0.16                          | C   | UH   |  | MBL           | Gravel     | 2                   | 30            | 3                    | 0.05  | 62             |                    |                 |
| 77.49          | +0.21                          | C   | UH   |  | MBL           | Gravel     | 2                   | 24            | 3                    | 3.72  | 62             |                    |                 |
| 80.58          | M266 +0.85                     | C   | JB   | Leave Grand Canyon NP, Enter Kaibab NF         |               |            |                     |               |                      |       |                |                    |                 |
| 80.60          | M268 +0.00                     | C   | EQ   | MP 266+0.87 Back Equals MP 268+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 81.20          | +0.61                          | C   | UH   | <a href="#">Projects spanning M268 to M269</a> | AC            | Gravel     | 2                   | 24            | 2                    | 0.17  | 78             |                    |                 |
| 81.37          | +0.78                          | C   | UH   |  | AC            | MBH        | 2                   | 24            | 8                    | 2.10  | 85             |                    |                 |
| 81.69          | M269 +0.00                     | C   | J    | Rd to Cedar Canyon/Desert View                 |               |            |                     |               |                      |       |                |                    |                 |

**S 064 at M269+0.00**

**M269+0.00 on S 064**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 064 at M270+0.79**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M270+0.79 on S 064**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 83.47          | M270 +0.79                     | C   | UH   | <a href="#">Projects spanning M270 to M271</a> | AC            | Gravel     | 2                   | 2             | 24                   | 2     | 0.03           |                    | 78              |
| 83.50          | +0.82                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 5.58           |                    | 92              |
| 83.57          | M271 +0.00                     | C   | EQ   | MP 270+0.88 Back Equals MP 271+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 89.09          | M276 +0.53                     | C   | UH   | <a href="#">Projects spanning M276 to M277</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.75           | 05 Aug 2005        |                 |
|                |                                | C   | JB   | Leave Kaibab NF, Enter Navajo IR               |               |            |                     |               |                      |       |                |                    |                 |
| 89.18          | +0.63                          | C   | EQ   | MP 276+0.63 Back Equals MP 277-0.94 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 89.21          | +0.65                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 89.30          | +0.74                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 89.83          | +1.27                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 89.84          | +1.28                          | C   | UH   | <a href="#">Projects spanning M276 to M277</a> | AC            | AC         | 2                   | 26.1          | 24                   | 8     | 0.02           | 05 Aug 2005        |                 |
| 89.85          | +1.30                          | C   | UH   |  | AC            | AC         | 2                   | 44.2          | 24                   | 8     | 0.05           | 05 Aug 2005        |                 |
| 89.90          | +1.34                          | C   | UH   |  | AC            | AC         | 2                   | 26.1          | 24                   | 8     | 0.01           | 05 Aug 2005        |                 |
| 89.91          | +1.36                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.78           | 05 Aug 2005        |                 |
| 90.10          | +1.54                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 91.37          | M278 +0.24                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 92.10          | +0.97                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 92.70          | M279 +0.58                     | C   | UH   | <a href="#">Projects spanning M279 to M280</a> | AC            | AC         | 2                   | 25.8          | 36                   | 8     | 0.01           | 05 Aug 2005        |                 |
| 92.71          |                                | C   | UH   |  | AC            | AC         | 2                   | 43.5          | 36                   | 8     | 0.03           | 05 Aug 2005        |                 |
| 92.74          | +0.61                          | C   | UH   |  | AC            | AC         | 2                   | 25.8          | 36                   | 8     | 0.01           | 05 Aug 2005        |                 |
| 92.75          | +0.62                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.65           | 05 Aug 2005        |                 |
| 93.13          | M280 +0.00                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 93.40          | +0.27                          | C   | UH   | <a href="#">Projects spanning M280 to M281</a> | AC            | AC         | 2                   | 29.4          | 24                   | 8     | 0.01           | 05 Aug 2005        |                 |
| 93.41          | +0.28                          | C   | UH   |  | AC            | AC         | 2                   | 50.8          | 36                   | 8     | 0.05           | 05 Aug 2005        |                 |
| 93.46          | +0.33                          | C   | UH   |  | AC            | AC         | 2                   | 29.4          | 36                   | 8     | 0.01           | 05 Aug 2005        |                 |
| 93.47          | +0.34                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.01           | 05 Aug 2005        |                 |
| 93.48          | +0.35                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.34           | 05 Aug 2005        |                 |
| 93.67          | +0.54                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 93.68          | +0.55                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 94.04          | +0.91                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 94.82          | M281 +0.70                     | C   | UH   | <a href="#">Projects spanning M281 to M282</a> | AC            | AC         | 2                   | 6.5           | 24                   | 8     | 0.02           | 05 Aug 2005        |                 |
| 94.85          | +0.72                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 8     | 0.39           | 05 Aug 2005        |                 |
| 94.97          | +0.84                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 95.24          | M282 +0.11                     | C   | UH   | <a href="#">Projects spanning M282 to M283</a> | AC            | AC         | 2                   | 5             | 24                   | 6.5   | 0.04           | 05 Aug 2005        |                 |
| 95.28          | +0.15                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 6.04           | 05 Aug 2005        |                 |
| 95.58          | +0.45                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 95.92          | +0.79                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 96.87          | M283 +0.74                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 96.95          | +0.82                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 97.24          | M284 +0.11                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |

**S 064 at M284+0.11**

**M284+0.11 on S 064**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 064 at M284+0.55**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M284+0.55 on S 064**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 97.68          | M284 +0.55                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 98.14          | M285 +0.01                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 98.87          | +0.74                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 100.12         | M286 +0.99                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 100.30         | M287 +0.18                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 100.72         | +0.60                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 101.02         | +0.90                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 101.05         | +0.93                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 101.19         | M288 +0.06                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 101.32         | +0.20                          | C   | UH   | <a href="#">Projects spanning M288 to M289</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.16           | 82                 |                 |
| 101.48         | +0.36                          | C   | UH   |  | AC            | Gravel     | 2                   | 5             | 24                   | 5     | 0.48           | 82                 |                 |
| 101.96         | +0.84                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.16           | 82                 |                 |
| 102.12         | M289 +0.01                     | C   | UH   | <a href="#">Projects spanning M289 to M290</a> | MBL           | AC         | 2                   | 2             | 24                   | 2     | 0.48           | 36                 |                 |
| 102.60         | +0.49                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 5.71           | 1993               |                 |
| 108.31         | M295 +0.18                     | C   | J    | End S 064 at U 089 near Cameron                |               |            |                     |               |                      |       |                |                    |                 |

**S 064 at M295+0.18**

**M295+0.18 on S 064**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 064 at M237+0.54**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M237+0.54 on S 064**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|----------------------|-----------------|
| <b>S 064 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |               |                     |               |                      |               |                |                      |                 |
| 0.00  | M237 +0.54                     | N   | SB   | <a href="#">Projects spanning M237 to M238</a> | MBL           | MBH           | 1                   | 1             | 12                   | 1             | 0.23           |                      |                 |
| 4.00  | M241 +0.61                     | N   | SB   | <a href="#">Projects spanning M241 to M242</a> | MBL           | Gravel        | 1                   | 6             | 12                   | 0             | 0.12           | 57                   |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>219.65</b> | <b>5.07</b>         | <b>24.77</b>  | <b>5.02</b>          | <b>108.35</b> | <b>1988.9</b>  | 1.96 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>0.35</b>   | <b>2.71</b>         | <b>12.00</b>  | <b>0.66</b>          | <b>0.35</b>   | <b>1985.3</b>  |                      |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 066 at M056+0.64**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M056+0.64 on S 066**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 066 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.07   | M056 +0.64                     | C   | J    | Begin S 066 at I 040 (E Kingman) -- [L3]     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Kingman Urbanized Area                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Kingman, Mohave County Elev 3345      |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | DH   | <a href="#">Projects spanning M56 to M57</a> | AC            | AC         | 4                   | 2             | 48                   | 0     | 0.04           | Dec 1999           |                 |
|  |                                | C   | UP   | I 040 EB                                     |               |            |                     |               |                      |       | Dec 1999       |                    | 17'-04"         |
|  |                                | C   | MD   | 12 ft Curbed Median                          |               |            |                     |               |                      |       | 0.07           |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 0.11           |                    |                 |
| 0.10   | +0.66                          | C   | UP   | I 040 WB                                     |               |            |                     |               |                      |       | 1970           |                    | 15'-03"         |
| 0.12   | +0.68                          | C   | DH   | <a href="#">Projects spanning M56 to M57</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.02           | Dec 1999           |                 |
|  |                                | C   | TI   | (WB) Exit # 53 from I 040 WB (on)            |               |            |                     |               |                      |       |                |                    |                 |
| 0.14   | +0.71                          | C   | DH   | <a href="#">Projects spanning M56 to M57</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.42           | 1997               |                 |
| 0.15   |                                | A   | J    | I 040 Exit #53 D-Ramp                        |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      |       | 0.21           |                    |                 |
|  | +0.72                          | A   | J    | I 040 Exit #53 J-Ramp -- [L2]                |               |            |                     |               |                      |       |                |                    |                 |
| 0.36   | +0.93                          | C   | J    | Armour Ave -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 0.41   | +0.97                          | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      |       | 0.15           |                    |                 |
| 0.53   | M057 +0.10                     | C   | J    | Bashas Driveway -- [R1]                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.56   | +0.13                          | C   | EB   | <a href="#">Projects spanning M57 to M58</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.02           | 1997               |                 |
|  |                                | C   | MD   | Variable Soil Median                         |               |            |                     |               |                      |       | 4.53           |                    |                 |
| 0.59   | +0.15                          | C   | EB   | <a href="#">Projects spanning M57 to M58</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.24           | 01 Jul 2002        |                 |
| 0.75   | +0.32                          | A   | J    | Airway Ave -- [L234]                         |               |            |                     |               |                      |       |                |                    |                 |
| 0.83   | +0.40                          | C   | EB   | <a href="#">Projects spanning M57 to M58</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.30           | 1997               |                 |
| 0.93   | +0.50                          | A   | J    | Unknown Rd -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 1.03   | +0.60                          | A   | J    | Unknown Rd -- [R124]                         |               |            |                     |               |                      |       |                |                    |                 |
| 1.13   | +0.70                          | C   | EB   | <a href="#">Projects spanning M57 to M58</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 3.73           | 1978               |                 |
| 1.16   | +0.73                          | A   | J    | Horizon Blvd -- [B124]                       |               |            |                     |               |                      |       |                |                    |                 |
| 1.34   | +0.91                          | A   | J    | Business Driveways -- [B24]                  |               |            |                     |               |                      |       |                |                    |                 |
| 1.65   | M058 +0.25                     | A   | J    | Castle Rock Rd -- [L2]                       |               |            |                     |               |                      |       |                |                    |                 |
| 1.76   | +0.36                          | C   | JB   | ECL Kingman                                  |               |            |                     |               |                      |       |                |                    |                 |
| 1.81   | +0.40                          | A   | J    | Business Driveway -- [L24]                   |               |            |                     |               |                      |       |                |                    |                 |
| 1.94   | +0.53                          | A   | J    | Business Driveways -- [R24]                  |               |            |                     |               |                      |       |                |                    |                 |
| 2.03   | +0.63                          | A   | J    | Gordon Dr -- [B234]                          |               |            |                     |               |                      |       |                |                    |                 |
| 2.39   | +0.98                          | A   | J    | Dove Ln -- [L24]                             |               |            |                     |               |                      |       |                |                    |                 |
| 2.58   | M059 +0.18                     | A   | J    | Diagonal Way -- [L24]                        |               |            |                     |               |                      |       |                |                    |                 |
| 2.98   | +0.58                          | A   | J    | Sunhaven Ln -- [L24]                         |               |            |                     |               |                      |       |                |                    |                 |
| 3.29   | +0.89                          | A   | J    | Butler Ave -- [L24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 3.38   | +0.98                          | A   | J    | John L Ave -- [L24]                          |               |            |                     |               |                      |       |                |                    |                 |

**S 066 at M059+0.98**

**M059+0.98 on S 066**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 066 at M060+0.28**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M060+0.28 on S 066**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|
| 3.68           | M060 +0.28                     | A   | J    | Thompson Ave -- [L234]                         |               |            |                     |                        |                      |       |                |                    |                 |
| 4.23           | +0.83                          | A   | J    | Long Mtn Ranch Rd -- [L24]                     |               |            |                     |                        |                      |       |                |                    |                 |
| 4.56           | M061 +0.14                     | A   | J    | Abandoned Industrial Pkwy -- [U24]             |               |            |                     |                        |                      |       |                |                    |                 |
| 4.80           | +0.39                          | A   | J    | Mohave Airport Dr -- [B1234]                   |               |            |                     |                        |                      |       |                |                    |                 |
| 4.81           | +0.40                          | C   | UB   | NUB Kingman                                    |               |            |                     |                        |                      |       |                |                    |                 |
| 4.86           | +0.44                          | C   | EB   | <a href="#">Projects spanning M61 to M62</a>   | AC            | AC         | 1.5                 | 4                      | 18                   | 10    | 0.13           |                    | 1978            |
| 4.99           | +0.57                          | C   | EB   |  | AC            | AC         | 1                   | 4                      | 12                   | 10    | 0.10           |                    | 1978            |
| 5.09           | +0.68                          | C   | UH   |  | AC            | AC         | 2                   | 4                      | 24                   | 10    | 0.25           |                    | May 2003        |
|                |                                | C   | MD   | Variable ?-0 ft Painted Median                 |               |            |                     |                        | 32                   |       | 0.08           |                    |                 |
| 5.34           | +0.93                          | C   | UH   | <a href="#">Projects spanning M61 to M62</a>   | AC            | AC         | 2                   | 8                      | 24                   | 8     | 18.34          |                    | 10 Jul 2002     |
| 14.44          | M071 +0.02                     | C   | MD   | Left Turn Bay to Concho Dr                     |               |            |                     |                        | 12                   |       | 0.07           |                    |                 |
| 14.50          | +0.08                          | A   | J    | Concho Dr -- [L2]                              |               |            |                     |                        |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |                        | 12                   |       | 0.09           |                    |                 |
| 23.53          | M080 +0.11                     | C   | BR   | Hackberry Wash                                 |               |            |                     |                        |                      |       |                | 1962               | 351 ft Steel    |
| 23.68          | +0.25                          | C   | UH   | <a href="#">Projects spanning M80 to M81</a>   | AC            | AC         | 2                   | 8                      | 30                   | 8     | 0.09           |                    | 10 Jul 2002     |
| 23.77          | +0.34                          | C   | UH   |  | AC            | AC         | 2                   | 8                      | 36                   | 8     | 0.69           |                    | 10 Jul 2002     |
| 24.46          | M081 +0.04                     | C   | UH   | <a href="#">Projects spanning M81 to M82</a>   | AC            | AC         | 2                   | 8                      | 30                   | 8     | 0.11           |                    | 10 Jul 2002     |
| 24.57          | +0.15                          | C   | UH   |  | AC            | AC         | 2                   | 8                      | 24                   | 8     | 4.82           |                    | 10 Jul 2002     |
| 28.13          | M084 +0.71                     | C   | JB   | Enter Hualapai IR                              |               |            |                     |                        |                      |       |                |                    |                 |
| 28.73          | M085 +0.30                     | C   | X    | Valentine (Unincorporated) Elev 3901           |               |            |                     |                        |                      |       |                |                    |                 |
| 29.40          | +0.97                          | C   | UH   | <a href="#">Projects spanning M85 to M86</a>   | AC            | AC         | 2                   | 8                      | 30                   | 8     | 0.10           |                    | 10 Jul 2002     |
| 29.50          | M086 +0.05                     | C   | UH   | <a href="#">Projects spanning M86 to M87</a>   | AC            | AC         | 2                   | 8                      | 36                   | 8     | 3.85           |                    | 10 Jul 2002     |
| 29.79          | +0.34                          | C   | JB   | Leave Hualapai IR                              |               |            |                     |                        |                      |       |                |                    |                 |
| 33.34          | M089 +0.93                     | C   | UH   | <a href="#">Projects spanning M89 to M90</a>   | AC            | AC         | 2                   | 8                      | 30                   | 8     | 0.22           |                    | 10 Jul 2002     |
| 33.56          | M090 +0.13                     | C   | UH   | <a href="#">Projects spanning M90 to M91</a>   | AC            | AC         | 2                   | 8                      | 24                   | 8     | 14.50          |                    | 10 Jul 2002     |
| 39.51          | M096 +0.01                     | C   | JB   | Reenter Hualapai IR                            |               |            |                     |                        |                      |       |                |                    |                 |
| 40.36          | +0.87                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |                        |                      |       | 0.13           |                    |                 |
| 40.49          | M097 +0.04                     | C   | J    | Unknown -- [R14]                               |               |            |                     |                        |                      |       |                |                    |                 |
|                |                                | C   | MD   | Left Turn Lane through 2 intersections         |               |            |                     |                        |                      |       | 0.18           |                    |                 |
| 40.67          | +0.22                          | C   | J    | Unknown -- [R4]                                |               |            |                     |                        |                      |       |                |                    |                 |
| 46.56          | M103 +0.16                     | C   | CG   | Curb to Left and Right                         |               |            |                     |                        |                      |       | 0.29           |                    |                 |
| 46.79          | +0.40                          | C   | J    | Rd to Peach Springs Post Office                |               |            |                     |                        |                      |       |                |                    |                 |
| 48.06          | M104 +0.68                     | C   | UH   | <a href="#">Projects spanning M104 to M105</a> | AC            | AC         | 2                   | 8                      | 36                   | 8     | 0.09           |                    | 10 Jul 2002     |
| 48.15          | +0.77                          | C   | UH   |  | AC            | AC         | 2                   | 8                      | 48                   | 8     | 0.06           |                    | 10 Jul 2002     |
| 48.21          | +0.83                          | C   | UH   |  | AC            | AC         | 2                   | 2                      | 48                   | 2     | 0.82           |                    | 10 Jul 2002     |
| 49.03          | M105 +0.65                     | C   | UH   | <a href="#">Projects spanning M105 to M106</a> | AC            | AC         | 2                   | 2                      | 36                   | 2     | 0.11           |                    | 10 Jul 2002     |
| 49.14          | +0.76                          | C   | UH   |  | AC            | AC         | 2                   | 8                      | 36                   | 8     | 0.01           |                    | 10 Jul 2002     |
|                | +0.77                          | C   | UH   |  | AC            | AC         | 2                   | 8                      | 24                   | 8     | 0.47           |                    | 10 Jul 2002     |
| 49.62          | M106 +0.25                     | C   | UH   | <a href="#">Projects spanning M106 to M107</a> | AC            | AC         | 2                   | 8                      | 24                   | 8     | 3.77           |                    | 10 Jul 2002     |

**S 066 at M106+0.25**

**M106+0.25 on S 066**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 066 at M109+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M109+0.30 on S 066**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 52.69          | M109 +0.30                     | C   | JB   | Coconino County  |               |            |                     |               |                      |       |                |                    |                 |
| 53.39          | M110 +0.00                     | C   | UH   | <a href="#">Projects spanning M110 to M111</a>           | AC            | MBH        | 2                   | 8             | 24                   | 8     | 2.78           | 62                 |                 |
| 55.73          | M112 +0.33                     | C   | JB   | Leave Hualapai IR  |               |            |                     |               |                      |       |                |                    |                 |
| 56.17          | +0.77                          | C   | UH   | <a href="#">Projects spanning M112 to M113</a>           | AC            | MBH        | 2                   | 8             | 24                   | 8     | 2.08           | 67                 |                 |
| 58.25          | M114 +0.87                     | C   | UH   | <a href="#">Projects spanning M114 to M115</a>           | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.12           | 67                 |                 |
| 58.29          | +0.91                          | C   | MD   | Variable 0-? ft Painted Median                           |               |            |                     |               | 16.5                 |       | 0.09           |                    |                 |
| 58.37          | +1.00                          | C   | EB   | <a href="#">Projects spanning M114 to M115</a>           | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.04           | 67                 |                 |
|                |                                | C   | MD   | Variable Soil Median                                     |               |            |                     |               |                      |       | 0.75           |                    |                 |
| 58.41          | M115 +0.01                     | C   | EB   | <a href="#">Projects spanning M115 to M116</a>           | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.02           | 67                 |                 |
| 58.43          | +0.03                          | C   | EB   |  | AC            | MBH        | 2                   | 4             | 36                   | 10    | 0.49           | 67                 |                 |
| 58.70          | +0.30                          | A   | J    | Local Rd -- [B14]  |               |            |                     |               |                      |       |                | 2004               |                 |
| 58.76          | +0.36                          | A   | J    | Grand Canyon Cavern Rd -- [B24]                          |               |            |                     |               |                      |       |                | 2004               |                 |
| 58.92          | +0.52                          | C   | EB   | <a href="#">Projects spanning M115 to M116</a>           | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.21           | 67                 |                 |
| 59.12          | +0.72                          | C   | UH   |  | AC            | MBH        | 2                   | 4             | 30                   | 10    | 0.01           | 67                 |                 |
|                |                                | C   | MD   | Variable ?-0 ft Painted Median                           |               |            |                     |               | 18.5                 |       | 0.13           |                    |                 |
| 59.13          | +0.73                          | C   | UH   | <a href="#">Projects spanning M115 to M116</a>           | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.09           | 67                 |                 |
| 59.22          | +0.82                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 2.61           | 67                 |                 |
| 61.81          | M118 +0.42                     | C   | JB   | Yavapai County   |               |            |                     |               |                      |       |                |                    |                 |
| 61.83          | +0.44                          | C   | UH   | <a href="#">Projects spanning M118 to M119</a>           | AC            | MBH        | 2                   | 8             | 24                   | 8     | 4.76           | 73                 |                 |
| 64.25          | M120 +0.86                     | C   | JB   | Coconino County  |               |            |                     |               |                      |       |                |                    |                 |
| 66.59          | M123 +0.17                     | C   | J    | Temporary End S 066 (End State Ownership)                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | X    | S 066 signing continues to I 040 Exit #123 E Seligman TI |               |            |                     |               |                      |       |                |                    |                 |

**S 066 at M123+0.17**

**M123+0.17 on S 066**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 066 at M057+0.13**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M057+0.13 on S 066**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes                                    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type | Vert. Clearance |                      |
|---|--------------------------------|-----|------|--|---------------|---|---------------------|---------------|----------------------|--------------|----------------|--------------------|-----------------|----------------------|
| <b>S 066 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |   |                     |               |                      |              |                |                    |                 |                      |
| 0.56  | M057 +0.13                     | N   | J    | Begin S 066 WB divided centerline              |               |   |                     |               |                      |              |                |                    |                 |                      |
|   |                                | N   | WB   | <a href="#">Projects spanning M57 to M58</a>   | AC            | AC  | 2                   | 10            | 24                   | 4            | 0.23           | 1997               |                 |                      |
| 0.80  | +0.37                          | N   | WB   |  | AC            | AC  | 2                   | 7.5           | 24                   | 3.5          | 1.58           | Jun 2000           |                 |                      |
| 2.18  | M058 +0.78                     | N   | J    | (WB) Martin Ln -- [L]                          |               |   |                     |               |                      |              |                |                    |                 |                      |
| 2.38  | +0.98                          | N   | WB   | <a href="#">Projects spanning M58 to M59</a>   | AC            | AC  | 2                   | 8             | 24                   | 3.5          | 0.04           | May 2003           |                 |                      |
| 2.42  | M059 +0.02                     | N   | WB   | <a href="#">Projects spanning M59 to M60</a>   | AC            | AC  | 2                   | 8             | 24                   | 4            | 2.65           | May 2003           |                 |                      |
| 3.48  | M060 +0.08                     | N   | J    | (WB) Devlin Ave -- [L]                         |               |   |                     |               |                      |              |                |                    |                 |                      |
| 3.58  | +0.18                          | N   | J    | (WB) Ryan Ave -- [L]                           |               |   |                     |               |                      |              |                |                    |                 |                      |
| 5.07  | M061 +0.65                     | N   | WB   | <a href="#">Projects spanning M61 to M62</a>   | AC            | AC  | 1.5                 | 8             | 18                   | 4            | 0.02           | May 2003           |                 |                      |
| 5.09  | +0.68                          | N   | J    | S 066 return to single centerline              |               |   |                     |               |                      |              |                |                    |                 |                      |
| 58.37   | M114 +0.89                     | N   | J    | Continue S 066 WB near MP 115                  |               |   |                     |               |                      |              |                |                    |                 |                      |
|   | +0.99                          | N   | WB   | <a href="#">Projects spanning M114 to M115</a> | AC            | MBH   | 1                   | 10            | 12                   | 4            | 0.01           | Jun 2000           |                 |                      |
| 58.38   | +1.00                          | N   | WB   |  | AC            | MBH   | 1                   | 10            | 18                   | 4            | 0.18           | Jun 2000           |                 |                      |
| 58.56   | +1.18                          | N   | WB   |  | AC            | MBH   | 1                   | 10            | 24                   | 4            | 0.51           | Jun 2000           |                 |                      |
| 59.07   | +1.69                          | N   | WB   |  | AC            | MBH   | 1                   | 10            | 18                   | 4            | 0.05           | Jun 2000           |                 |                      |
| 59.12   | +1.74                          | N   | J    | S 066 return to single centerline              |               |   |                     |               |                      |              |                |                    |                 |                      |
|   |                                |     |      |  |               | <b>Cardinal Mainline Averages/Totals:</b>     |                     | <b>131.90</b> | <b>7.58</b>          | <b>25.33</b> | <b>8.08</b>    | <b>66.03</b>       | <b>1993.8</b>   | 6.48 Miles of Median |
|   |                                |     |      |  |               | <b>Non-Cardinal Mainline Averages/Totals:</b> |                     | <b>9.78</b>   | <b>8.22</b>          | <b>23.69</b> | <b>3.85</b>    | <b>5.27</b>        | <b>2001.4</b>   |                      |

**S 066 at M114+1.74**

**M114+1.74 on S 066**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 067 at M579+0.36**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M579+0.36 on S 067**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 067 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M579 +0.36                     | C   | J    | Begin S 067 & Kaibab Plateau North Rim Parkway at UA089 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Coconino County                                  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 2.40  | 05 Sep 2003    |                    |                 |
|  |                                | C   | TI   | AC  | AC            | 2          |                     | 24            |                      | 0.06  |                |                    |                 |
| 2.40   | M581 +0.70                     | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.03  | 05 Sep 2003    |                    |                 |
| 2.43   | +0.73                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 0.02  | 05 Sep 2003    |                    |                 |
| 2.45   | +0.75                          | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.03  | 05 Sep 2003    |                    |                 |
| 2.48   | +0.78                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 1.71  | 05 Sep 2003    |                    |                 |
| 4.19   | M583 +0.48                     | C   | UH   | AC  | AC            | 2          | 2                   | 56            | 2                    | 0.04  | 05 Sep 2003    |                    |                 |
| 4.23   | +0.52                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 2.59  | 05 Sep 2003    |                    |                 |
| 6.81   | M586 +0.15                     | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.03  | 05 Sep 2003    |                    |                 |
| 6.85   | +0.19                          | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.04  | 05 Sep 2003    |                    |                 |
| 6.88   | +0.22                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 0.17  | 05 Sep 2003    |                    |                 |
| 7.06   | +0.40                          | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.05  | 05 Sep 2003    |                    |                 |
| 7.11   | +0.45                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 1.83  | 05 Sep 2003    |                    |                 |
| 8.94   | M588 +0.29                     | C   | UH   | AC  | AC            | 2          | 2                   | 56            | 2                    | 0.04  | 05 Sep 2003    |                    |                 |
| 8.97   | +0.33                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 0.23  | 05 Sep 2003    |                    |                 |
| 9.20   | +0.56                          | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.05  | 05 Sep 2003    |                    |                 |
| 9.25   | +0.61                          | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.05  | 05 Sep 2003    |                    |                 |
| 9.30   | +0.65                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 0.19  | 05 Sep 2003    |                    |                 |
| 9.49   | +0.84                          | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.04  | 05 Sep 2003    |                    |                 |
| 9.53   | +0.88                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 1.24  | 05 Sep 2003    |                    |                 |
| 10.77  | M590 +0.23                     | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.10  | 05 Sep 2003    |                    |                 |
| 10.88  | +0.33                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 0.75  | 05 Sep 2003    |                    |                 |
| 11.62  | M591 +0.01                     | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.03  | 05 Sep 2003    |                    |                 |
| 11.66  | +0.05                          | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.04  | 05 Sep 2003    |                    |                 |
| 11.69  | +0.09                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 0.38  | 05 Sep 2003    |                    |                 |
| 12.08  | +0.47                          | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.11  | 05 Sep 2003    |                    |                 |
| 12.18  | +0.58                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 1.03  | 05 Sep 2003    |                    |                 |
| 13.20  | M592 +0.67                     | C   | J    | Unknown Rd -- [R1]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 13.21  |                                | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.02  | 05 Sep 2003    |                    |                 |
| 13.23  | +0.69                          | C   | UH   | AC  | AC            | 2          | 2                   | 38            | 2                    | 0.02  | 05 Sep 2003    |                    |                 |
| 13.24  | +0.71                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 0.33  | 05 Sep 2003    |                    |                 |
| 13.58  | M593 +0.01                     | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.10  | 05 Sep 2003    |                    |                 |
| 13.67  | +0.11                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 2.35  | 05 Sep 2003    |                    |                 |
| 16.02  | M595 +0.46                     | C   | UH   | AC  | AC            | 2          | 2                   | 44            | 2                    | 0.06  | 05 Sep 2003    |                    |                 |
| 16.09  | +0.53                          | C   | UH   | AC  | AC            | 2          | 2                   | 32            | 2                    | 0.06  | 05 Sep 2003    |                    |                 |

**S 067 at M595+0.53**

**M595+0.53 on S 067**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 067 at M595+0.58**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M595+0.58 on S 067**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| 16.14                                     | M595 +0.58                     | C   | UH   | <a href="#">Projects spanning M595 to M596</a>          | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.07           | 05 Sep 2003          |                 |
| 16.21                                     | +0.65                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 1.04           | 05 Sep 2003          |                 |
| 17.25                                     | M596 +0.66                     | C   | UH   | <a href="#">Projects spanning M596 to M597</a>          | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.04           | 05 Sep 2003          |                 |
| 17.29                                     | +0.70                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 1.16           | 05 Sep 2003          |                 |
| 18.46                                     | M597 +0.86                     | C   | UH   | <a href="#">Projects spanning M597 to M598</a>          | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.07           | 05 Sep 2003          |                 |
| 18.53                                     | +0.93                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 0.58           | 05 Sep 2003          |                 |
| 19.11                                     | M598 +0.51                     | C   | UH   | <a href="#">Projects spanning M598 to M599</a>          | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.03           | 05 Sep 2003          |                 |
| 19.14                                     | +0.54                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 0.17           | 05 Sep 2003          |                 |
| 19.31                                     | +0.71                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.06           | 05 Sep 2003          |                 |
| 19.37                                     | +0.77                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 1.15           | 05 Sep 2003          |                 |
| 20.52                                     | M599 +0.96                     | C   | UH   | <a href="#">Projects spanning M599 to M600</a>          | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.06           | 05 Sep 2003          |                 |
| 20.58                                     | M600 +0.03                     | C   | UH   | <a href="#">Projects spanning M600 to M601</a>          | AC            | AC           | 2                   | 2             | 32                   | 2            | 0.05           | 05 Sep 2003          |                 |
| 20.64                                     | +0.08                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.06           | 05 Sep 2003          |                 |
| 20.69                                     | +0.14                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 0.91           | 05 Sep 2003          |                 |
| 21.61                                     | M601 +0.08                     | C   | UH   | <a href="#">Projects spanning M601 to M602</a>          | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.05           | 05 Sep 2003          |                 |
| 21.66                                     | +0.13                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 2.28           | 05 Sep 2003          |                 |
| 23.94                                     | M603 +0.42                     | C   | UH   | <a href="#">Projects spanning M603 to M604</a>          | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.05           | 05 Sep 2003          |                 |
| 23.99                                     | +0.47                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 3.40           | 05 Sep 2003          |                 |
| 25.63                                     | M605 +0.12                     | C   | J    | Westside Rd   |               |              |                     |               |                      |              |                |                      |                 |
| 26.35                                     | +0.84                          | C   | J    | Unknown   |               |              |                     |               |                      |              |                |                      |                 |
| 27.38                                     | M606 +0.88                     | C   | UH   | <a href="#">Projects spanning M606 to M607</a>          | AC            | AC           | 2                   | 2             | 56                   | 2            | 0.04           | 05 Sep 2003          |                 |
| 27.42                                     | M607 +0.01                     | C   | UH   | <a href="#">Projects spanning M607 to M608</a>          | AC            | AC           | 2                   | 2             | 32                   | 2            | 1.33           | 05 Sep 2003          |                 |
| 28.74                                     | M608 +0.33                     | C   | UH   | <a href="#">Projects spanning M608 to M609</a>          | AC            | AC           | 2                   | 2             | 44                   | 2            | 0.04           | 05 Sep 2003          |                 |
| 28.78                                     | +0.37                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 0.73           | 05 Sep 2003          |                 |
| 29.52                                     | M609 +0.11                     | C   | UH   | <a href="#">Projects spanning M609 to M610</a>          | AC            | AC           | 2                   | 2             | 56                   | 2            | 0.03           | 05 Sep 2003          |                 |
| 29.55                                     | +0.14                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 1.22           | 05 Sep 2003          |                 |
| 30.77                                     | M610 +0.35                     | C   | UH   | <a href="#">Projects spanning M610 to M611</a>          | AC            | AC           | 2                   | 2             | 56                   | 2            | 0.03           | 05 Sep 2003          |                 |
| 30.80                                     | +0.38                          | C   | UH   |   | AC            | AC           | 2                   | 2             | 32                   | 2            | 0.01           | 05 Sep 2003          |                 |
| 30.81                                     | +0.26                          | C   | J    | End S 067 at Entrance To Grand Canyon NP                |               |              |                     |               |                      |              |                |                      |                 |
|   |                                | C   | X    | ADOT Ownership Ends - S 067 signing continues into park |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |   |               | <b>61.64</b> | <b>2.00</b>         | <b>32.65</b>  | <b>2.00</b>          | <b>30.82</b> | <b>2003.0</b>  | 0.00 Miles of Median |                 |

**S 067 at M610+0.26**

**M610+0.26 on S 067**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 068 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 068**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 068 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin S 068 at S 095/Bullhead Parkway North -- [L2] |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Bullhead City Urbanized Area                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Bullhead City, Mohave County                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC  | AC            | 4          | 4                   | 48            | 4                    | 0.46  | 22 Oct 2002    |                    |                 |
|  |                                | C   | MD   | 8 ft Painted Median                                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right                              |               |            |                     |               |                      |       |                |                    |                 |
| 0.06   | +0.06                          | C   | MD   | Variable 20ft Painted Median                        |               |            |                     |               |                      |       |                |                    |                 |
| 0.12   | +0.12                          | C   | MD   | 12 ft Painted Median                                |               |            |                     |               |                      |       |                |                    |                 |
| 0.34   | +0.33                          | C   | MD   | Variable 12-0 ft Painted Median                     |               |            |                     |               |                      |       |                |                    |                 |
| 0.46   | +0.45                          | C   | UH   | AC  | AC            | 4          | 4                   | 48            | 3                    | 0.04  | 22 Oct 2002    |                    |                 |
| 0.50   | +0.50                          | C   | UH   | AC  | AC            | 4          | 4                   | 48            | 2                    | 0.26  | 22 Oct 2002    |                    |                 |
| 0.76   | +0.76                          | A   | J    | Davis Camp & McCormick Dr (Signalized) -- [B1234]   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | Concrete Curbed Median                              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB   | AC  | AC            | 2          | 2                   | 24            | 4                    | 0.78  | 22 Oct 2002    |                    |                 |
|  |                                | C   | CG   | Curb to Left  |               |            |                     |               |                      |       |                |                    |                 |
| 1.53   | M001 +0.35                     | A   | J    | Old S 068 to Davis Dam -- [L23]                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.54   | +0.37                          | C   | EB   | AC  | AC            | 2          | 2                   | 24            | 4                    | 0.08  | 2001           |                    |                 |
| 1.62   | +0.45                          | C   | EB   | AC  | AC            | 2          | 2                   | 24            | 10                   | 0.89  | 2001           |                    |                 |
| 2.45   | M002 +0.00                     | C   | EQ   | MP 1+1.32 Back Equals MP 2+0.00 Ahead               |               |            |                     |               |                      |       |                |                    |                 |
| 2.51   | +0.06                          | C   | UH   | AC  | AC            | 4          | 10                  | 48            | 10                   | 0.56  | 87             |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                                |               |            |                     |               |                      |       |                |                    |                 |
| 2.87   | +0.42                          | C   | VMS  | WB Side of Hwy Variable Message Sign (Operational)  |               |            |                     |               |                      |       |                |                    |                 |
| 2.91   | +0.46                          | C   | J    | Landon Dr -- [R14]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 3.07   | +0.62                          | C   | EB   | AC  | AC            | 2          | 2                   | 24            | 10                   | 0.72  | 87             |                    |                 |
|  |                                | C   | MD   | Concrete Curbed Median                              |               |            |                     |               |                      |       |                |                    |                 |
| 3.79   | M003 +0.33                     | C   | EB   | AC  | AC            | 2          | 2                   | 24            | 10                   | 1.26  | 2001           |                    |                 |
| 4.54   | M004 +0.09                     | A   | J    | La Puerta Rd -- [R14]                               |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | EUB Bullhead City                                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | Variable 12-? ft Painted Median                     |               |            |                     |               |                      |       |                |                    |                 |
| 4.59   | +0.15                          | C   | JB   | ECL Bullhead City                                   |               |            |                     |               |                      |       |                |                    |                 |
| 4.80   | +0.36                          | C   | MD   | Soil Median   |               |            |                     |               |                      |       |                |                    |                 |
| 5.05   | +0.61                          | C   | EB   | AC  | AC            | 2          | 2                   | 24            | 10                   | 6.40  | 2002           |                    |                 |
| 6.98   | M006 +0.50                     | A   | J    | Katherine Landing -- [L2]                           |               |            |                     |               |                      |       |                |                    |                 |
| 7.96   | M007 +0.45                     | C   | BR   | (EB) Arabian Wash                                   |               |            |                     |               |                      |       |                |                    |                 |
| 8.61   | M008 +0.10                     | A   | J    | Local Rd -- [L24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 9.37   | M009 +0.00                     | C   | EQ   | MP 8+0.85 Back Equals MP 9+0.00 Ahead               |               |            |                     |               |                      |       |                |                    |                 |
| 10.21  | +0.84                          | A   | J    | Local Rd -- [L24]                                   |               |            |                     |               |                      |       |                |                    |                 |

**S 068 at M009+0.84**

**M009+0.84 on S 068**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 068 at M010+0.73**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M010+0.73 on S 068**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 11.12          | M010 +0.73                     | C   | BR (EB) Wildlife Crossing                         |              |               |            |                     |               |                      |       | 2001           | 129 ft Concrete    |                 |
| 11.45          | M011 +0.06                     | C   | EB <a href="#">Projects spanning M11 to M12</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.49  | 2002           |                    |                 |
|                |                                | C   | MD Barrier Median                                 |              |               |            |                     |               |                      | 1.56  |                |                    |                 |
| 11.95          | +0.55                          | C   | EB <a href="#">Projects spanning M11 to M12</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.84  | 2001           |                    |                 |
| 12.38          | M012 +0.00                     | A   | BR Wildlife Crossing                              |              |               |            |                     |               |                      |       | 2001           | 138 ft Concrete    |                 |
| 12.79          | +0.41                          | C   | EB <a href="#">Projects spanning M12 to M13</a>   | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.23  | 2002           |                    |                 |
| 13.02          | +0.64                          | C   | EB AC   | AC           | AC            | 2          | 2                   | 24            | 10                   | 2.08  | 2002           |                    |                 |
|                |                                | C   | MD 38 ft Soil Median                              |              |               |            |                     |               |                      | 8.00  |                |                    |                 |
| 15.09          | M014 +0.72                     | C   | EB <a href="#">Projects spanning M14 to M15</a>   | AC           | AC            | 2          | 2                   | 24            | 10                   | 3.13  | 92             |                    |                 |
| 17.24          | M016 +0.80                     | A   | J Egar Rd -- [B124]                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 18.22          | M017 +0.79                     | C   | EB <a href="#">Projects spanning M17 to M18</a>   | AC           | AC            | 2          | 2                   | 24            | 10                   | 2.45  | 1993           |                    |                 |
| 18.23          | +0.80                          | A   | J Estrella Rd -- [L124]                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 18.78          | M018 +0.34                     | C   | BR (EB) Sacramento Wash                           |              |               |            |                     |               |                      |       | 1993           | 1200 ft Concrete   |                 |
| 19.02          | +0.58                          | A   | J Milky Way Rd -- [B24]                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 19.61          | M019 +0.16                     | A   | J Local Rd -- [L24]                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 19.81          | +0.36                          | C   | J Local Rd -- [R1]                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 20.24          | +0.80                          | A   | J Range Line -- [B24]                             |              |               |            |                     |               |                      |       |                |                    |                 |
| 20.68          | M020 +0.24                     | C   | EB <a href="#">Projects spanning M20 to M21</a>   | AC           | AC            | 2          | 6                   | 24            | 10                   | 1.51  | 1993           |                    |                 |
| 20.72          | +0.28                          | C   | BR (EB) Twin Wash                                 |              |               |            |                     |               |                      |       | 1992           | Unknown            |                 |
| 21.01          | +0.57                          | C   | MD 36 ft Soil Median                              |              |               |            |                     |               |                      | 1.18  |                |                    |                 |
| 21.25          | +0.81                          | A   | J Colorado Rd -- [B24]                            |              |               |            |                     |               |                      |       |                |                    |                 |
| 21.69          | M021 +0.25                     | C   | BR (EB) Cerbat Wash                               |              |               |            |                     |               |                      |       | 1990           | 109 ft Concrete    |                 |
| 22.00          | +0.57                          | A   | J Local Rd -- [L23]                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 22.19          | +0.75                          | C   | UH <a href="#">Projects spanning M21 to M22</a>   | AC           | AC            | 4          | 10                  | 48            | 10                   | 5.00  | 89             |                    |                 |
| 22.24          | +0.80                          | C   | J Verde Rd -- [L2]                                |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD 14 ft Painted Median                           |              |               |            |                     | 14            |                      | 4.92  |                |                    |                 |
| 23.62          | M023 +0.18                     | C   | BR 13 Mile Wash                                   |              |               |            |                     |               |                      |       | 1990           | 131 ft Concrete    |                 |
| 24.25          | +0.81                          | C   | J Local Rd -- [B1]                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 26.56          | M026 +0.13                     | C   | VMS (EB) Variable Message Sign #403 (Operational) |              |               |            |                     |               |                      |       |                |                    |                 |
| 27.16          | +0.73                          | C   | J Kofo Rd -- [B24]                                |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD 2 ft Painted Median                            |              |               |            |                     | 8             |                      | 0.04  |                |                    |                 |
| 27.19          | +0.76                          | C   | UH <a href="#">Projects spanning M26 to M27</a>   | AC           | AC            | 4          | 10                  | 54            | 10                   | 0.02  | 89             |                    |                 |
| 27.20          |                                | C   | MD Variable 14-2 ft Painted Median                |              |               |            |                     | 8             |                      | 0.09  |                |                    |                 |
| 27.22          | +0.78                          | C   | UH <a href="#">Projects spanning M26 to M27</a>   | AC           | AC            | 4          | 10                  | 60            | 10                   | 0.07  | 89             |                    |                 |
| 27.29          | +0.85                          | C   | UH AC   | AC           | AC            | 4          | 10                  | 48            | 10                   | 0.04  | 89             |                    |                 |
|                |                                | C   | MD 2 ft Painted Median                            |              |               |            |                     | 2             |                      | 0.15  |                |                    |                 |
|                |                                | C   | TI (EB) Port of Entry to U 093 SB (off)           | Unk          | Unk           | 1          | 4                   | 12            | 8                    | 0.22  | 1999           |                    |                 |
| 27.33          | +0.89                          | C   | UH <a href="#">Projects spanning M26 to M27</a>   | AC           | AC            | 4          | 8                   | 48            | 10                   | 0.11  | 89             |                    |                 |
|                |                                | C   | TI (WB) U 093 SB (on)                             |              |               |            |                     |               |                      |       |                |                    |                 |

**S 068 at M026+0.89**

**M026+0.89 on S 068**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 068 at M027+0.01**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M027+0.01 on S 068**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 27.43          | M027 +0.01                     | C   | TI (EB) U 093 SB (off)                          | AC           | Unk           | 1          |                     | 12            |                      | 0.23  |                |                    |                 |
|                |                                | C   | UH <a href="#">Projects spanning M27 to M28</a> | AC           | AC            | 3          | 8                   | 36            | 8                    | 0.09  | 89             |                    |                 |
|                |                                | C   | MD Variable 2-6 ft Painted Median               |              |               |            |                     | 4             |                      | 0.09  |                |                    |                 |
| 27.45          | +0.03                          | C   | UP U 093 SB Ramp to Port of Entry               |              |               |            |                     |               |                      |       | 1999           |                    | ??'-??"         |
| 27.51          | +0.09                          | C   | UP U 093 SB                                     |              |               |            |                     |               |                      |       | 1999           |                    | ??'-??"         |
| 27.52          | +0.10                          | C   | J End S 068 at U 093 near Kingman               |              |               |            |                     |               |                      |       |                |                    |                 |
| 27.54          | +0.12                          | C   | UP U 093 NB                                     |              |               |            |                     |               |                      |       | 1999           |                    | ??'-??"         |
| 27.88          | +0.46                          | C   | TI (EB) U 093 SB (off)                          | Unk          | Unk           | 1          | 4                   | 14            | 6                    | 0.36  | 1999           |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 068 at M000+0.76**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.76 on S 068**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type    | Vert. Clearance  |
|---|--------------------------------|-----|------|--|---------------|--------------|---------------------|------------------------|----------------------|--------------|----------------|-----------------------|------------------|
| <b>S 068 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |              |                     |                        |                      |              |                |                       |                  |
| 0.00  | M000 +0.76                     | N   | J    | Begin S 068 WB divided centerline at Davis Camp & McCormick Dr (Signalized) -- [B1234] |               |              |                     |                        |                      |              |                |                       |                  |
|   |                                | N   | WB   | <a href="#">Projects spanning M0 to M1</a>   | AC            | AC           | 2                   | 4                      | 24                   | 2            | 0.69           | 22 Oct 2002           |                  |
| 0.69  | M001 +0.27                     | N   | WB   | <a href="#">Projects spanning M1 to M2</a>   | AC            | AC           | 2                   | 10                     | 24                   | 2            | 0.11           | 22 Oct 2002           |                  |
| 0.80  | +0.38                          | N   | WB   |  | AC            | AC           | 2                   | 10                     | 24                   | 2            | 0.97           | 2001                  |                  |
| 0.91  | +0.49                          | N   | TR   | WB Truck Escape Ramp   | Unk           | Gravel       | 1                   | 7                      | 12                   | 7            | 0.39           |                       |                  |
| 2.32  | M002 +0.58                     | N   | J    | Continue S 068 WB in Bullhead City   |               |              |                     |                        |                      |              |                |                       |                  |
|   |                                | N   | WB   | <a href="#">Projects spanning M2 to M3</a>   | AC            | AC           | 2                   | 10                     | 24                   | 2            | 0.72           | 87                    |                  |
| 3.04  | M003 +0.33                     | N   | WB   | <a href="#">Projects spanning M3 to M4</a>   | AC            | AC           | 2                   | 10                     | 24                   | 2            | 7.65           | 2001                  |                  |
| 4.82  | M005 +0.12                     | N   | TR   | WB Truck Escape Ramp   | Unk           | Gravel       | 1                   | 7                      | 12                   | 7            | 0.51           |                       |                  |
| 7.18  | M007 +0.43                     | N   | BR   | (WB) Arabian Wash  |               |              |                     |                        |                      |              |                | 1993                  | 22 ft Concrete   |
| 10.35   | M010 +0.73                     | N   | BR   | (WB) Wildlife Crossing   |               |              |                     |                        |                      |              |                | 2001                  | 129 ft Concrete  |
| 10.69   | M011 +0.06                     | N   | WB   | <a href="#">Projects spanning M11 to M12</a>   | AC            | AC           | 2                   | 10                     | 24                   | 4            | 0.49           | 2001                  |                  |
| 11.18   | +0.55                          | N   | WB   |  | AC            | AC           | 2                   | 10                     | 24                   | 4            | 0.84           | 2002                  |                  |
| 12.02   | M012 +0.41                     | N   | WB   | <a href="#">Projects spanning M12 to M13</a>   | AC            | AC           | 2                   | 10                     | 24                   | 4            | 0.23           | 2001                  |                  |
| 12.25   | +0.64                          | N   | WB   |  | AC            | AC           | 2                   | 10                     | 24                   | 2            | 2.09           | 2001                  |                  |
| 14.34   | M014 +0.72                     | N   | WB   | <a href="#">Projects spanning M14 to M15</a>   | AC            | AC           | 2                   | 10                     | 24                   | 2            | 3.09           | 92                    |                  |
| 17.43   | M017 +0.75                     | N   | WB   | <a href="#">Projects spanning M17 to M18</a>   | AC            | AC           | 2                   | 10                     | 24                   | 2            | 4.01           | 1993                  |                  |
| 18.03   | M018 +0.33                     | N   | BR   | (WB) Sacramento Wash   |               |              |                     |                        |                      |              |                | 1993                  | 1200 ft Concrete |
| 19.97   | M020 +0.28                     | N   | BR   | (WB) Twin Wash   |               |              |                     |                        |                      |              |                | 1992                  | Unknown          |
| 20.94   | M021 +0.26                     | N   | BR   | (WB) Cerbat Wash   |               |              |                     |                        |                      |              |                | 1992                  | 109 ft Concrete  |
| 21.44   | +0.75                          | N   | J    | S 068 return to single centerline  |               |              |                     |                        |                      |              |                |                       |                  |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>68.23</b> | <b>4.09</b>         | <b>29.80</b>           | <b>9.62</b>          | <b>27.51</b> | <b>1996.2</b>  | 27.06 Miles of Median |                  |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>41.78</b> | <b>9.80</b>         | <b>24.00</b>           | <b>2.15</b>          | <b>20.89</b> | <b>1997.7</b>  |                       |                  |

**S 068 at M021+0.75**

**M021+0.75 on S 068**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 069 at M262+0.58**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M262+0.58 on S 069**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 069 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.17   | M262 +0.58                     | C   | J    | Begin S 069 at I 017 Exit #262 F & A-ramp at Cordes Junction |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Yavapai County  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC   | AC            | 2          | 4                   | 24            | 4                    | 0.47  | 1994           | Unknown            |                 |
| 0.42   | +0.83                          | C   | OP   | I 017 Exit #262  |               |            |                     |               |                      |       |                |                    |                 |
| 0.50   | +0.91                          | C   | J    | I 017 Exit #262 I & D-ramp -- [R]                            |               |            |                     |               |                      |       |                |                    |                 |
| 0.60   | +1.01                          | C   | FR   | AC   | AC            | 2          | 2                   | 24            | 2                    | 0.26  |                |                    |                 |
| 0.64   | +1.05                          | C   | J    | I 017 Exit #262 C-ramp                                       |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC   | AC            | 3          | 4                   | 36            | 10                   | 0.06  | 1994           |                    |                 |
| 0.70   | +1.11                          | C   | J    | I 017 Exit #262 J-ramp -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | AC   | AC            | 2          | 10                  | 24            | 10                   | 0.12  | 1994           |                    |                 |
| 0.82   | +1.22                          | C   | MD   | Variable 0-? ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | AC   | AC            | 2          | 4                   | 24            | 10                   | 4.39  | 1994           |                    |                 |
|  | +1.23                          | A   | J    | Frontage Access Rd -- [B24]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 0.94   | M263 +0.09                     | C   | MD   | 38 ft Soil Median  |               |            |                     |               |                      |       |                |                    |                 |
| 1.05   | +0.20                          | C   | FR   | AC   | AC            | 2          | 0                   | 28            | 0                    | 0.56  |                |                    |                 |
| 1.43   | +0.58                          | A   | J    | Frontage Access Rd -- [B24]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 1.86   | M264 +0.02                     | A   | J    | Unknown Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 2.65   | +0.81                          | A   | J    | Unknown Rd -- [L23]  |               |            |                     |               |                      |       |                |                    |                 |
| 2.92   | M265 +0.08                     | A   | J    | Unknown -- [B23]   |               |            |                     |               |                      |       |                |                    |                 |
| 3.14   | +0.30                          | A   | J    | Spring Ln -- [L234]  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | A   | J    | Spring Ln -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 3.40   | +0.56                          | A   | J    | Unknown Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 3.65   | +0.81                          | A   | J    | Unknown Rd -- [R24]  |               |            |                     |               |                      |       |                |                    |                 |
| 4.18   | M266 +0.34                     | A   | J    | Unknown Rd -- [L24]  |               |            |                     |               |                      |       |                |                    |                 |
| 4.43   | +0.59                          | A   | J    | Unknown -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 4.91   | M267 +0.08                     | A   | J    | Median Cross-Over -- [L24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 5.02   | +0.19                          | A   | J    | Chauncey Ranch -- [R24]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 5.20   | +0.37                          | C   | NB   | AC   | AC            | 2          | 4                   | 24            | 10                   | 3.96  | 1998           |                    |                 |
| 5.70   | +0.87                          | A   | J    | Private Access Rd -- [R24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 5.72   | +0.89                          | C   | BR   | (NB) Big Bug Creek #1  |               |            |                     |               |                      |       |                |                    |                 |
| 6.03   | M268 +0.19                     | C   | BR   | (NB) Big Bug Creek #2  |               |            |                     |               |                      |       |                |                    |                 |
| 6.39   | +0.55                          | C   | BR   | (NB) Big Bug Creek #3  |               |            |                     |               |                      |       |                |                    |                 |
| 6.55   | +0.71                          | C   | FR   | AC   | AC            | 2          | 2                   | 24            | 2                    | 0.08  |                |                    |                 |
| 6.56   | +0.72                          | A   | J    | Frontage Access Rd -- [B24]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 6.71   | +0.87                          | C   | FR   | AC   | AC            | 2          | 2                   | 24            | 2                    | 0.12  |                |                    |                 |
| 6.83   | +0.99                          | C   | J    | Unknown -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 7.54   | M269 +0.70                     | C   | FR   | AC   | AC            | 2          | 2                   | 24            | 2                    | 0.17  |                |                    |                 |

**S 069 at M269+0.70**

**M269+0.70 on S 069**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 069 at M269+0.70**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M269+0.70 on S 069**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 7.54           | M269 +0.70                     | A   | J    | Main St -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 8.01           | M270 +0.18                     | A   | J    | Frontage Access Rd -- [L24]                    |               |            |                     |               |                      |       |                |                    |                 |
| 8.48           | +0.65                          | C   | BR   | (NB) Big Bug Creek #4                          |               |            |                     |               |                      |       | 1998           | 217 ft Concrete    |                 |
| 8.54           | +0.70                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 2             | 22                   | 2     | 0.15           |                    |                 |
|                | +0.71                          | A   | J    | Central Ave -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 8.66           | +0.83                          | A   | J    | Onyx Dr -- [B]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 8.78           | +0.94                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.15           |                    |                 |
| 8.92           | M271 +0.08                     | C   | J    | Unknown -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 9.16           | +0.32                          | C   | NB   | <a href="#">Projects spanning M271 to M272</a> | AC            | AC         | 2                   | 4             | 24                   | 8     | 3.09           | 1999               |                 |
| 9.89           | M272 +0.05                     | A   | J    | Railroad Ave/Main St -- [L234]                 |               |            |                     |               |                      |       |                |                    |                 |
| 10.43          | +0.59                          | A   | J    | Unknown Rd -- [L24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 10.92          | M273 +0.08                     | A   | J    | Unknown Rd -- [L24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 11.14          | +0.29                          | A   | J    | Unknown Rd -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 11.77          | +0.92                          | A   | J    | Unknown Rd -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 12.25          | M274 +0.42                     | C   | NB   | <a href="#">Projects spanning M274 to M275</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.35           | 1999               |                 |
| 12.28          | +0.45                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 4             | 28                   | 10    | 0.14           |                    |                 |
| 12.29          | +0.46                          | A   | J    | Frontage Access Rd -- [R24]                    |               |            |                     |               |                      |       |                |                    |                 |
| 12.61          | +0.78                          | A   | J    | Poland Dr & Collins Rd -- [B24]                |               |            |                     |               |                      |       |                |                    |                 |
| 12.87          | M275 +0.04                     | C   | JB   | Enter Prescott NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 12.89          | +0.05                          | A   | J    | Poland Jct East -- [B24]                       |               |            |                     |               |                      |       |                |                    |                 |
| 12.99          | +0.16                          | C   | J    | Poland Rd Left                                 |               |            |                     |               |                      |       |                |                    |                 |
| 13.38          | +0.54                          | C   | JB   | Leave Prescott NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 13.44          | +0.60                          | A   | J    | Private Access Rd -- [R24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 13.60          | +0.76                          | C   | NB   | <a href="#">Projects spanning M275 to M276</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.84           | 1998               |                 |
| 13.69          | +0.86                          | A   | J    | Unknown Rd -- [R24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 14.96          | M277 +0.13                     | A   | J    | Unknown Rd -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 15.31          | +0.48                          | A   | J    | Unknown Rd -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 15.85          | M278 +0.02                     | A   | J    | Unknown Rd -- [L24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 16.15          | +0.33                          | A   | J    | Agua Fria Ranch Rd -- [B24]                    |               |            |                     |               |                      |       |                |                    |                 |
| 16.44          | +0.61                          | C   | NB   | <a href="#">Projects spanning M278 to M279</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.11           | 1999               |                 |
| 16.55          | +0.72                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.76           | 1995               |                 |
| 16.74          | +0.91                          | C   | X    | Humboldt (Unincorporated) Elev 4560            |               |            |                     |               |                      |       |                |                    |                 |
| 16.93          | M279 +0.10                     | A   | J    | Main St -- [B124]                              |               |            |                     |               |                      |       |                |                    |                 |
| 16.94          | +0.11                          | A   | J    | Local Rd -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 17.10          | +0.27                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 0             | 28                   | 0     | 0.09           |                    |                 |
| 17.52          | +0.69                          | A   | J    | Local Rd -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 17.74          | +0.90                          | A   | BR   | Green Gulch                                    |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 17.81          | +0.98                          | A   | J    | Local Rd -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 18.03          | M280 +0.20                     | A   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |

**S 069 at M280+0.20**

**M280+0.20 on S 069**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 069 at M280+0.49**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M280+0.49 on S 069**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.31          | M280 +0.49                     | C   | UH   | <a href="#">Projects spanning M280 to M281</a>                 | AC            | MBH        | 4                   | 10            | 48                   | 10    | 0.10           | 1995               |                 |
|                |                                | C   | MD   | Variable 12-? ft Painted Median                                |               |            |                     | 28            |                      |       | 0.18           |                    |                 |
| 18.41          | +0.58                          | C   | UH   | <a href="#">Projects spanning M280 to M281</a>                 | AC            | MBH        | 4                   | 10            | 48                   | 10    | 0.46           | 90                 |                 |
| 18.56          | +0.73                          | C   | MD   | Variable 12-? ft Painted Median                                |               |            |                     | 28            |                      |       | 0.28           |                    |                 |
| 18.82          | +0.99                          | C   | J    | SB Turn to West -- [R1]  |               |            |                     |               |                      |       |                |                    |                 |
| 18.83          | M281 +0.00                     | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.12           | 07 May 2005        |                 |
| 18.87          | +0.03                          | C   | UH   | <a href="#">Projects spanning M281 to M282</a>                 | AC            | MBH        | 4                   | 10            | 48                   | 10    | 1.15           | 07 May 2005        |                 |
| 18.90          | +0.07                          | C   | J    | S 169 to I 017 -- [B1234]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 18.94          | +0.10                          | C   | J    | Local Rd -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 19.01          | +0.17                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      |       | 0.50           |                    |                 |
| 19.47          | +0.64                          | C   | J    | Commercial Access Rd -- [L]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 19.56          | +0.73                          | C   | J    | Kachina St (Signalized) -- [B234]                              |               |            |                     |               |                      |       |                |                    |                 |
| 19.63          | +0.79                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      |       | 0.45           |                    |                 |
|                | +0.80                          | C   | J    | Commercial Access Rd -- [L]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 19.67          | +0.84                          | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 19.70          | +0.86                          | C   | J    | Commercial Access Rd -- [L]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 19.74          | +0.90                          | C   | J    | Commercial Access Rd -- [L]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 19.84          | M282 +0.01                     | C   | J    | Aztec Dr -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 20.02          | +0.19                          | C   | UH   | <a href="#">Projects spanning M282 to M283</a>                 | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.29           | 07 May 2005        |                 |
| 20.17          | +0.34                          | C   | J    | Bradshaw Mountain Rd (Signalized) -- [B23]                     |               |            |                     |               |                      |       |                | 23 Apr 2004        |                 |
| 20.28          | +0.45                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      |       | 0.36           |                    |                 |
| 20.32          | +0.49                          | C   | UH   | <a href="#">Projects spanning M282 to M283</a>                 | AC            | MBH        | 4                   | 10            | 48                   | 10    | 1.02           | 07 May 2005        |                 |
| 20.48          | +0.65                          | C   | J    | Village Dr -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 20.64          | +0.81                          | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 20.74          | +0.91                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      |       | 0.50           |                    |                 |
| 21.33          | M283 +0.51                     | C   | J    | Country Club Rd Left & Fain Rd Right (Signalized) -- [B1234]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M283 to M284</a>                 | AC            | MBH        | 4                   | 6             | 48                   | 6     | 3.00           | 07 May 2005        |                 |
| 21.44          | +0.61                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      |       | 0.65           |                    |                 |
| 21.93          | M284 +0.11                     | C   | BR   | Lynx Creek   |               |            |                     |               |                      |       |                | 1990               | 198 ft Concrete |
| 22.09          | +0.27                          | C   | J    | Orchard Ranch RV Park Driveway -- [R14]                        |               |            |                     |               |                      |       |                |                    |                 |
| 22.19          | +0.38                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      |       | 1.88           |                    |                 |
| 22.31          | +0.49                          | C   | UB   | EUB Prescott   |               |            |                     |               |                      |       |                |                    |                 |
| 23.14          | M285 +0.32                     | C   | JB   | ECL Prescott Valley Elev 5100                                  |               |            |                     |               |                      |       |                |                    |                 |
| 24.07          | M286 +0.26                     | A   | J    | Mendecino Dr -- [R14]  |               |            |                     |               |                      |       |                |                    |                 |
| 24.11          | +0.30                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      |       | 0.85           |                    |                 |
| 24.33          | +0.52                          | C   | UH   | <a href="#">Projects spanning M286 to M287</a>                 | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.23           | 07 May 2005        |                 |
| 24.56          | +0.75                          | C   | UH   |  | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.03           | 07 May 2005        |                 |
|                |                                | C   | CG   | Curb to Left and Right, Sidewalk to Right, Sidewalk is setback |               |            |                     |               |                      |       | 1.96           |                    |                 |
| 24.58          | +0.77                          | C   | UH   | <a href="#">Projects spanning M286 to M287</a>                 | AC            | AC         | 4                   | 4             | 48                   | 4     | 1.72           | 26 Oct 2000        |                 |

**S 069 at M286+0.77**

**M286+0.77 on S 069**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 069 at M286+0.91**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M286+0.91 on S 069**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 24.72          | M286 +0.91                     | A   | J    | Truwood Dr -- [B1234]                          |               |            |                     |               |                      |       |                |                    |                 |
| 25.07          | M287 +0.24                     | C   | J    | Navajo Dr -- [B124]                            |               |            |                     |               |                      |       |                |                    |                 |
| 25.19          | +0.36                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.01  |                |                    |                 |
| 25.31          | +0.48                          | C   | J    | Robert Rd -- [B1234]                           |               |            |                     |               |                      |       |                |                    |                 |
| 25.42          | +0.59                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.01  |                |                    |                 |
| 25.59          | +0.76                          | C   | J    | Windsong Rd/Shadow Mtn Rd -- [B24]             |               |            |                     |               |                      |       |                |                    |                 |
| 25.66          | +0.83                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.03  |                |                    |                 |
| 25.75          | +0.92                          | A   | J    | NB Unknown -- [B124]                           |               |            |                     |               |                      |       |                |                    |                 |
| 25.84          | M288 +0.02                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.02  |                |                    |                 |
| 25.88          | +0.06                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.01  |                |                    |                 |
| 26.01          | +0.19                          | C   | J    | Lake Valley School Rd (Signalized) -- [B1234]  |               |            |                     |               |                      |       |                |                    |                 |
| 26.11          | +0.29                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.68  |                |                    |                 |
| 26.30          | +0.48                          | C   | UH   | <a href="#">Projects spanning M288 to M289</a> | AC            | AC         | 4                   | 4             | 60                   | 4     | 0.21           | 26 Oct 2000        |                 |
| 26.51          | +0.69                          | C   | J    | Glassford Hill Rd (Signalized) -- [B1234]      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M288 to M289</a> | AC            | AC         | 4                   | 4             | 60                   | 4     | 0.14           | 26 Oct 2000        |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      | 1.04  |                |                    |                 |
| 26.65          | +0.83                          | C   | UH   | <a href="#">Projects spanning M288 to M289</a> | AC            | AC         | 4                   | 4             | 54                   | 4     | 0.11           | 26 Oct 2000        |                 |
| 26.76          | +0.94                          | C   | UH   |  | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.79           | 26 Oct 2000        |                 |
| 26.91          | M289 +0.10                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.38  |                |                    |                 |
| 27.29          | +0.48                          | C   | J    | Prescott East Hwy (Signalized) -- [B1234]      |               |            |                     |               |                      |       |                |                    |                 |
| 27.40          | +0.59                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.25  |                |                    |                 |
| 27.54          | +0.73                          | A   | J    | Stoneridge Dr -- [B1234]                       |               |            |                     |               |                      |       |                |                    |                 |
| 27.55          | +0.74                          | C   | UH   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 2.87           | 26 Oct 2000        |                 |
| 27.65          | +0.84                          | A   | J    | Great Western Dr -- [R14]                      |               |            |                     |               |                      |       |                |                    |                 |
| 27.76          | +0.95                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.16  |                |                    |                 |
| 27.92          | M290 +0.10                     | A   | J    | Sundog Ranch Rd -- [R14]                       |               |            |                     |               |                      |       |                |                    |                 |
| 28.03          | +0.22                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.20  |                |                    |                 |
| 28.26          | +0.45                          | C   | JB   | WCL Prescott Valley                            |               |            |                     |               |                      |       |                |                    |                 |
| 28.33          | +0.52                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 1.10  |                |                    |                 |
| 28.56          | +0.75                          | A   | J    | Emerald Dr -- [R14]                            |               |            |                     |               |                      |       |                |                    |                 |
| 28.82          | M291 +0.00                     | A   | J    | Onyx Dr -- [L32]                               |               |            |                     |               |                      |       |                |                    |                 |
| 28.93          | +0.11                          | A   | J    | NB -- [R14]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 29.11          | +0.29                          | A   | J    | Sylvia Ln -- [R134]                            |               |            |                     |               |                      |       |                |                    |                 |
| 29.33          | +0.51                          | C   | JB   | ECL Prescott Elev 5410                         |               |            |                     |               |                      |       |                |                    |                 |
| 29.43          | +0.61                          | A   | J    | Robin Dr -- [B124]                             |               |            |                     |               |                      |       |                |                    |                 |
| 29.57          | +0.75                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.23  |                |                    |                 |
| 29.92          | M292 +0.10                     | C   | J    | Yavapai Hills Rd -- [B1234]                    |               |            |                     |               |                      |       |                |                    |                 |
| 30.01          | +0.19                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.83  |                |                    |                 |
| 30.42          | +0.60                          | C   | UH   | <a href="#">Projects spanning M292 to M293</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.09           | 26 Oct 2000        |                 |

**S 069 at M292+0.60**

**M292+0.60 on S 069**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 069 at M292+0.69**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M292+0.69 on S 069**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 30.51          | M292 +0.69                     | C   | UH   | <a href="#">Projects spanning M292 to M293</a> | AC            | AC         | 4.5                 | 8             | 54                   | 8     | 0.09           | 26 Oct 2000        |                 |
| 30.61          | +0.79                          | C   | UH   |  | AC            | AC         | 4.5                 | 8             | 54                   | 8     | 0.03           | 11 Oct 2004        |                 |
| 30.64          | +0.82                          | C   | UH   |  | AC            | AC         | 5                   | 8             | 60                   | 8     | 0.14           | 11 Oct 2004        |                 |
| 30.77          | +0.95                          | C   | J    | Walker Rd (Signalized) -- [L23]                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M292 to M293</a> | AC            | AC         | 5                   | 4             | 60                   | 8     | 0.05           | 11 Oct 2004        |                 |
| 30.82          | +1.00                          | C   | UH   |  | AC            | AC         | 5                   | 6             | 60                   | 8     | 0.03           | 11 Oct 2004        |                 |
| 30.85          | M293 +0.02                     | C   | UH   | <a href="#">Projects spanning M293 to M294</a> | AC            | AC         | 5                   | 8             | 60                   | 8     | 0.05           | 11 Oct 2004        |                 |
| 30.90          | +0.07                          | C   | J    | Walker Rd (Signalized) -- [L23]                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M293 to M294</a> | AC            | AC         | 5                   | 8             | 60                   | 8     | 0.09           | 11 Oct 2004        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.14           |                    |                 |
|                |                                | C   | CG   | Curb and Sidewalk to Left                      |               |            |                     |               |                      |       | 0.24           | 11 Oct 2004        |                 |
| 30.99          | +0.16                          | C   | UH   | <a href="#">Projects spanning M293 to M294</a> | AC            | AC         | 5.5                 | 8             | 66                   | 8     | 0.05           | 11 Oct 2004        |                 |
| 31.05          | +0.22                          | C   | UH   |  | AC            | AC         | 6                   | 8             | 72                   | 8     | 0.08           | 11 Oct 2004        |                 |
| 31.12          | +0.30                          | C   | UH   |  | AC            | AC         | 6                   | 8             | 72                   | 8     | 0.01           | 1995               |                 |
| 31.14          | +0.31                          | C   | J    | Lee Blvd (Signalized) -- [B1234]               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M293 to M294</a> | AC            | AC         | 6                   | 8             | 72                   | 8     | 0.62           | 1995               |                 |
| 31.32          | +0.49                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 1.01           |                    |                 |
| 31.57          | +0.74                          | A   | J    | Gateway Blvd -- [B13]                          |               |            |                     |               |                      |       |                |                    |                 |
| 31.76          | +0.93                          | C   | UH   | <a href="#">Projects spanning M293 to M294</a> | AC            | AC         | 4.5                 | 8             | 54                   | 8     | 0.02           | 1995               |                 |
| 31.78          | +0.95                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.02           | 1995               |                 |
| 31.80          | +0.98                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.39           | Aug 2002           |                 |
| 32.19          | M294 +0.38                     | C   | UH   | <a href="#">Projects spanning M294 to M295</a> | AC            | AC         | 4                   | 8             | 48                   | 6     | 0.05           | Aug 2002           |                 |
| 32.24          | +0.43                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 6     | 0.16           | Aug 2002           |                 |
|                |                                | C   | CG   | Curb to Left                                   |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 32.30          | +0.49                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 32.37          | +0.55                          | C   | J    | Holiday Dr (Signalized) -- [L124]              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.25           |                    |                 |
| 32.38          | +0.57                          | C   | JB   | Leave Prescott                                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb to Left                                   |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 32.40          | +0.58                          | C   | UH   | <a href="#">Projects spanning M294 to M295</a> | AC            | AC         | 4                   | 2             | 48                   | 0     | 0.82           | Aug 2002           |                 |
| 32.45          | +0.64                          | C   | J    | Prescott Canyon Dr -- [R1]                     |               |            |                     |               |                      |       |                |                    |                 |
| 32.46          |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.23           |                    |                 |
| 32.59          | +0.78                          | C   | JB   | Enter Yavapai Prescott Indian Reservation      |               |            |                     |               |                      |       |                |                    |                 |
| 32.66          | +0.85                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.10           |                    |                 |
| 32.80          | M295 +0.04                     | C   | J    | Frontier Village Phase 2 (Signalized) -- [L23] |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.05                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.11           |                    |                 |
| 32.97          | +0.22                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.14           |                    |                 |
| 33.17          | +0.42                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.06           |                    |                 |
| 33.22          | +0.47                          | C   | UH   | <a href="#">Projects spanning M295 to M296</a> | AC            | AC         | 4                   | 2             | 48                   | 12    | 0.07           | Aug 2002           |                 |

**S 069 at M295+0.47**

**M295+0.47 on S 069**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 069 at M295+0.53**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M295+0.53 on S 069**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 33.28          | M295 +0.53                     | C   | UH   | <a href="#">Projects spanning M295 to M296</a>         |               |            |                     |               |                      |       |                |                    |                 |
| 33.30          | +0.55                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     |               |                      |       |                |                    |                 |
| 33.33          | +0.58                          | C   | J    | Frontier Village Center -- [L23]                       |               |            |                     |               |                      |       |                |                    |                 |
| 33.55          | +0.80                          | C   | J    | Sheraton Hotel/Heather Heights (Signalized) -- [B1234] |               |            |                     |               |                      |       |                |                    |                 |
| 33.61          | +0.85                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.86                          | C   | JB   | Leave Yavapai Prescott IR Enter Military Reservation   |               |            |                     |               |                      |       |                |                    |                 |
| 33.70          | +0.95                          | C   | MD   | Variable Soil Median                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | WB S 089 NB (off)                                      |               |            |                     |               |                      |       |                |                    |                 |
| 33.76          | M296 +0.03                     | C   | NB   | <a href="#">Projects spanning M296 to M297</a>         |               |            |                     |               |                      |       |                |                    |                 |
| 33.85          | +0.13                          | C   | NB   | AC AC 2 0 24 6 0.10 Aug 2002                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP   | (SB) S 089 NB  |               |            |                     |               |                      |       |                |                    |                 |
| 33.86          | +0.14                          | C   | JB   | Reenter Prescott                                       |               |            |                     |               |                      |       |                |                    |                 |
| 33.96          | +0.23                          | C   | TI   | (NB) S 089 (off)                                       |               |            |                     |               |                      |       |                |                    |                 |
| 34.05          | +0.34                          | C   | J    | End at S 089 in Prescott                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                |     |      | Unk  | Unk           | 1          | 16                  | 12            | 8                    | 0.12  | Jun 2002       | 1952               | 212 ft Steel    |

**S 069 at M296+0.34**

**M296+0.34 on S 069**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 069 at M262+1.18**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M262+1.18 on S 069**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|---------------|---------------------|---------------|----------------------|--------------|----------------|-----------------------|-----------------|
| <b>S 069 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |               |                     |               |                      |              |                |                       |                 |
| 0.77  | M262 +1.18                     | N   | FR   | Two Way Frontage Rd Left                                | AC            | AC            | 2                   | 0             | 28                   | 0            | 0.04           |                       |                 |
| 0.82  | +0.96                          | N   | J    | Begin S 069 SB divided centerline NW of Cordes Junction |               |               |                     |               |                      |              |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M262 to M263</a>          | AC            | AC            | 2                   | 10            | 24                   | 4            | 4.63           | 1994                  |                 |
|   |                                | N   | FR   | Two Way Frontage Rd Left                                | AC            | AC            | 2                   | 0             | 28                   | 0            | 0.10           |                       |                 |
| 1.24  | M263 +0.39                     | N   | FR   | Two Way Frontage Rd Left                                | AC            | AC            | 2                   | 0             | 28                   | 0            | 0.19           |                       |                 |
| 1.43  | +0.58                          | N   | FR   | Two Way Frontage Rd Left                                | AC            | AC            | 2                   | 0             | 28                   | 0            | 0.18           |                       |                 |
| 2.12  | M264 +0.28                     | N   | J    | Unknown -- [B24]  |               |               |                     |               |                      |              |                |                       |                 |
| 5.45  | M267 +0.62                     | N   | SB   | <a href="#">Projects spanning M267 to M268</a>          | AC            | AC            | 2                   | 10            | 24                   | 4            | 4.16           | 1998                  |                 |
| 5.70  | +0.87                          | N   | BR   | (SB) Big Bug Creek #1                                   |               |               |                     |               |                      |              |                | 1998                  | 175 ft Concrete |
| 6.03  | M268 +0.19                     | N   | BR   | (SB) Big Bug Creek #2                                   |               |               |                     |               |                      |              |                | 1998                  | 175 ft Concrete |
| 6.39  | +0.54                          | N   | BR   | (SB) Big Bug Creek #3                                   |               |               |                     |               |                      |              |                | 1998                  | 202 ft Concrete |
| 7.63  | M269 +0.79                     | N   | FR   | Two Way Frontage Rd Left                                | AC            | AC            | 2                   | 2             | 24                   | 2            | 0.06           |                       |                 |
| 7.69  | +0.85                          | N   | FR   | Two Way Frontage Rd Left                                | AC            | AC            | 2                   | 0             | 40                   | 0            | 0.33           |                       |                 |
| 8.02  | M270 +0.18                     | N   | FR   | Two Way Frontage Rd Left                                | AC            | AC            | 2                   | 0             | 40                   | 0            | 0.09           |                       |                 |
| 8.48  | +0.64                          | N   | BR   | (SB) Big Bug Creek #4                                   |               |               |                     |               |                      |              |                | 1998                  | 217 ft Concrete |
| 8.54  | +0.70                          | N   | FR   | Two Way Frontage Rd Left                                | AC            | AC            | 2                   | 2             | 22                   | 2            | 0.18           |                       |                 |
| 9.61  | M271 +0.78                     | N   | SB   | <a href="#">Projects spanning M271 to M272</a>          | AC            | AC            | 2                   | 10            | 24                   | 4            | 4.09           | 1999                  |                 |
| 10.70   | M272 +0.85                     | N   | VMS  | (SB) Variable Message Sign #84 (Existing)               |               |               |                     |               |                      |              |                |                       |                 |
| 13.71   | M275 +0.87                     | N   | SB   | <a href="#">Projects spanning M275 to M276</a>          | AC            | AC            | 2                   | 10            | 24                   | 4            | 2.99           | 1998                  |                 |
| 16.70   | M278 +0.86                     | N   | SB   | <a href="#">Projects spanning M278 to M279</a>          | AC            | AC            | 2                   | 10            | 24                   | 4            | 0.11           | 1999                  |                 |
| 16.81   | +0.97                          | N   | SB   |   | AC            | AC            | 2                   | 10            | 24                   | 4            | 1.51           | 1995                  |                 |
| 17.19   | M279 +0.36                     | N   | FR   | Two Way Frontage Rd Left                                | AC            | AC            | 2                   | 0             | 28                   | 0            | 0.02           |                       |                 |
| 18.32   | M280 +0.48                     | N   | J    | S 069 return to single centerline at cross road -- [L2] |               |               |                     |               |                      |              |                |                       |                 |
| 33.73   | M296 +0.00                     | N   | J    | Continue S 069 SB going E near S 089                    |               |               |                     |               |                      |              |                |                       |                 |
| 33.76   | +0.03                          | N   | SB   | <a href="#">Projects spanning M296 to M297</a>          | AC            | AC            | 2                   | 0             | 24                   | 0            | 0.11           | Aug 2002              |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |   |               | <b>100.67</b> | <b>4.80</b>         | <b>35.79</b>  | <b>7.74</b>          | <b>33.89</b> | <b>1999.1</b>  | 29.50 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |   |               | <b>35.20</b>  | <b>9.94</b>         | <b>24.00</b>  | <b>3.98</b>          | <b>17.60</b> | <b>1997.0</b>  |                       |                 |
| <b>Frontage Roads Averages/Totals:</b>                                  |                                |     |      |   |               | <b>3.44</b>   | <b>1.41</b>         | <b>25.66</b>  | <b>1.90</b>          | <b>1.72</b>  |                |                       |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b>                     |                                |     |      |   |               | <b>2.38</b>   | <b>0.40</b>         | <b>31.13</b>  | <b>0.40</b>          | <b>1.19</b>  |                |                       |                 |

**S 069 at M296+0.03**

**M296+0.03 on S 069**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 071 at M085+0.81**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M085+0.81 on S 071**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 071 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M085 +0.81                     | C   | J    | Begin S 071 at U 060 East of Aguila            |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Maricopa County                         |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M85 to M86</a>   | MBL           | MBH        | 2                   | 2             | 24                   | 2           | 4.49           | 50                 |                      |
| 0.99   | M087 +0.00                     | C   | EQ   | MP 85.81+0.99 Back Equals MP 87+0.00 Ahead     |               |            |                     |               |                      |             |                |                    |                      |
| 2.28   | M088                           | C   | EQ   | MP 87+1.29 Back Equals MP 88+0.00 Ahead        |               |            |                     |               |                      |             |                |                    |                      |
| 3.55   | M089                           | C   | EQ   | MP 88+1.27 Back Equals MP 89+0.00 Ahead        |               |            |                     |               |                      |             |                |                    |                      |
| 4.33   | +0.77                          | C   | JB   | Yavapai County                                 |               |            |                     |               |                      |             |                |                    |                      |
| 4.49   | +0.93                          | C   | UH   | <a href="#">Projects spanning M89 to M90</a>   | AC            | MBH        | 2                   | 2             | 24                   | 2           | 12.97          | 78                 |                      |
| 5.46   | M091 +0.00                     | C   | EQ   | MP 90+0.91 Back Equals MP 91+0.00 Ahead        |               |            |                     |               |                      |             |                |                    |                      |
| 6.50   | M092                           | C   | EQ   | MP 91+1.05 Back Equals MP 92+0.00 Ahead        |               |            |                     |               |                      |             |                |                    |                      |
| 7.62   | M093                           | C   | EQ   | MP 92+1.12 Back Equals MP 93+0.00 Ahead        |               |            |                     |               |                      |             |                |                    |                      |
| 8.55   | M094                           | C   | EQ   | MP 93+0.93 Back Equals MP 94+0.00 Ahead        |               |            |                     |               |                      |             |                |                    |                      |
| 17.39  | M102 +0.84                     | C   | J    | U 093 SB (on/off) -- [R]                       |               |            |                     |               |                      |             |                |                    |                      |
| 17.46  | +0.91                          | C   | UH   | <a href="#">Projects spanning M102 to M103</a> | AC            | MBH        | 2                   | 2             | 24                   | 2           | 6.65           | 79                 |                      |
|  |                                | C   | UP   | U 093  |               |            |                     |               |                      |             |                | 1974               | 15'-01"              |
| 17.54  | M103 +0.01                     | C   | J    | U 093 NB (on/off) -- [L]                       |               |            |                     |               |                      |             |                |                    |                      |
| 22.95  | M108 +0.41                     | A   | J    | Village Ave -- [R]                             |               |            |                     |               |                      |             |                |                    |                      |
| 23.14  | +0.60                          | C   | J    | Tenderfoot Hill Rd -- [B1234]                  |               |            |                     |               |                      |             |                |                    |                      |
| 23.31  | +0.77                          | C   | J    | Hillward North -- [L]                          |               |            |                     |               |                      |             |                |                    |                      |
| 23.33  | +0.79                          | A   | J    | Pacific St -- [R]                              |               |            |                     |               |                      |             |                |                    |                      |
| 23.36  | +0.83                          | A   | J    | Richwood Dr -- [L]                             |               |            |                     |               |                      |             |                |                    |                      |
| 23.48  | +0.95                          | C   | J    | Grandview Dr -- [L]                            |               |            |                     |               |                      |             |                |                    |                      |
| 23.55  | M109 +0.02                     | C   | J    | Grandview -- [L]                               |               |            |                     |               |                      |             |                |                    |                      |
| 23.62  | +0.10                          | C   | J    | Chittenden St -- [R]                           |               |            |                     |               |                      |             |                |                    |                      |
| 23.64  | +0.11                          | C   | J    | Chittenden St -- [R]                           |               |            |                     |               |                      |             |                |                    |                      |
| 24.11  | +0.59                          | C   | UH   | <a href="#">Projects spanning M109 to M110</a> | AC            | MBH        | 2                   | 8             | 24                   | 8           | 0.05           | 87                 |                      |
| 24.16  | +0.68                          | C   | J    | End S 071 at S 089 near Congress               |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>48.32</b>        | <b>2.01</b>   | <b>24.00</b>         | <b>2.01</b> | <b>24.16</b>   | <b>1973.1</b>      | 0.00 Miles of Median |

**S 071 at M109+0.68**

**M109+0.68 on S 071**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 072 at M013+0.11**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M013+0.11 on S 072**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 072 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M013 +0.11                     | C   | J    | Begin S 072 at S 095 South of Parker (Signalized) -- [R4] |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M13 to M14</a>              | AC            | AC           | 2                   | 1             | 24                   | 1            | 0.20           | Jun 2000             |                 |
| 0.20   | +0.31                          | C   | UH   |   | AC            | AC           | 2                   | 1             | 24                   | 1            | 4.83           | May 2002             |                 |
| 5.03   | M018 +0.13                     | C   | UH   | <a href="#">Projects spanning M18 to M19</a>              | AC            | AC           | 2                   | 1             | 24                   | 1            | 2.26           | May 2002             |                 |
| 7.29   | M020 +0.40                     | C   | UH   | <a href="#">Projects spanning M20 to M21</a>              | MBL           | MBH          | 2                   | 1             | 24                   | 1            | 6.52           | 45                   |                 |
| 11.47  | M024 +0.58                     | A   | J    | Willamette Dr -- [L3]                                     |               |              |                     |               |                      |              |                |                      |                 |
| 13.69  | M026 +0.80                     | A   | J    | Micmahon St -- [R4]                                       |               |              |                     |               |                      |              |                |                      |                 |
| 13.81  | +0.92                          | A   | J    | Winters St -- [R4]  |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M26 to M27</a>              | MBL           | MBH          | 2                   | 1             | 36                   | 1            | 0.11           | 45                   |                 |
| 13.92  | M027 +0.04                     | C   | J    | Main St Left & Plomosa Rd Right -- [B1234]                |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M27 to M28</a>              | MBL           | AC           | 2                   | 2             | 24                   | 1            | 0.04           | 45                   |                 |
| 13.96  | +0.07                          | C   | UH   |   | MBL           | AC           | 2                   | 2             | 24                   | 0            | 0.06           | 40                   |                 |
| 14.00  | +0.11                          | A   | J    | Worley ST -- [R4]   |               |              |                     |               |                      |              |                |                      |                 |
| 14.02  | +0.13                          | C   | UH   | <a href="#">Projects spanning M27 to M28</a>              | MBL           | Unk          | 2                   | 0             | 24                   | 0            | 5.35           | 40                   |                 |
| 14.06  | +0.18                          | A   | J    | Greenwood St -- [R4]                                      |               |              |                     |               |                      |              |                |                      |                 |
| 14.15  | +0.27                          | A   | J    | Murphy St -- [R4]   |               |              |                     |               |                      |              |                |                      |                 |
| 15.46  | M028 +0.58                     | A   | J    | Joshua Rd -- [R1]   |               |              |                     |               |                      |              |                |                      |                 |
| 19.01  | M032 +0.15                     | C   | BR   | Butler Wash   |               |              |                     |               |                      |              | 1961           | 111 ft Concrete      |                 |
| 19.37  | +0.51                          | C   | UH   | <a href="#">Projects spanning M32 to M33</a>              | AC            | AC           | 2                   | 1             | 24                   | 1            | 11.20          | 1997                 |                 |
| 20.70  | M033 +0.83                     | A   | J    | Flying Crown Ranch Rd -- [R]                              |               |              |                     |               |                      |              |                |                      |                 |
| 30.57  | M043 +0.73                     | C   | UH   | <a href="#">Projects spanning M43 to M44</a>              | MBL           | Unk          | 2                   | 0             | 24                   | 0            | 0.82           | 39                   |                 |
| 31.39  | M044 +0.59                     | C   | UH   | <a href="#">Projects spanning M44 to M45</a>              | AC            | AC           | 2                   | 1             | 24                   | 1            | 2.23           | 1997                 |                 |
| 33.62  | M046 +0.78                     | C   | UH   | <a href="#">Projects spanning M46 to M47</a>              | MBL           | Unk          | 2                   | 0             | 24                   | 0            | 3.12           | 39                   |                 |
| 36.74  | M049 +0.91                     | C   | J    | End S 072 at U 060 at Hope                                |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |   |               | <b>73.48</b> | <b>0.75</b>         | <b>24.04</b>  | <b>0.75</b>          | <b>36.74</b> | <b>1973.9</b>  | 0.00 Miles of Median |                 |

**S 072 at M049+0.91**

**M049+0.91 on S 072**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 073 at M310+0.38**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M310+0.38 on S 073**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 073 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M310 +0.38                     | C   | J    | Begin at U 060 near Carrizo Fort Apache IR |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Navajo County                       |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   |  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      | BST  | Unk           | 2          | 0                   | 24            | 0                    | 0.02  | 59             |                    |                 |
| 0.02   | +0.40                          | C   | UH   | AC   | Unk           | 2          | 0                   | 24            | 0                    | 9.14  | 1996           |                    |                 |
| 0.33   | +0.71                          | C   | JB   | Gila County                                |               |            |                     |               |                      |       |                |                    |                 |
| 9.16   | M319 +0.62                     | C   | UH   | AC   | AC            | 2          | 2                   | 24            | 0                    | 0.02  | 15 Oct 2002    |                    |                 |
| 9.17   | +0.64                          | C   | UH   | AC   | AC            | 2          | 2                   | 24            | 4                    | 0.02  | 15 Oct 2002    |                    |                 |
| 9.20   | +0.66                          | C   | UH   | AC   | AC            | 2          | 4                   | 24            | 8                    | 0.05  | 15 Oct 2002    |                    |                 |
| 9.21   | +0.68                          | C   | J    | JFK School Rd -- [L23]                     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                       |               |            |                     |               |                      |       |                |                    |                 |
| 9.25   | +0.72                          | C   | UH   | AC   | AC            | 2          | 6                   | 24            | 10                   | 0.02  | 15 Oct 2002    |                    |                 |
| 9.27   | +0.74                          | C   | UH   | AC   | AC            | 2          | 8                   | 24            | 10                   | 0.04  | 15 Oct 2002    |                    |                 |
| 9.29   | +0.76                          | C   | BR   | Cedar Creek                                |               |            |                     |               |                      |       |                |                    |                 |
| 9.31   | +0.77                          | C   | UH   | AC   | AC            | 2          | 8                   | 24            | 7                    | 0.02  | 15 Oct 2002    | 85 ft Concrete     |                 |
| 9.32   | +0.79                          | C   | UH   | AC   | AC            | 2          | 8                   | 24            | 4                    | 0.03  | 15 Oct 2002    |                    |                 |
| 9.35   | +0.82                          | C   | UH   | AC   | AC            | 2          | 8                   | 24            | 8                    | 0.13  | 15 Oct 2002    |                    |                 |
| 9.36   |                                | C   | J    | Local Rd -- [R13]                          |               |            |                     |               |                      |       |                |                    |                 |
| 9.42   | +0.88                          | A   | J    | Unknown -- [L]                             |               |            |                     |               |                      |       |                |                    |                 |
| 9.48   | +0.94                          | C   | UH   | AC   | AC            | 2          | 4                   | 24            | 4                    | 0.08  | 15 Oct 2002    |                    |                 |
| 9.55   | M320 +0.02                     | C   | UH   | AC   | Unk           | 2          | 0                   | 24            | 0                    | 4.07  | 1996           |                    |                 |
| 13.62  | M324 +0.15                     | C   | UH   | BST  | Unk           | 2          | 0                   | 24            | 0                    | 3.06  | 59             |                    |                 |
| 16.68  | M327 +0.25                     | C   | UH   | MBL  | MBH           | 2          | 5                   | 24            | 5                    | 0.49  | 71             |                    |                 |
| 17.17  | +0.74                          | C   | UH   | BST  | Unk           | 2          | 0                   | 24            | 0                    | 3.90  | 58             |                    |                 |
| 21.07  | M331 +0.69                     | C   | UH   | AC   | MBH           | 2          | 5                   | 24            | 5                    | 5.57  | 78             |                    |                 |
| 21.97  | M332 +0.60                     | C   | J    | Farm Rd -- [R14]                           |               |            |                     |               |                      |       |                |                    |                 |
| 22.59  | M333 +0.24                     | C   | UB   | WUB Whiteriver                             |               |            |                     |               |                      |       |                |                    |                 |
| 23.27  | +0.91                          | C   | J    | Upper Canyon Day Rd -- [B1234]             |               |            |                     |               |                      |       |                |                    |                 |
| 23.43  | M334 +0.09                     | C   | J    | Lower Canyon Day Rd -- [R14]               |               |            |                     |               |                      |       |                |                    |                 |
| 24.23  | +0.88                          | A   | J    | NB Unknown -- [R14]                        |               |            |                     |               |                      |       |                |                    |                 |
| 24.38  | M335 +0.05                     | C   | J    | Road to Fort Apache                        |               |            |                     |               |                      |       |                |                    |                 |
| 24.50  | +0.16                          | C   | JB   | Navajo County                              |               |            |                     |               |                      |       |                |                    |                 |
| 24.64  | +0.31                          | C   | J    | West Fort Apache Rd -- [R14]               |               |            |                     |               |                      |       |                |                    |                 |
| 24.76  | +0.43                          | C   | J    | Fort Apache Rd -- [R14]                    |               |            |                     |               |                      |       |                |                    |                 |
| 24.95  | +0.62                          | C   | J    | LDS Church Rd -- [R14]                     |               |            |                     |               |                      |       |                |                    |                 |
| 25.07  | +0.74                          | C   | J    | Fort Apache Subdivision Rd -- [R14]        |               |            |                     |               |                      |       |                |                    |                 |
| 26.48  | M337 +0.18                     | C   | MD   | 12 ft Painted Median                       |               |            |                     |               |                      |       |                |                    |                 |
| 26.64  | +0.34                          | C   | UH   | AC   | MBH           | 4          | 5                   | 48            | 5                    | 0.17  | 78             |                    |                 |

**S 073 at M337+0.34**

**M337+0.34 on S 073**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 073 at M337+0.38**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M337+0.38 on S 073**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 26.69          | M337+0.38                      | C   | MD   | 12 ft Painted Median                                  |               |            |                     | 12            |                      | 0.11  |                |                    |                 |
| 26.81          | +0.51                          | C   | UH   | <a href="#">Projects spanning M337 to M338</a>        | AC            | 4          | 5                   | 48            | 5                    | 0.32  | 78             |                    |                 |
| 26.85          | +0.55                          | C   | J    | Local Rd (Signalized) -- [B24]                        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                                  |               |            |                     | 12            |                      | 2.50  |                |                    |                 |
| 27.13          | +0.83                          | C   | UH   | <a href="#">Projects spanning M337 to M338</a>        | AC            | 4          | 6                   | 48            | 6                    | 0.57  | 1995           |                    |                 |
| 27.22          | +0.92                          | C   | J    | White River Airport Rd -- [L2]                        |               |            |                     |               |                      |       |                |                    |                 |
| 27.56          | M338+0.25                      | C   | J    | ENT White River HI School                             |               |            |                     |               |                      |       |                |                    |                 |
| 27.70          | +0.39                          | C   | UH   | <a href="#">Projects spanning M338 to M339</a>        | AC            | 4          | 2                   | 48            | 2                    | 1.43  | 1995           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                                |               |            |                     |               |                      | 1.43  |                |                    |                 |
| 28.13          | +0.82                          | C   | J    | East Fork Rd (Signalized) -- [B24]                    |               |            |                     |               |                      |       |                |                    |                 |
| 28.23          | +0.92                          | C   | X    | White River Elev 5220                                 |               |            |                     |               |                      |       |                |                    |                 |
| 28.27          | M339+0.00                      | C   | J    | White Mountain Apache Tribal Headquarters             |               |            |                     |               |                      |       |                |                    |                 |
| 29.13          | +0.86                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a>        | AC            | 4          | 8                   | 48            | 8                    | 0.21  | 1995           |                    |                 |
| 29.34          | M340+0.07                      | C   | UH   | <a href="#">Projects spanning M340 to M341</a>        | AC            | 4          | 8                   | 48            | 8                    | 0.09  | 08 Jul 2002    |                    |                 |
| 29.40          | +0.13                          | C   | MD   | 12 ft Painted Median                                  |               |            |                     | 12            |                      | 0.52  |                |                    |                 |
|                |                                | C   | J    | Mulberry St -- [L2]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 29.43          | +0.15                          | C   | UH   | <a href="#">Projects spanning M340 to M341</a>        | AC            | 4          | 9                   | 48            | 8                    | 0.58  | 08 Jul 2002    |                    |                 |
|                | +0.16                          | C   | FR   | Two Way Frontage Rd Left                              | AC            | 2          | 0                   | 24            | 0                    | 0.46  | 08 Jul 2002    |                    |                 |
| 29.92          | +0.65                          | C   | J    | East River Rd -- [R4]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 29.95          | +0.68                          | C   | FR   | Two Way Frontage Rd Left                              | AC            | 2          | 0                   | 24            | 0                    | 0.31  | 08 Jul 2002    |                    |                 |
| 30.00          | +0.73                          | C   | MD   | 12 ft Painted Median                                  |               |            |                     | 12            |                      | 0.18  |                |                    |                 |
| 30.01          |                                | C   | UH   | <a href="#">Projects spanning M340 to M341</a>        | AC            | 4          | 8                   | 48            | 8                    | 1.19  | 08 Jul 2002    |                    |                 |
| 30.25          | M341+0.08                      | C   | MD   | 12 ft Painted Median                                  |               |            |                     | 12            |                      | 0.21  |                |                    |                 |
|                |                                | C   | J    | West Rainbow St -- [L2]                               |               |            |                     |               |                      |       |                |                    |                 |
| 30.55          | +0.37                          | C   | MD   | 12 ft Painted Median                                  |               |            |                     | 12            |                      | 0.50  |                |                    |                 |
|                | +0.38                          | C   | J    | West Bonita St -- [L2]                                |               |            |                     |               |                      |       |                |                    |                 |
| 30.84          | +0.66                          | C   | UB   | EUB Whiteriver  |               |            |                     |               |                      |       |                |                    |                 |
| 31.13          | +0.96                          | C   | J    | White River Hospital Entrance & N. Potter St -- [B24] |               |            |                     |               |                      |       |                |                    |                 |
| 31.19          | M342+0.02                      | C   | UH   | <a href="#">Projects spanning M342 to M343</a>        | AC            | 2          | 8                   | 24            | 8                    | 0.03  | 08 Jul 2002    |                    |                 |
| 31.22          | +0.05                          | C   | UH   |   | AC            | 2          | 6.5                 | 24            | 5                    | 0.18  | 08 Jul 2002    |                    |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                       |               |            |                     | 6             |                      | 0.28  |                |                    |                 |
| 31.40          | +0.23                          | C   | UH   | <a href="#">Projects spanning M342 to M343</a>        | AC            | 2          | 5                   | 24            | 5                    | 0.10  | 08 Jul 2002    |                    |                 |
| 31.50          | +0.33                          | C   | UH   |   | AC            | 2          | 5                   | 24            | 5                    | 0.42  | 03 Aug 2002    |                    |                 |
| 31.74          | +0.57                          | C   | MD   | Variable 0-12 ft Painted Median                       |               |            |                     | 6             |                      | 0.09  |                |                    |                 |
| 31.83          | +0.66                          | C   | MD   | 12 ft Painted Median                                  |               |            |                     | 12            |                      | 0.10  |                |                    |                 |
| 31.93          | +0.76                          | C   | J    | North Alchesay Fish Hatchery Rd -- [R14]              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M342 to M343</a>        | AC            | 2          | 5                   | 36            | 5                    | 0.03  | 03 Aug 2002    |                    |                 |
| 31.95          | +0.78                          | C   | UH   |   | AC            | 2          | 5                   | 30            | 5                    | 0.14  | 03 Aug 2002    |                    |                 |
| 31.98          | +0.81                          | C   | MD   | Variable 12-0 ft Painted Median                       |               |            |                     | 6             |                      | 0.08  |                |                    |                 |

**S 073 at M342+0.81**

**M342+0.81 on S 073**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 073 at M342+0.92**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M342+0.92 on S 073**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 32.09          | M342 +0.92                     | C   | UH   | <a href="#">Projects spanning M342 to M343</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.37           |                    | 03 Aug 2002     |
| 32.46          | M343 +0.29                     | C   | UH   | <a href="#">Projects spanning M343 to M344</a> | AC            | AC         | 2                   | 4.5           | 24                   | 5     | 0.04           |                    | 03 Aug 2002     |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.11           |                    |                 |
| 32.50          | +0.33                          | C   | UH   | <a href="#">Projects spanning M343 to M344</a> | AC            | AC         | 2                   | 4.5           | 24                   | 4     | 0.03           |                    | 03 Aug 2002     |
| 32.53          | +0.36                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 3     | 0.06           |                    | 03 Aug 2002     |
| 32.57          | +0.40                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.08           |                    |                 |
| 32.59          | +0.42                          | C   | J    | 54th St -- [R14]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M343 to M344</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.09           |                    | 03 Aug 2002     |
| 32.65          | +0.48                          | C   | MD   | Variable 12-6-12 ft Painted Median             |               |            |                     |               | 6                    |       | 0.14           |                    |                 |
| 32.68          | +0.51                          | C   | UH   | <a href="#">Projects spanning M343 to M344</a> | AC            | AC         | 2                   | 4.5           | 24                   | 4     | 0.07           |                    | 03 Aug 2002     |
| 32.76          | +0.59                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 4     | 0.09           |                    | 03 Aug 2002     |
| 32.79          | +0.62                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.05           |                    |                 |
| 32.80          | +0.63                          | C   | J    | Local Rd -- [R1]                               |               |            |                     |               |                      |       |                |                    |                 |
| 32.84          | +0.67                          | C   | J    | 57th St -- [B1234]                             |               |            |                     |               |                      |       |                |                    |                 |
| 32.85          | +0.68                          | C   | UH   | <a href="#">Projects spanning M343 to M344</a> | AC            | AC         | 2                   | 1             | 24                   | 16    | 0.03           |                    | 03 Aug 2002     |
| 32.88          | +0.71                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 10.5  | 0.04           |                    | 03 Aug 2002     |
| 32.92          | +0.75                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 10.5  | 0.07           |                    | 03 Aug 2002     |
| 32.99          | +0.82                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.39           |                    | 03 Aug 2002     |
| 33.38          | M344 +0.21                     | C   | UH   | <a href="#">Projects spanning M344 to M345</a> | AC            | AC         | 2                   | 10.5          | 24                   | 5     | 0.16           |                    | 03 Aug 2002     |
| 33.53          | +0.36                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M344 to M345</a> | AC            | AC         | 2                   | 4             | 24                   | 5     | 0.04           |                    | 03 Aug 2002     |
| 33.54          | +0.37                          | C   | J    | West Cedar Springs Rd -- [L23]                 |               |            |                     |               |                      |       |                |                    |                 |
| 33.57          | +0.40                          | C   | UH   | <a href="#">Projects spanning M344 to M345</a> | AC            | AC         | 2                   | 4.5           | 24                   | 5     | 0.08           |                    | 03 Aug 2002     |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.08           |                    |                 |
| 33.64          | +0.48                          | C   | UH   | <a href="#">Projects spanning M344 to M345</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.27           |                    | 03 Aug 2002     |
| 33.91          | +0.74                          | C   | UH   |  | AC            | AC         | 2                   | 4.5           | 24                   | 5     | 0.13           |                    | 03 Aug 2002     |
| 34.03          | +0.87                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 5     | 0.26           |                    | 03 Aug 2002     |
| 34.09          | +0.92                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.10           |                    |                 |
| 34.10          | +0.93                          | C   | J    | W. CliffRose St -- [L23]                       |               |            |                     |               |                      |       |                |                    |                 |
| 34.25          | M345 +0.08                     | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
| 34.26          | +0.09                          | C   | J    | W. HollyGrape St -- [L23]                      |               |            |                     |               |                      |       |                |                    |                 |
| 34.30          | +0.13                          | C   | UH   | <a href="#">Projects spanning M345 to M346</a> | AC            | AC         | 2                   | 4.5           | 24                   | 5     | 0.03           |                    | 03 Aug 2002     |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.10           |                    |                 |
| 34.33          | +0.16                          | C   | UH   | <a href="#">Projects spanning M345 to M346</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.82           |                    | 03 Aug 2002     |
| 36.15          | M346 +0.99                     | C   | UH   | <a href="#">Projects spanning M346 to M347</a> | AC            | AC         | 2                   | 4.5           | 24                   | 5     | 0.10           |                    | 03 Aug 2002     |
| 36.26          | M347 +0.09                     | C   | UH   | <a href="#">Projects spanning M347 to M348</a> | AC            | AC         | 2                   | 4             | 24                   | 5     | 0.13           |                    | 03 Aug 2002     |
| 36.33          | +0.16                          | C   | J    | Round Top Rd -- [L23]                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.02           |                    |                 |
| 36.34          | +0.17                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.07           |                    |                 |

**S 073 at M347+0.17**

**M347+0.17 on S 073**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 073 at M347+0.22**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M347+0.22 on S 073**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| 36.39                                     | M347 +0.22                     | C   | UH   | <a href="#">Projects spanning M347 to M348</a> | AC            | AC            | 2                   | 4.5           | 24                   | 5            | 0.03           | 03 Aug 2002          |                 |
| 36.41                                     | +0.25                          | C   | UH   |  | AC            | AC            | 2                   | 5             | 24                   | 5            | 3.33           | 03 Aug 2002          |                 |
| 38.05                                     | M348 +0.88                     | C   | BR   | Post Office Canyon Wash                        |               |               |                     |               |                      |              |                | 1967                 | 169 ft Steel    |
| 39.75                                     | M350 +0.59                     | C   | UH   | <a href="#">Projects spanning M350 to M351</a> | AC            | AC            | 2                   | 5             | 24                   | 5            | 0.02           | 03 Aug 2002          |                 |
| 39.76                                     | +0.61                          | C   | UH   |  | AC            | MBH           | 2                   | 5             | 24                   | 5            | 1.88           | 75                   |                 |
| 39.85                                     | +0.70                          | C   | BR   | Coal Mine Canyon                               |               |               |                     |               |                      |              |                | 1967                 | 194 ft Steel    |
| 40.17                                     | M351 +0.06                     | C   | J    | Roberts Ranch Rd -- [R14]                      |               |               |                     |               |                      |              |                |                      |                 |
| 41.64                                     | M352 +0.52                     | C   | UH   | <a href="#">Projects spanning M352 to M353</a> | AC            | MBH           | 2                   | 5             | 30                   | 5            | 0.11           | 75                   |                 |
| 41.74                                     | +0.62                          | C   | UH   |  | AC            | MBH           | 2                   | 5             | 36                   | 5            | 0.51           | 75                   |                 |
| 42.25                                     | M353 +0.14                     | C   | UH   | <a href="#">Projects spanning M353 to M354</a> | AC            | MBH           | 2                   | 8             | 36                   | 8            | 0.33           | 75                   |                 |
| 42.58                                     | +0.47                          | C   | UH   |  | AC            | MBH           | 2                   | 8             | 30                   | 8            | 0.13           | 75                   |                 |
| 42.71                                     | +0.60                          | C   | UH   |  | AC            | MBH           | 2                   | 8             | 24                   | 8            | 1.45           | 75                   |                 |
| 44.03                                     | M354 +0.94                     | C   | J    | Milk Ranch Rd -- [L23]                         |               |               |                     |               |                      |              |                |                      |                 |
| 44.15                                     | M355 +0.10                     | C   | UH   | <a href="#">Projects spanning M355 to M356</a> | AC            | MBH           | 2                   | 8             | 30                   | 8            | 0.14           | 75                   |                 |
| 44.29                                     | +0.24                          | C   | UH   |  | AC            | MBH           | 2                   | 8             | 36                   | 8            | 1.16           | 75                   |                 |
| 45.46                                     | M356 +0.40                     | C   | UH   | <a href="#">Projects spanning M356 to M357</a> | AC            | MBH           | 2                   | 8             | 30                   | 8            | 0.04           | 75                   |                 |
| 45.50                                     | +0.44                          | C   | UH   |  | AC            | MBH           | 2                   | 5             | 30                   | 5            | 0.07           | 75                   |                 |
| 45.56                                     | +0.50                          | C   | UH   |  | AC            | MBH           | 2                   | 5             | 24                   | 5            | 0.24           | 75                   |                 |
| 45.81                                     | +0.75                          | C   | UH   |  | AC            | MBH           | 2                   | 3             | 24                   | 3            | 0.72           | 75                   |                 |
| 46.52                                     | M357 +0.49                     | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC            | 2                   | 4             | 24                   | 2            | 0.06           | 1997                 |                 |
| 46.55                                     | +0.52                          | C   | J    | Private Access Rd -- [L3]                      |               |               |                     |               |                      |              |                |                      |                 |
| 46.56                                     |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |               |                     |               |                      |              | 0.14           |                      |                 |
| 46.58                                     | +0.55                          | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC            | 2                   | 4             | 36                   | 2            | 0.20           | 1997                 |                 |
| 46.66                                     | +0.63                          | C   | J    | Private Access Rd -- [L2]                      |               |               |                     |               |                      |              |                |                      |                 |
| 46.79                                     | +0.72                          | C   | J    | End S 073 at S 260 East (Signalized)           |               |               |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |  |               | <b>102.80</b> | <b>3.10</b>         | <b>26.99</b>  | <b>3.09</b>          | <b>46.84</b> | <b>1986.1</b>  | 5.83 Miles of Median |                 |
| <b>Frontage Roads Averages/Totals:</b>    |                                |     |      |  |               | <b>1.54</b>   | <b>0.00</b>         | <b>24.00</b>  | <b>0.00</b>          | <b>0.77</b>  |                |                      |                 |

**S 073 at M357+0.72**

**M357+0.72 on S 073**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 074 at M000+0.08**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.08 on S 074**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 074 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.08                     | C   | J    | Begin S 074 at U 060 near Morristown                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Maricopa County                                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>             |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      | AC   | MBH           | 2          | 8                   | 24            | 8                    | 0.22  | 21 Mar 2000    |                    |                 |
| 0.22   | +0.29                          | C   | UH   | AC   | MBH           | 2          | 8                   | 24            | 8                    | 0.95  |                | 74                 |                 |
| 1.16   | M001 +0.23                     | C   | UH   | <a href="#">Projects spanning M1 to M2</a>             |               |            |                     |               |                      |       |                |                    |                 |
| 1.19   | +0.25                          | C   | J    | Castle Hot Springs Rd -- [B24]                         |               |            |                     |               |                      |       |                |                    |                 |
| 6.92   | M006 +0.99                     | C   | J    | Local Rd -- [R4]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 12.54  | M012 +0.60                     | C   | UH   | <a href="#">Projects spanning M12 to M13</a>           |               |            |                     |               |                      |       |                |                    |                 |
|  | +0.61                          | C   | J    | Local Rd -- [L23]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 18.19  | M018 +0.26                     | C   | UH   | <a href="#">Projects spanning M18 to M19</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 18.38  | +0.45                          | C   | UH   | AC   | MBH           | 3          | 2                   | 42            | 2                    | 0.04  |                | 74                 |                 |
| 18.42  | +0.49                          | C   | UH   | AC   | MBH           | 3          | 2                   | 48            | 2                    | 0.39  |                | 74                 |                 |
| 18.81  | +0.88                          | A   | J    | Castle Hot Springs Rd -- [L23]                         |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M18 to M19</a>           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      | AC   | MBH           | 3          | 2                   | 36            | 2                    | 0.37  |                | 74                 |                 |
| 19.18  | M019 +0.25                     | C   | UH   | <a href="#">Projects spanning M19 to M20</a>           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      | AC   | MBH           | 2          | 8                   | 24            | 8                    | 2.61  |                | 74                 |                 |
| 20.81  | M020 +0.88                     | C   | J    | Road to Lake Pleasant -- [L]                           |               |            |                     |               |                      |       |                |                    |                 |
| 21.00  | M021 +0.06                     | C   | BR   | Agua Fria River  |               |            |                     |               |                      |       |                |                    |                 |
| 21.29  | +0.35                          | C   | BR   | Beardsley Canal  |               |            |                     |               |                      |       |                |                    |                 |
| 21.62  | +0.68                          | C   | BR   | Waddell Canal  |               |            |                     |               |                      |       |                |                    |                 |
| 21.78  | +0.84                          | C   | UH   | <a href="#">Projects spanning M21 to M22</a>           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      | AC   | MBH           | 2          | 8                   | 24            | 8                    | 0.55  |                | 90                 |                 |
| 22.20  | M022 +0.29                     | C   | J    | 99th Ave Alignment                                     |               |            |                     |               |                      |       |                |                    |                 |
| 22.23  | +0.31                          | C   | J    | Pleasant Harbor Rd -- [L23]                            |               |            |                     |               |                      |       |                |                    |                 |
| 22.33  | +0.42                          | C   | UH   | <a href="#">Projects spanning M22 to M23</a>           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      | AC   | AC            | 2          | 8                   | 24            | 8                    | 8.02  | 23 Dec 1999    |                    |                 |
| 23.93  | M024 +0.09                     | C   | J    | New River Rd N -- [L2]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 24.05  | +0.20                          | C   | TI   | Two-Way connector to old SR74 Alignment                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      | AC   | Unk           | 2          | 8                   | 24            | 0                    | 0.42  | 23 Dec 1999    |                    |                 |
| 24.18  | +0.34                          | C   | FR   | Two Way Frontage Rd                                    |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      | AC   | Unk           | 2          | 8                   | 24            | 0                    | 0.26  | 1999           |                    |                 |
| 25.25  | M025 +0.41                     | C   | EQ   | MP 25+0.41 Back Equals MP 25+0.93 (i.e. 26-0.07) Ahead |               |            |                     |               |                      |       |                |                    |                 |
| 25.55  | M026 +0.13                     | C   | BR   | New River #1   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      |  |               |            |                     |               |                      |       | 1985           | 381 ft Concrete    |                 |
| 25.95  | +0.53                          | C   | BR   | New River #2   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      |  |               |            |                     |               |                      |       | 1985           | 381 ft Concrete    |                 |
| 29.81  | M030 +0.45                     | A   | J    | Black Canyon Blvd -- [L3]                              |               |            |                     |               |                      |       |                |                    |                 |
| 29.91  | +0.54                          | C   | MD   | Variable 0-12 ft Painted Median                        |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      |  |               |            |                     | 6             |                      | 0.09  |                |                    |                 |
| 29.99  | +0.62                          | A   | J    | I 017 Frontage Rd (SB) -- [L]                          |               |            |                     |               |                      |       |                |                    |                 |
| 30.00  | +0.63                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      |  |               |            |                     | 12            |                      | 0.04  |                |                    |                 |
| 30.04  | +0.67                          | A   | J    | I 017 Exit #223 C & J-Ramp -- [L23]                    |               |            |                     |               |                      |       |                |                    |                 |
| 30.36  | +0.99                          | A   | J    | I 017 Exit #223 A & G-Ramp -- [R14]                    |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M30 to M31</a>           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      | AC   | AC            | 4          | 8                   | 48            | 8                    | 0.22  | 1999           |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      |  |               |            |                     | 12            |                      | 0.11  |                |                    |                 |

**S 074 at M030+0.99**

**M030+0.99 on S 074**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 074 at M031+0.17**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M031+0.17 on S 074**

| GIS<br>Route<br>Mile                      | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                                      | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles        | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|--------------|----------------|-----------------------|--------------------|
| 30.54                                     | M031 +0.17                           | C   | J    | EB Turn to North Valley Parkway (Signalized) -- [L2] |                  |               |                           |                  |                            |              |                |                       |                    |
| 30.75                                     | +0.38                                | C   | J    | End S 074 at I 017 at Eastern ROW                    |                  |               |                           |                  |                            |              |                |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b> |                                      |     |      |  |                  | <b>62.40</b>  | <b>7.84</b>               | <b>24.68</b>     | <b>7.84</b>                | <b>30.58</b> | <b>1980.8</b>  | 0.24 Miles of Median  |                    |
| <b>Frontage Roads Averages/Totals:</b>    |                                      |     |      |  |                  | <b>0.52</b>   | <b>8.00</b>               | <b>24.00</b>     | <b>0.00</b>                | <b>0.26</b>  |                |                       |                    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 075 at M378+0.92**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M378+0.92 on S 075**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 075 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M378 +0.92                     | C   | J    | Begin S 075 at U 070 in Duncan                       |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Duncan, Greenlee County                       |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M378 to M379</a>       | MBL           | MBH        | 2                   | 12            | 24                   | 12          | 0.06           |                    | 63                   |
| 0.06   | +0.97                          | C   | UH   |  | AC            | AC         | 2                   | 10            | 24                   | 10          | 0.39           |                    | 03 May 2003          |
|  |                                | C   | CG   | Curb to Left and Right, Sidewalk to Right            |               |            |                     |               |                      |             | 0.10           |                    |                      |
| 0.16   | M379 +0.07                     | C   | BR   | Gila River   |               |            |                     |               |                      |             |                | 2003               | 1258 ft Concrete     |
| 0.40   | +0.31                          | C   | CG   | Curb and Gutter to Left and Right, Sidewalk to Right |               |            |                     |               |                      |             | 0.04           |                    |                      |
| 0.44   | +0.35                          | C   | J    | Fairgrounds Rd -- [B24]                              |               |            |                     |               |                      |             |                |                    |                      |
| 0.45   |                                | C   | UH   | <a href="#">Projects spanning M379 to M380</a>       | AC            | AC         | 2                   | 4             | 24                   | 4           | 0.14           |                    | 03 May 2003          |
| 0.55   | +0.45                          | C   | J    | Viriden Hwy -- [R]                                   |               |            |                     |               |                      |             |                |                    |                      |
| 0.58   | +0.49                          | C   | UH   | <a href="#">Projects spanning M379 to M380</a>       | MBL           | MBH        | 2                   | 5             | 24                   | 5           | 1.76           |                    | 63                   |
| 2.16   | M381 +0.11                     | C   | JB   | NCL Duncan   |               |            |                     |               |                      |             |                |                    |                      |
| 2.34   | +0.29                          | C   | UH   | <a href="#">Projects spanning M381 to M382</a>       | AC            | MBH        | 2                   | 5             | 24                   | 5           | 3.59           |                    | 64                   |
| 5.08   | M384 +0.03                     | C   | BR   | Sand Wash  |               |            |                     |               |                      |             |                | 1939               | 162 ft Concrete      |
| 5.93   | +0.88                          | C   | UH   | <a href="#">Projects spanning M384 to M385</a>       | AC            | AC         | 2                   | 5             | 24                   | 5           | 6.92           |                    | 1998                 |
| 8.34   | M387 +0.29                     | C   | BR   | Goat Camp Wash                                       |               |            |                     |               |                      |             |                | 1998               | 129 ft Concrete      |
| 9.67   | M388 +0.62                     | C   | BR   | Sanders Wash   |               |            |                     |               |                      |             |                | 1998               | 112 ft Concrete      |
| 10.86  | M389 +0.81                     | C   | BR   | Bitter Creek   |               |            |                     |               |                      |             |                | 1940               | 137 ft Concrete      |
| 12.73  | M391 +0.67                     | C   | BR   | Apache Creek   |               |            |                     |               |                      |             |                | 1967               | 228 ft Concrete      |
| 12.85  | +0.80                          | C   | UH   | <a href="#">Projects spanning M391 to M392</a>       | AC            | AC         | 2                   | 5             | 24                   | 5           | 6.37           |                    | 24 Jan 2001          |
| 12.90  | +0.85                          | C   | J    | Apache Grove Rd                                      |               |            |                     |               |                      |             |                |                    |                      |
| 16.74  | M395 +0.69                     | C   | BR   | Cottonwood Creek                                     |               |            |                     |               |                      |             |                | 1940               | 162 ft Concrete      |
| 17.94  | M396 +0.90                     | C   | BR   | C A Bar Wash   |               |            |                     |               |                      |             |                | 1941               | 174 ft Concrete      |
| 19.22  | M398 +0.16                     | C   | UH   | <a href="#">Projects spanning M398 to M399</a>       | AC            | AC         | 2.5                 | 5             | 30                   | 5           | 0.08           |                    | 24 Jan 2001          |
| 19.30  | +0.23                          | C   | UH   |  | AC            | AC         | 3                   | 5             | 36                   | 5           | 0.09           |                    | 24 Jan 2001          |
| 19.39  | +0.43                          | C   | J    | End S 075 in Clifton at U 191 and S 078              |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>38.93</b>        | <b>5.11</b>   | <b>24.08</b>         | <b>5.11</b> | <b>19.40</b>   | <b>1989.6</b>      | 0.00 Miles of Median |

**S 075 at M398+0.43**

**M398+0.43 on S 075**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M068+0.05**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M068+0.05 on S 077**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 077 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M068 +0.05                     | C   | J    | Begin S 077 NB going E at I 010 on Miracle Mile OP Tucson (Signalized) |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Tucson Urbanized Area   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Tucson, Pima County   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB   | <a href="#">Projects spanning M68 to M69</a>                           | MBL           | MBH        | 2                   | 4             | 24                   | 8     | 0.19           | 57                 |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right, Sidewalk to Right                              |               |            |                     |               |                      |       |                |                    |                 |
| 0.03   | +0.08                          | C   | OP   | (EB) I 010 Exit #255   |               |            |                     |               |                      |       |                |                    |                 |
| 0.05   | +0.09                          | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
| 0.08   | +0.13                          | A   | J    | I 010 Frontage Rd on Miracle Mile OP Tucson -- [L23]                   |               |            |                     |               |                      |       |                |                    |                 |
| 0.10   | +0.15                          | C   | TI   | (NB) I 010 Frontage Rd (on)  |               |            |                     |               |                      |       |                |                    |                 |
| 0.16   | +0.21                          | C   | MD   | 15 ft Concrete Curbed Median   |               |            |                     |               |                      |       |                |                    |                 |
| 0.17   | +0.22                          | C   | BR   | (EB) Rillito Railroad  |               |            |                     |               |                      |       |                |                    |                 |
| 0.19   | +0.23                          | C   | EB   | <a href="#">Projects spanning M68 to M69</a>                           | AC            | AC         | 2                   | 1             | 24                   | 8.5   | 1.29           | 17 Oct 2005        |                 |
|  |                                | C   | OP   | (EB) Union Pacific RR  |               |            |                     |               |                      |       |                |                    |                 |
| 0.29   | +0.33                          | C   | MD   | Variable 17-5 ft Concrete Curbed Median                                |               |            |                     |               |                      |       |                |                    |                 |
| 0.31   | +0.36                          | A   | J    | Romero Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.40   | +0.44                          | A   | J    | Local Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.49   | +0.53                          | A   | J    | Flowing Wells Rd (Signalized) -- [B24]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 0.70   | +0.75                          | C   | J    | El Burrito Ave -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.98   | M069+0.04                      | A   | J    | Fairview Ave (Signalized) -- [B24]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.11   | +0.16                          | A   | J    | Glaris Ave -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.23   | +0.29                          | A   | J    | 15th Ave -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 1.36   | +0.41                          | A   | J    | 14th Ave -- [B2]   |               |            |                     |               |                      |       |                |                    |                 |
| 1.38   | +0.43                          | C   | TI   | (NB) Oracle Rd South (off)   |               |            |                     |               |                      |       |                |                    |                 |
| 1.47   | +0.53                          | C   | EB   | <a href="#">Projects spanning M69 to M70</a>                           | AC            | AC         | 2                   | 0             | 24                   | 2     | 0.02           | 22 Dec 2003        |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median  |               |            |                     |               |                      |       |                |                    |                 |
| 1.48   | +0.54                          | A   | J    | Oracle Rd (Signalized) -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right, Sidewalk to Right                              |               |            |                     |               |                      |       |                |                    |                 |
| 1.50   | +0.55                          | C   | NB   | <a href="#">Projects spanning M69 to M70</a>                           | AC            | AC         | 3                   | 0             | 36                   | 2     | 1.25           | 22 Dec 2003        |                 |
|  |                                | A   | J    | Blacklidge Dr -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 1.62   | +0.68                          | A   | J    | Delano St -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 1.74   | +0.80                          | A   | J    | Fort Lowell Rd (Signalized) -- [B24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 1.85   | +0.91                          | A   | J    | W Navajo Rd -- [R24]   |               |            |                     |               |                      |       |                |                    |                 |
| 2.07   | M070+0.12                      | A   | J    | Yavapai Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 2.15   | +0.21                          | C   | J    | (NB) Windsor St -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 2.24   | +0.29                          | A   | J    | Prince Rd (Signalized) -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 2.36   | +0.41                          | A   | J    | Thurber Ave & King Rd (Signalized) -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |

**S 077 at M070+0.41**

**M070+0.41 on S 077**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M070+0.52**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M070+0.52 on S 077**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 2.46           | M070 +0.52                     | A   | J    | Simmons St -- [L2]                                |               |            |                     |               |                      |       |                |                    |                 |
| 2.49           | +0.54                          | A   | J    | Pastime Rd -- [R4]                                |               |            |                     |               |                      |       |                |                    |                 |
| 2.51           | +0.56                          | A   | J    | Pelaar Dr -- [L]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 2.74           | +0.79                          | A   | J    | Roger Rd (Signalized) -- [B24]                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                            |               |            |                     |               |                      | 1.33  |                |                    |                 |
| 2.75           | +0.80                          | C   | NB   | <a href="#">Projects spanning M70 to M71</a>      | AC            | AC         | 3                   | 0             | 36                   | 6     | 1.24           | 22 Dec 2003        |                 |
| 2.99           | M071 +0.05                     | A   | J    | Limberlost Dr (Signalized) -- [B24]               |               |            |                     |               |                      |       |                |                    |                 |
| 3.24           | +0.30                          | A   | J    | Wetmore Rd (Signalized) -- [B1234]                |               |            |                     |               |                      |       |                |                    |                 |
| 3.49           | +0.55                          | A   | J    | Auto Mall Rd (Signalized) -- [B124]               |               |            |                     |               |                      |       |                |                    |                 |
| 3.63           | +0.69                          | A   | J    | Old Oracle Rd (Signalized) -- [B124]              |               |            |                     |               |                      |       |                |                    |                 |
| 3.77           | +0.83                          | A   | BR   | Rillito Creek                                     |               |            |                     |               |                      |       | 1970           | 316 ft Concrete    |                 |
| 3.98           | M072 +0.05                     | A   | J    | River Rd (Signalized) -- [B1234]                  |               |            |                     |               |                      |       |                |                    |                 |
| 3.99           | +0.06                          | C   | NB   | <a href="#">Projects spanning M72 to M73</a>      | AC            | AC         | 3                   | 0             | 36                   | 8     | 2.80           | 22 Dec 2003        |                 |
| 4.07           | +0.14                          | C   | CG   | Curb to Left                                      |               |            |                     |               |                      | 0.47  | 07 Sep 2005    |                    |                 |
| 4.20           | +0.27                          | A   | J    | Genematas Dr -- [B24]                             |               |            |                     |               |                      |       |                |                    |                 |
| 4.24           | +0.30                          | C   | JB   | NCL Tucson  |               |            |                     |               |                      |       |                |                    |                 |
| 4.34           | +0.41                          | A   | J    | Yvon Dr -- [B24]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 4.47           | +0.54                          | C   | SVP  | (NB) Bus Pullout 54' long 0-?' wide               |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
|                |                                | A   | J    | Crestaloma Dr -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 4.48           | +0.55                          | C   | SVP  | (NB) Bus Pullout 29' long ?' wide                 |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
| 4.49           |                                | C   | SVP  | (NB) Bus Pullout 54' long ?-0' wide               |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
| 4.54           | +0.61                          | C   | CG   | Curb to Left and Right                            |               |            |                     |               |                      | 0.27  | 07 Sep 2005    |                    |                 |
| 4.66           | +0.72                          | A   | J    | Kanmar Place -- [L24]                             |               |            |                     |               |                      |       |                |                    |                 |
| 4.81           | +0.88                          | C   | CG   | Curb to Left                                      |               |            |                     |               |                      | 0.45  | 07 Sep 2005    |                    |                 |
| 4.85           | +0.92                          | A   | J    | Roller Coaster Rd -- [L24]                        |               |            |                     |               |                      |       |                |                    |                 |
| 5.00           | M073 +0.06                     | A   | J    | Las Lomas Rd -- [L24]                             |               |            |                     |               |                      |       |                |                    |                 |
| 5.01           | +0.07                          | C   | SVP  | (NB) Bus Pullout 52' long 0-?' wide               |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
| 5.02           | +0.08                          | C   | SVP  | (NB) Bus Pullout 62' long ?' wide                 |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
| 5.03           | +0.09                          | C   | SVP  | (NB) Bus Pullout 50' long ?-0' wide               |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
| 5.16           | +0.22                          | A   | J    | Local Rd -- [B24]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 5.26           | +0.33                          | C   | CG   | Curb to Left and Right                            |               |            |                     |               |                      | 0.14  | 07 Sep 2005    |                    |                 |
| 5.28           | +0.34                          | A   | J    | Rudasill Rd (Signalized) -- [B24]                 |               |            |                     |               |                      |       |                |                    |                 |
| 5.40           | +0.46                          | A   | J    | Panorama Rd West & Business Access East -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 5.41           | +0.47                          | C   | CG   | Curb to Left                                      |               |            |                     |               |                      | 0.34  | 07 Sep 2005    |                    |                 |
| 5.53           | +0.59                          | A   | J    | Lavery Ln -- [B24]                                |               |            |                     |               |                      |       |                |                    |                 |
| 5.66           | +0.72                          | A   | J    | Barcelona Ct West & Business Access East -- [B24] |               |            |                     |               |                      |       |                |                    |                 |
| 5.75           | +0.81                          | C   | CG   | Curb to Left and Right                            |               |            |                     |               |                      | 0.09  | 07 Sep 2005    |                    |                 |
| 5.78           | +0.84                          | A   | J    | Orange Grove Rd (Signalized) -- [B1234]           |               |            |                     |               |                      |       |                |                    |                 |
| 5.80           | +0.87                          | C   | SVP  | (NB) Bus Pullout 34' long 0-?' wide               |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |

**S 077 at M073+0.87**

**M073+0.87 on S 077**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M073+0.87**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M073+0.87 on S 077**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 5.81           | M073 +0.87                     | C   | SVP (NB) Bus Pullout 47' long ?' wide                  |              |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
| 5.82           | +0.88                          | C   | SVP (NB) Bus Pullout 34' long ?-0' wide                |              |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
| 5.84           | +0.90                          | C   | CG Curb to Left  |              |               |            |                     |               |                      | 0.78  | 07 Sep 2005    |                    |                 |
| 5.92           | +0.98                          | A   | J Rose Ln -- [R24]                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.07           | M074 +0.14                     | A   | J Los Altos Rd -- [L24]                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.10           | +0.16                          | A   | J Casas Adobes Rd -- [B24]                             |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.29           | +0.35                          | A   | J Casas Adobes Dr West & Business Access East -- [B24] |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.45           | +0.52                          | A   | J Chula Vista Rd West & Business Access East -- [B24]  |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.56           | +0.62                          | C   | SVP (NB) Bus Pullout 30' long 0-?' wide                |              |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
|                | +0.63                          | C   | SVP (NB) Bus Pullout 51' long ?' wide                  |              |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
| 6.57           | +0.64                          | C   | SVP (NB) Bus Pullout 57' long ?-0' wide                |              |               |            |                     |               |                      | 0.01  | 09 Jul 2005    |                    |                 |
| 6.62           | +0.69                          | A   | J Giaconda Way -- [B234]                               |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG Curb and Gutter to Left and Right                   |              |               |            |                     |               |                      | 0.20  | 07 Sep 2005    |                    |                 |
| 6.79           | +0.85                          | A   | J Ina Rd (Signalized) -- [B1234]                       |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | NB <a href="#">Projects spanning M74 to M75</a>        | AC           | AC            | 3          | 0                   | 36            | 8                    | 2.67  | 22 Dec 2003    |                    |                 |
| 7.01           | M075 +0.07                     | A   | J Sahuaro Vista Rd -- [B24]                            |              |               |            |                     |               |                      |       |                |                    |                 |
| 7.26           | +0.32                          | C   | JB SCL Oro Valley                                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 7.35           | +0.40                          | A   | J Suffolk Dr -- [R24]                                  |              |               |            |                     |               |                      |       |                |                    |                 |
| 7.81           | +0.87                          | A   | J Magee Rd (Signalized) -- [B1234]                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 7.95           | M076 +0.03                     | A   | J Cool Dr -- [B24]                                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 8.06           | +0.14                          | A   | J Mountain Vista Dr -- [B24]                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 8.27           | +0.34                          | A   | J Catalina Shadows Blvd -- [R24]                       |              |               |            |                     |               |                      |       |                |                    |                 |
| 8.36           | +0.43                          | C   | J (NB) Bowers Ct & Bumpers St -- [R]                   |              |               |            |                     |               |                      |       |                |                    |                 |
| 8.58           | +0.65                          | A   | J Camino Greenfield -- [L24]                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 8.73           | +0.80                          | A   | J Calle Diamante -- [R24]                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 8.86           | +0.93                          | A   | J Hardy Rd (Signalized) -- [B24]                       |              |               |            |                     |               |                      |       |                |                    |                 |
| 9.39           | M077 +0.45                     | A   | J Calle Concordia (Signalized) -- [B1234]              |              |               |            |                     |               |                      |       |                |                    |                 |
| 9.46           | +0.53                          | C   | NB <a href="#">Projects spanning M77 to M78</a>        | AC           | AC            | 2          | 0                   | 24            | 8                    | 0.05  | 22 Dec 2003    |                    |                 |
| 9.51           | +0.57                          | C   | NB   | AC           | AC            | 2          | 0                   | 24            | 10                   | 0.09  | 22 Dec 2003    |                    |                 |
| 9.60           | +0.67                          | C   | NB   | AC           | AC            | 2          | 0                   | 24            | 6                    | 1.47  | 22 Dec 2003    |                    |                 |
| 9.91           | +0.98                          | A   | J Linda Vista Blvd (Signalized) -- [B1234]             |              |               |            |                     |               |                      |       |                |                    |                 |
| 10.17          | M078 +0.23                     | A   | J Desert Sky Rd -- [B24]                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 10.42          | +0.48                          | A   | J (NB) El Conquistador Way (Signalized) -- [B1234]     |              |               |            |                     |               |                      |       |                |                    |                 |
| 10.66          | +0.73                          | A   | J Breenock Way -- [B12]                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 11.06          | M079 +0.12                     | A   | J Pusch View Ln (Signalized) -- [B2]                   |              |               |            |                     |               |                      |       |                |                    |                 |
| 11.08          | +0.14                          | C   | NB <a href="#">Projects spanning M79 to M80</a>        | AC           | AC            | 2          | 10                  | 24            | 10                   | 0.06  | 85             |                    |                 |
| 11.13          | +0.20                          | C   | NB   | AC           | AC            | 2          | 0                   | 24            | 10                   | 2.99  | Apr 2000       |                    |                 |
|                |                                | C   | MD 8 ft Concrete Curbed Median                         |              |               |            |                     |               |                      | 2.99  |                |                    |                 |
| 11.41          | +0.48                          | A   | J Tangerine Rd -- [L2]                                 |              |               |            |                     |               |                      |       |                |                    |                 |

**S 077 at M079+0.48**

**M079+0.48 on S 077**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M080+0.82**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M080+0.82 on S 077**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 12.76          | M080 +0.82                     | A   | BR   | Canada Del Oro                                 |               |            |                     |               |                      |       | 1985           | 455 ft Concrete    |                 |
| 14.12          | M082 +0.20                     | C   | NB   | <a href="#">Projects spanning M82 to M83</a>   | AC            | MBH        | 2                   | 2             | 24                   | 10    | 0.70           | 89                 |                 |
|                |                                | C   | MD   | 16 ft Concrete Curbed Median                   |               |            |                     |               |                      |       | 0.72           |                    |                 |
| 14.82          | +0.90                          | C   | NB   | <a href="#">Projects spanning M82 to M83</a>   | AC            | MBH        | 2                   | 2             | 24                   | 10    | 0.02           | 89                 |                 |
| 14.84          | +0.92                          | C   | NB   |  | AC            | MBH        | 2                   | 10            | 24                   | 10    | 2.90           | 89                 |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               | 30                   |       | 2.99           |                    |                 |
| 16.02          | M084 +0.16                     | C   | UB   | NUB Tucson / SUB Catalina                      |               |            |                     |               |                      |       |                |                    |                 |
| 16.13          | +0.27                          | C   | JB   | NCL Oro Valley                                 |               |            |                     |               |                      |       |                |                    |                 |
| 17.74          | M085 +0.82                     | C   | UH   | <a href="#">Projects spanning M85 to M86</a>   | AC            | MBH        | 4                   | 10            | 48                   | 10    | 0.09           | 89                 |                 |
| 17.83          | +0.91                          | C   | UH   |  | AC            | MBH        | 4                   | 4             | 48                   | 4     | 1.55           | 89                 |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 1.61           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.93           |                    |                 |
| 19.38          | M087 +0.46                     | C   | UH   | <a href="#">Projects spanning M87 to M88</a>   | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.07           | Feb 2001           |                 |
| 19.44          | +0.52                          | C   | J    | Pinto Ln (Signalized) -- [R14]                 |               |            |                     |               |                      |       |                |                    |                 |
| 19.45          | +0.53                          | C   | UH   | <a href="#">Projects spanning M87 to M88</a>   | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.09           | Feb 2001           |                 |
|                |                                | C   | MD   | 38 ft Soil Median                              |               |            |                     |               |                      |       | 3.48           |                    |                 |
| 19.54          | +0.62                          | C   | UH   | <a href="#">Projects spanning M87 to M88</a>   | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.46           | 1995               |                 |
| 19.71          | +0.79                          | C   | J    | Goodman Rd                                     |               |            |                     |               |                      |       |                |                    |                 |
| 19.72          | +0.80                          | C   | JB   | Pinal County                                   |               |            |                     |               |                      |       |                |                    |                 |
| 20.00          | M088 +0.24                     | C   | NB   | <a href="#">Projects spanning M88 to M89</a>   | AC            | AC         | 2                   | 4             | 24                   | 8     | 2.93           | 1995               |                 |
| 20.61          | +0.86                          | C   | UB   | NUB Catalina                                   |               |            |                     |               |                      |       |                |                    |                 |
| 22.91          | M091 +0.13                     | A   | J    | S 079 N Oracle Junction -- [B234]              |               |            |                     |               |                      |       |                |                    |                 |
| 22.93          | +0.15                          | C   | NB   | <a href="#">Projects spanning M91 to M92</a>   | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.11           | 1995               |                 |
| 23.04          | +0.26                          | C   | NB   |  | BST           | BST        | 2                   | 5             | 24                   | 5     | 0.19           | 1995               |                 |
| 23.23          | +0.46                          | C   | UH   |  | BST           | BST        | 2                   | 5             | 24                   | 5     | 0.11           | 55                 |                 |
| 23.34          | +0.56                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 4.40           | 1995               |                 |
| 23.76          | M092 +0.00                     | C   | VMS  | (NB) Variable Message Sign #109 (Proposed)     |               |            |                     |               |                      |       |                |                    |                 |
| 27.74          | M095 +0.97                     | C   | UH   | <a href="#">Projects spanning M95 to M96</a>   | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.58           | 74                 |                 |
| 28.21          | M096 +0.45                     | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 12                   |       | 0.15           |                    |                 |
| 28.32          | +0.56                          | C   | UH   | <a href="#">Projects spanning M96 to M97</a>   | AC            | AC         | 3                   | 4             | 36                   | 8     | 0.04           | 1993               |                 |
| 28.36          | +0.60                          | C   | UH   |  | AC            | AC         | 3                   | 4             | 48                   | 8     | 0.11           | 1993               |                 |
| 28.41          | +0.65                          | C   | J    | Biosphere II Conference Center -- [R14]        |               |            |                     |               |                      |       |                |                    |                 |
| 28.47          | +0.71                          | C   | UH   | <a href="#">Projects spanning M96 to M97</a>   | AC            | AC         | 3                   | 4             | 42                   | 8     | 0.11           | 1993               |                 |
| 28.58          | +0.82                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.06           | 74                 |                 |
| 28.64          | +0.88                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 6.08           | 74                 |                 |
| 32.02          | M100 +0.26                     | C   | J    | Old Hwy 77 (Oracle South Leg)                  |               |            |                     |               |                      |       |                |                    |                 |
| 34.72          | M102 +0.96                     | C   | UH   | <a href="#">Projects spanning M102 to M103</a> | AC            | MBH        | 3                   | 1             | 36                   | 3     | 0.04           | 74                 |                 |
| 34.76          | M103 +0.00                     | C   | UH   | <a href="#">Projects spanning M103 to M104</a> | AC            | AC         | 3                   | 1             | 36                   | 3     | 0.91           | 74                 |                 |
| 35.10          | +0.34                          | C   | J    | Oracle North Leg                               |               |            |                     |               |                      |       |                |                    |                 |

**S 077 at M103+0.34**

**M103+0.34 on S 077**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M103+0.87**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M103+0.87 on S 077**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance       |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------------|
| 35.63          | M103 +0.87                     | C   | EQ   | MP 103+0.87 Back Equals MP 105-.26 Ahead       |               |            |                     |               |                      |       |                |                    |                       |
| 35.67          | +0.91                          | C   | UH   | <a href="#">Projects spanning M103 to M104</a> | AC            | AC         | 3                   | 1             | 36                   | 3     | 0.12           | 20 Jun 2002        |                       |
| 35.79          | +1.03                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 2     | 5.92           | 20 Jun 2002        |                       |
| 39.94          | M109 +0.03                     | C   | TI   | EB Exit # 109 Redington Rd (off)               | Unk           | Unk        | 1                   |               | 12                   |       | 0.13           |                    |                       |
| 40.04          | +0.14                          | C   | TI   | WB Exit # 109 Redington Rd (on)                | Unk           | Unk        | 1                   |               | 12                   |       | 0.12           |                    |                       |
|                |                                | C   | J    | San Manuel Reddington Rd                       |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | C   | OP   | San Manuel Rd                                  |               |            |                     |               |                      |       |                | 1957               | 96 ft Concrete        |
|                |                                | A   | TI   | (NB/SB) Redington Rd Crossing                  | Unk           | Unk        | 2                   |               | 24                   |       | 0.12           |                    |                       |
|                |                                | C   | TI   | EB Exit # 109 Redington Rd (on)                | Unk           | Unk        | 1                   |               | 12                   |       | 0.13           |                    |                       |
| 40.15          | +0.24                          | C   | TI   | WB Exit # 109 Redington Rd (off)               | Unk           | Unk        | 1                   |               | 12                   |       | 0.13           |                    |                       |
| 41.71          | M110 +0.81                     | C   | UH   | <a href="#">Projects spanning M110 to M111</a> | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.17           | 28 Dec 1996        |                       |
| 41.88          | +0.98                          | C   | UH   |  | AC            | AC         | 3                   | 1             | 36                   | 3     | 2.58           | 28 Dec 1996        |                       |
| 44.26          | M113 +0.37                     | C   | JB   | SCL Mammoth Elev 2348                          |               |            |                     |               |                      |       |                |                    |                       |
| 44.45          | +0.56                          | C   | UH   | <a href="#">Projects spanning M113 to M114</a> | AC            | AC         | 2                   | 1             | 24                   | 3     | 0.04           | 28 Dec 1996        |                       |
| 44.50          | +0.60                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.05           | 28 Dec 1996        |                       |
|                |                                | C   | J    | Main St (Mammoth)                              |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.40           |                    |                       |
| 44.54          | +0.65                          | C   | UH   | <a href="#">Projects spanning M113 to M114</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.35           | 23 Jun 2000        |                       |
| 44.90          | M114 +0.00                     | C   | UH   | <a href="#">Projects spanning M114 to M115</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 6.43           | 23 Jun 2000        |                       |
| 46.20          | M115 +0.30                     | C   | J    | Owens Place                                    |               |            |                     |               |                      |       |                |                    |                       |
| 46.22          | +0.32                          | C   | JB   | NCL Mammoth                                    |               |            |                     |               |                      |       |                |                    |                       |
| 46.26          | +0.37                          | C   | BR   | Tucson Wash                                    |               |            |                     |               |                      |       |                | 1974               | 32 ft Concrete        |
| 46.67          | +0.77                          | C   | BR   | San Pedro River                                |               |            |                     |               |                      |       |                | 1961               | 349 ft Steel          |
| 50.25          | M119 +0.37                     | C   | BR   | Zapata Wash                                    |               |            |                     |               |                      |       |                | 1961               | 166 ft Concrete       |
| 51.33          | M120 +0.43                     | C   | UH   | <a href="#">Projects spanning M120 to M121</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.01           | 61                 |                       |
| 51.34          | +0.45                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.04           | 20051905           |                       |
| 51.38          | +0.48                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 11.08          | 20051905           |                       |
| 53.89          | M122 +1.00                     | C   | J    | Jumping Cactus -- [R]                          |               |            |                     |               |                      |       |                | 20051905           |                       |
| 54.13          | M123 +0.23                     | C   | J    | Crown Point Rd -- [R]                          |               |            |                     |               |                      |       |                | 20051905           |                       |
| 54.44          | +0.55                          | C   | BR   | Aravaipa Creek                                 |               |            |                     |               |                      |       |                | 1953               | 390 ft Steel          |
| 54.51          | +0.62                          | C   | J    | Tejas Rd -- [L]                                |               |            |                     |               |                      |       |                | 20051905           |                       |
| 54.59          | +0.69                          | C   | J    | Putnam St -- [L]                               |               |            |                     |               |                      |       |                | 20051905           |                       |
| 54.81          | +0.91                          | C   | J    | Gunner Rd -- [L]                               |               |            |                     |               |                      |       |                | 20051905           |                       |
| 54.97          | M124 +0.07                     | C   | J    | Aravaipa Rd -- [B124]                          |               |            |                     |               |                      |       |                | 20051905           |                       |
| 56.97          | M126                           | C   | J    | PZ Ranch Rd -- [L]                             |               |            |                     |               |                      |       |                | 20051905           |                       |
| 58.11          | M127 +0.21                     | C   | BR   | Dodson Wash Bridge                             |               |            |                     |               |                      |       |                |                    | 109 ft Concrete/Steel |
| 58.74          | +0.84                          | C   | JB   | Entering Indian Allotments                     |               |            |                     |               |                      |       |                | 20051905           |                       |
| 58.94          | M128 +0.04                     | C   | J    | DudleyVille Rd -- [L2]                         |               |            |                     |               |                      |       |                | 20051905           |                       |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      |       | 0.08           |                    |                       |

**S 077 at M128+0.04**

**M128+0.04 on S 077**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M128+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M128+0.10 on S 077**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|-----------------------|-----------------|
| 58.99          | M128 +0.10                     | C   | JB   | Leaving Indian Allotments                          |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 59.83          | +0.94                          | C   | BR   | Pfister Wash                                       |               |            |                     |                        |                      |       |                | 79 ft Concrete/Steel  |                 |
| 60.04          | M129 +0.15                     | C   | JB   | Entering Indian Allotments                         |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 60.27          | +0.38                          | C   | JB   | Leaving Indian Allotments                          |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 60.65          | +0.75                          | C   | J    | Green Lantern Rd -- [R]                            |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 61.11          | M130 +0.21                     | C   | J    | Northridge Rd -- [R]                               |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 61.18          | +0.28                          | C   | BR   | Eskiminzin Wash                                    |               |            |                     |                        |                      |       | 1965           | 149 ft Steel          |                 |
| 61.28          | +0.38                          | C   | J    | Valentine Rd -- [L]                                |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 62.46          | M131 +0.57                     | C   | J    | Entrance to Dudleyville Landfill (unpaved) -- [R4] |               |            |                     |                        |                      |       |                |                       |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M131 to M132</a>     | AC            | AC         | 2                   | 2                      | 24                   | 2     | 0.27           | 20051905              |                 |
|                |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     |                        | 12                   |       | 0.16           |                       |                 |
| 62.68          | +0.79                          | C   | J    | Indian Hills Dr -- [L2]                            |               |            |                     |                        |                      |       | 20051905       |                       |                 |
|                |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     |                        | 12                   |       | 0.04           |                       |                 |
| 62.73          | +0.84                          | C   | UH   | <a href="#">Projects spanning M131 to M132</a>     | AC            | AC         | 2                   | 8                      | 24                   | 8     | 2.61           | 20051905              |                 |
| 63.20          | M132 +0.30                     | C   | BR   | Roach Wash   |               |            |                     |                        |                      |       |                | 139 ft Concrete/Steel |                 |
| 63.34          | +0.44                          | C   | J    | Hardy Dr -- [L]                                    |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 63.40          | +0.50                          | C   | J    | Hardy Dr -- [R2]                                   |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 63.77          | +0.87                          | C   | J    | Malpais Rd -- [L]                                  |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 64.55          | M133 +0.65                     | C   | J    | Piper Springs Rd -- [R]                            |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 64.99          | M134 +0.09                     | C   | J    | Gila River Dr -- [L]                               |               |            |                     |                        |                      |       | 20051905       |                       |                 |
| 65.34          | +0.44                          | C   | UH   | <a href="#">Projects spanning M134 to M135</a>     | AC            | AC         | 2                   | 5.5                    | 24                   | 5.5   | 0.13           | 20051905              |                 |
| 65.46          | +0.57                          | C   | UH   |  | AC            | AC         | 2                   | 5.5                    | 24                   | 5.5   | 0.01           | 77                    |                 |
| 65.47          |                                | C   | UH   |  | PCC           | AC         | 2                   | 3                      | 24                   | 3     | 0.10           | 77                    |                 |
| 65.51          | +0.61                          | C   | BR   | Gila River   |               |            |                     |                        |                      |       | 1965           | 744 ft Steel          |                 |
|                |                                | C   | JB   | Gila County  |               |            |                     |                        |                      |       |                |                       |                 |
| 65.56          | +0.67                          | C   | JB   | SCL Winkelman Elev 1972                            |               |            |                     |                        |                      |       |                |                       |                 |
| 65.57          |                                | C   | UH   | <a href="#">Projects spanning M134 to M135</a>     | PCC           | AC         | 2                   | 2                      | 24                   | 4.5   | 0.04           | 77                    |                 |
| 65.61          | +0.71                          | C   | DH   |  | AC            | AC         | 2                   | 1                      | 30                   | 8     | 0.05           | 77                    |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                    |               |            |                     |                        |                      |       | 0.17           |                       |                 |
| 65.66          | +0.76                          | C   | DH   | <a href="#">Projects spanning M134 to M135</a>     | AC            | AC         | 2                   | 1                      | 30                   | 8     | 0.01           | 1993                  |                 |
|                | +0.77                          | C   | DH   |  | AC            | AC         | 2                   | 1                      | 30                   | 8     | 0.01           | 30 Mar 2000           |                 |
| 65.67          | +0.78                          | C   | DH   |  | AC            | AC         | 2                   | 1                      | 30                   | 8     | 0.03           | 1993                  |                 |
| 65.70          | +0.80                          | C   | J    | S 177 N  |               |            |                     |                        |                      |       |                |                       |                 |
|                |                                | C   | DH   | <a href="#">Projects spanning M134 to M135</a>     | AC            | AC         | 2                   | 1                      | 36                   | 2     | 0.08           | 1993                  |                 |
| 65.78          | +0.88                          | C   | UH   |  | AC            | AC         | 2                   | 1                      | 36                   | 2     | 0.08           | 1993                  |                 |
| 65.86          | +0.96                          | C   | UH   |  | AC            | AC         | 2                   | 6                      | 30                   | 5     | 0.09           | 1993                  |                 |
| 65.88          | +0.98                          | C   | JB   | NCL Winkleman                                      |               |            |                     |                        |                      |       |                |                       |                 |
| 65.95          | M135 +0.05                     | C   | UH   | <a href="#">Projects spanning M135 to M136</a>     | AC            | AC         | 2                   | 6                      | 24                   | 5     | 0.01           | 1993                  |                 |
| 65.96          |                                | C   | UH   |  | AC            | AC         | 2                   | 6                      | 24                   | 7     | 0.28           | 1993                  |                 |

**S 077 at M135+0.05**

**M135+0.05 on S 077**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M135+0.34**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M135+0.34 on S 077**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 66.24          | M135 +0.34                     | C   | UH   | <a href="#">Projects spanning M135 to M136</a>        | AC            | AC         | 2                   | 6             | 24                   | 6     | 6.63           | 1993               |                 |
| 66.59          | M139 +0.00                     | C   | EQ   | MP 135+0.69 Back Equals MP 140-0.98 Back              |               |            |                     |               |                      |       |                |                    |                 |
| 72.87          | M145 +0.30                     | C   | UH   | <a href="#">Projects spanning M145 to M146</a>        | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.50           | 20 Nov 2001        |                 |
| 73.37          | +0.79                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1     | 5.91           | 20 Nov 2001        |                 |
| 74.08          | M146 +0.50                     | C   | J    | Christmas Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 75.25          | M147 +0.71                     | C   | BR   | Drippings Springs Wash                                |               |            |                     |               |                      |       |                | 229 ft Concrete    |                 |
| 79.27          | M151 +0.70                     | C   | UH   | <a href="#">Projects spanning M151 to M152</a>        | AC            | AC         | 2                   | 1             | 36                   | 1     | 1.54           | 20 Nov 2001        |                 |
| 80.82          | M153 +0.20                     | C   | UH   | <a href="#">Projects spanning M153 to M154</a>        | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.56           | 20 Nov 2001        |                 |
| 81.38          | +0.76                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.04           | 05 Aug 2002        |                 |
| 81.42          | +0.80                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1     | 2.36           | 05 Aug 2002        |                 |
| 83.14          | M155 +0.57                     | C   | TR   | SB Truck Escape Ramp                                  | Unk           | Gravel     | 1                   | 41            | 12                   | 28    | 0.26           |                    |                 |
| 83.77          | M156 +0.23                     | C   | UH   | <a href="#">Projects spanning M156 to M157</a>        | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.06           | 05 Aug 2002        |                 |
| 83.84          | +0.30                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 36                   | 1     | 0.16           | 05 Aug 2002        |                 |
| 84.00          | +0.46                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.17           | 05 Aug 2002        |                 |
| 84.17          | +0.63                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1     | 2.37           | 05 Aug 2002        |                 |
| 86.54          | M158 +0.95                     | C   | UH   | <a href="#">Projects spanning M158 to M159</a>        | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.34           | 05 Aug 2002        |                 |
| 86.88          | M159 +0.33                     | C   | UH   | <a href="#">Projects spanning M159 to M160</a>        | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.11           | 05 Aug 2002        |                 |
| 86.99          | +0.44                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.10           | 05 Aug 2002        |                 |
| 87.10          | +0.55                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 36                   | 5     | 1.18           | 05 Aug 2002        |                 |
| 88.28          | M160 +0.71                     | C   | UH   | <a href="#">Projects spanning M160 to M161</a>        | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.17           | 05 Aug 2002        |                 |
| 88.44          | +0.87                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.04           | 05 Aug 2002        |                 |
| 88.48          | +0.91                          | C   | UH   |   | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.09           | 05 Aug 2002        |                 |
| 89.05          | M161 +0.49                     | C   | JB   | Tonto NF  |               |            |                     |               |                      |       |                |                    |                 |
| 89.57          | M162 +0.00                     | C   | UH   | <a href="#">Projects spanning M162 to M163</a>        | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.40           | 01 Apr 2001        |                 |
| 89.97          | +0.40                          | C   | UH   |   | AC            | AC         | 2                   | 2             | 36                   | 2     | 0.99           | 09 Apr 2001        |                 |
| 90.96          | M163                           | C   | UH   | <a href="#">Projects spanning M163 to M164</a>        | AC            | AC         | 2                   | 2             | 24                   | 2     | 2.76           | 09 Apr 2001        |                 |
| 93.72          | M166 +0.15                     | C   | UH   | <a href="#">Projects spanning M166 to M167</a>        | AC            | AC         | 2                   | 5             | 24                   | 5     | 4.79           | 09 Apr 2001        |                 |
| 96.03          | M168 +0.45                     | C   | JB   | SCL Globe Elev 3540                                   |               |            |                     |               |                      |       |                |                    |                 |
| 97.60          | M170 +0.00                     | C   | VMS  | (SB) Variable Message Sign #97 (Proposed)             |               |            |                     |               |                      |       |                |                    |                 |
| 98.51          | +0.93                          | C   | J    | Segment End at U 070 - Overlaps U 070 for 2.062 miles |               |            |                     |               |                      |       |                |                    |                 |
| 100.57         | +2.99                          | C   | J    | U 060 - Overlaps U 060 for 86.483 miles               |               |            |                     |               |                      |       |                |                    |                 |
| 187.05         | M342 +0.20                     | C   | J    | Continue S 077 at U 060 in Show Low                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M342 to M343</a>        | AC            | MBH        | 2                   | 8             | 24                   | 8     | 1.07           | 88                 |                 |
|                |                                | C   | JB   | Inside Show Low Elev 6631, Navajo County              |               |            |                     |               |                      |       |                |                    |                 |
| 187.57         | +0.71                          | C   | J    | Thornton Ave -- [L2]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 188.12         | M343 +0.30                     | C   | UH   | <a href="#">Projects spanning M343 to M344</a>        | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 0.13           | 41                 |                 |
| 188.25         | +0.43                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 4.30           | 1993               |                 |
| 189.16         | M344 +0.33                     | C   | JB   | NCL Show Low  |               |            |                     |               |                      |       |                |                    |                 |
| 192.55         | M347 +0.73                     | C   | UH   | <a href="#">Projects spanning M347 to M348</a>        | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.98           | 1993               |                 |

**S 077 at M347+0.73**

**M347+0.73 on S 077**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M348+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M348+0.71 on S 077**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 193.53         | M348 +0.71                     | C   | UH   | <a href="#">Projects spanning M348 to M349</a> | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 0.51           |                    | 41              |
| 194.04         | M349 +0.22                     | C   | UH   | <a href="#">Projects spanning M349 to M350</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.41           |                    | 87              |
| 194.19         | +0.37                          | C   | J    | Lone Pine Dam Rd -- [L23]                      |               |            |                     |               |                      |       |                |                    |                 |
| 194.37         | +0.54                          | C   | J    | White Mountain Lake Rd -- [R14]                |               |            |                     |               |                      |       |                |                    |                 |
| 194.38         | +0.55                          | C   | JB   | Leave Sitgreaves NF                            |               |            |                     |               |                      |       |                |                    |                 |
| 194.45         | +0.63                          | C   | UH   | <a href="#">Projects spanning M349 to M350</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 2.04           |                    | 92              |
| 196.18         | M351 +0.43                     | C   | JB   | Enter Sitgreaves NF                            |               |            |                     |               |                      |       |                |                    |                 |
| 196.49         | +0.75                          | C   | UH   | <a href="#">Projects spanning M351 to M352</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.89           |                    | 92              |
| 196.63         | +0.89                          | C   | JB   | Leave Sitgreaves NF                            |               |            |                     |               |                      |       |                |                    |                 |
| 197.38         | M352 +0.64                     | C   | UH   | <a href="#">Projects spanning M352 to M353</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.06           |                    | 1993            |
| 197.44         | +0.70                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.57           |                    | 92              |
| 198.01         | M353 +0.27                     | C   | UH   | <a href="#">Projects spanning M353 to M354</a> | MBL           | Unk        | 2                   | 0             | 24                   | 0     | 0.07           |                    | 41              |
| 198.08         | +0.34                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.27           |                    | 89              |
| 198.35         | +0.61                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.05           |                    | 89              |
| 198.40         | +0.66                          | C   | UH   |  | AC            | MBH        | 2                   | 6             | 30                   | 6     | 0.11           |                    | 89              |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.45           |                    |                 |
| 198.52         | +0.77                          | C   | UH   | <a href="#">Projects spanning M353 to M354</a> | AC            | MBH        | 2                   | 6             | 36                   | 6     | 0.20           |                    | 89              |
| 198.72         | M354 +0.02                     | C   | UH   | <a href="#">Projects spanning M354 to M355</a> | AC            | MBH        | 2                   | 6             | 30                   | 6     | 0.05           |                    | 89              |
| 198.77         | +0.07                          | C   | UH   |  | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.08           |                    | 89              |
| 198.80         | +0.10                          | C   | JB   | SCL Taylor Elev 5640                           |               |            |                     |               |                      |       |                |                    |                 |
| 198.85         | +0.15                          | C   | UH   | <a href="#">Projects spanning M354 to M355</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.68           |                    | 89              |
| 199.08         | +0.38                          | C   | BR   | Show Low Creek                                 |               |            |                     |               |                      |       |                | 1941               | 130 ft Steel    |
| 199.53         | +0.83                          | C   | UH   | <a href="#">Projects spanning M354 to M355</a> | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.06           |                    | 89              |
| 199.59         | +0.89                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 36                   | 8     | 0.21           |                    | 89              |
| 199.80         | M355 +0.11                     | C   | UH   | <a href="#">Projects spanning M355 to M356</a> | AC            | MBH        | 2                   | 8             | 42                   | 8     | 0.16           |                    | 89              |
| 199.95         | +0.26                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 36                   | 8     | 0.04           |                    | 89              |
| 199.99         | +0.30                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 42                   | 8     | 0.25           |                    | 89              |
| 200.25         | +0.55                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 36                   | 8     | 0.92           |                    | 89              |
| 201.16         | M356 +0.48                     | C   | UH   | <a href="#">Projects spanning M356 to M357</a> | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.04           |                    | 89              |
| 201.20         | +0.53                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.82           |                    | 89              |
| 202.02         | M357 +0.36                     | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.11           |                    | 1997            |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 3.63           |                    |                 |
| 202.07         | +0.41                          | C   | J    | Pinedale                                       |               |            |                     |               |                      |       |                |                    |                 |
| 202.09         | +0.43                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.04           |                    |                 |
| 202.13         | +0.47                          | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.61           |                    | 1997            |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.46           |                    |                 |
| 202.44         | +0.78                          | C   | J    | Bull Duck Ln (Taylor)                          |               |            |                     |               |                      |       |                |                    |                 |
| 202.74         | +1.08                          | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.22           |                    | 74              |
| 202.76         | M358 +0.00                     | C   | EQ   | MP 357+1.10 Back Equals MP 358+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |

**S 077 at M358+0.00**

**M358+0.00 on S 077**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M358+0.01**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M358+0.01 on S 077**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 202.78         | M358 +0.01                     | C   | J    | Paper Mill Rd (Signalized) -- [L2]                           |               |            |                     |               |                      |       | 09 Feb 2005    |                    |                 |
| 202.96         | +0.20                          | C   | UH   | <a href="#">Projects spanning M358 to M359</a>               | AC            | MBH        | 4                   | 2             | 48                   | 2     | 2.49           | 87                 |                 |
| 203.62         | +0.85                          | C   | JB   | NCL Taylor SCL Snowflake                                     |               |            |                     |               |                      |       |                |                    |                 |
| 204.33         | M359 +0.55                     | C   | J    | Snowflake Jr High  |               |            |                     |               |                      |       |                |                    |                 |
| 205.03         | M360 +0.27                     | C   | CG   | Curb to Left and Right                                       |               |            |                     |               |                      | 0.42  |                |                    |                 |
| 205.45         | +0.69                          | C   | UH   | <a href="#">Projects spanning M360 to M361</a>               | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.20           | 1993               |                 |
|                |                                | C   | CG   | Curb to Left and Right                                       |               |            |                     |               |                      | 0.60  |                |                    |                 |
| 205.55         | +0.79                          | C   | J    | 4th St South -- [B4]   |               |            |                     |               |                      |       |                |                    |                 |
| 205.65         | +0.89                          | C   | UH   | <a href="#">Projects spanning M360 to M361</a>               | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.57           | 1993               |                 |
| 205.84         | +1.08                          | C   | J    | 1st St. South -- [B24]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 205.92         | M361 +0.05                     | C   | J    | S 277 S to Heber Left & East 3rd St to Concho Right -- [B24] |               |            |                     |               |                      |       | 15 Mar 2005    |                    |                 |
| 206.05         | +0.18                          | C   | CG   | Curb to Left and Right                                       |               |            |                     |               |                      | 0.17  |                |                    |                 |
| 206.22         | +0.35                          | C   | UH   | <a href="#">Projects spanning M361 to M362</a>               | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.15           | 1993               |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.15           |                    |                 |
| 206.37         | +0.50                          | C   | UH   | <a href="#">Projects spanning M361 to M362</a>               | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.12           | 1993               |                 |
| 206.49         | +0.62                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.32           | 1994               |                 |
| 206.53         | +0.66                          | C   | BR   | Cottonwood Wash  |               |            |                     |               |                      |       | 1941           | 315 ft Concrete    |                 |
| 206.82         | +0.95                          | C   | UH   | <a href="#">Projects spanning M361 to M362</a>               | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.09           | 1994               |                 |
| 206.91         | M362 +0.05                     | C   | UH   | <a href="#">Projects spanning M362 to M363</a>               | AC            | AC         | 2                   | 2.5           | 24                   | 2.5   | 0.07           | 09 Jan 2002        |                 |
| 206.98         | +0.12                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 36                   | 3     | 1.18           | 09 Jan 2002        |                 |
| 208.05         | M363 +0.25                     | C   | J    | Four Mile Knoll Rd   |               |            |                     |               |                      |       |                |                    |                 |
| 208.16         | +0.36                          | C   | UH   | <a href="#">Projects spanning M363 to M364</a>               | AC            | AC         | 2                   | 2.5           | 24                   | 2.5   | 0.17           | 09 Jan 2002        |                 |
| 208.33         | +0.54                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 9.63           | 09 Jan 2002        |                 |
| 209.97         | M365 +0.15                     | C   | JB   | NCL Snowflake  |               |            |                     |               |                      |       |                |                    |                 |
| 217.96         | M373 +0.18                     | C   | UH   | <a href="#">Projects spanning M373 to M374</a>               | AC            | AC         | 2                   | 2             | 36                   | 2     | 0.01           | 09 Jan 2002        |                 |
| 217.97         |                                | C   | UH   |  | AC            | AC         | 2                   | 2             | 42                   | 2     | 0.17           | 24 Oct 2005        |                 |
| 218.13         | +0.35                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 48                   | 2     | 0.13           | 24 Oct 2005        |                 |
| 218.26         | +0.48                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 48                   | 2     | 1.00           | 24 Oct 2005        |                 |
| 218.77         | +0.98                          | C   | J    | Local Rd -- [B]  |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
| 219.26         | M374 +0.48                     | C   | UH   | <a href="#">Projects spanning M374 to M375</a>               | AC            | AC         | 2                   | 2             | 42                   | 2     | 0.34           | 24 Oct 2005        |                 |
| 219.57         | +0.78                          | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
| 219.60         | +0.81                          | C   | UH   | <a href="#">Projects spanning M374 to M375</a>               | AC            | AC         | 2                   | 2             | 36                   | 2     | 0.07           | 24 Oct 2005        |                 |
| 219.67         | +0.88                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 30                   | 2     | 0.02           | 24 Oct 2005        |                 |
| 219.69         | +0.90                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 6.15           | 24 Oct 2005        |                 |
| 220.30         | M375 +0.52                     | C   | J    | Local Rd -- [L]  |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
| 220.40         | +0.61                          | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
| 221.46         | M376 +0.66                     | C   | J    | Old Snowflake-Holbrook Hwy -- [L]                            |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
| 224.00         | M379 +0.20                     | C   | BR   | Washboard Creek  |               |            |                     |               |                      |       | 1938           | 101 ft Concrete    |                 |
| 224.78         | M380 +0.00                     | C   | VMS  | (NB) Variable Message Sign #101 (Proposed)                   |               |            |                     |               |                      |       |                |                    |                 |

**S 077 at M380+0.00**

**M380+0.00 on S 077**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M380+0.89**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M380+0.89 on S 077**

| GIS Route Mile | Distance from Reference Marker | Sym  | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|------|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 225.68         | M380 +0.89                     | C MD | Variable 12-0 ft Painted Median   |              |               |            |                     | 6             |                      | 0.15  |                |                    |                 |
| 225.84         | M381 +0.05                     | C MD | 12 ft Painted Median  |              |               |            |                     | 12            |                      | 0.01  |                |                    |                 |
|                |                                | C J  | Woodruff Rd -- [R14]  |              |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
|                |                                | C UH | <a href="#">Projects spanning M381 to M382</a>                            | AC           | AC            | 2          | 2                   | 36            | 2                    | 0.10  | 24 Oct 2005    |                    |                 |
| 225.94         | +0.15                          | C UH |   | AC           | AC            | 2          | 2                   | 30            | 2                    | 0.09  | 24 Oct 2005    |                    |                 |
| 226.03         | +0.24                          | C UH |   | AC           | AC            | 2          | 2                   | 24            | 2                    | 2.73  | 24 Oct 2005    |                    |                 |
| 226.16         | +0.38                          | C J  | Local Rd -- [L]   |              |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
| 226.85         | M382 +0.05                     | C J  | Local Rd -- [R]   |              |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
| 228.31         | M383 +0.52                     | C J  | Local Rd -- [R]   |              |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
| 228.60         | +0.82                          | C J  | Local Rd -- [L]   |              |               |            |                     |               |                      |       | 24 Oct 2005    |                    |                 |
| 228.76         | +0.98                          | C UH | <a href="#">Projects spanning M383 to M384</a>                            | AC           | MBH           | 2          | 2                   | 24            | 2                    | 3.54  | 83             |                    |                 |
| 230.70         | M385 +0.92                     | C JB | SCL Holbrook  |              |               |            |                     |               |                      |       |                |                    |                 |
| 230.98         | M386 +0.20                     | C J  | S 377 S to Heber  |              |               |            |                     |               |                      |       |                |                    |                 |
| 232.30         | M387 +0.52                     | C UH | <a href="#">Projects spanning M387 to M388</a>                            | AC           | MBH           | 2          | 8                   | 24            | 8                    | 0.08  | 83             |                    |                 |
| 232.38         | +0.60                          | C UH |   | AC           | MBH           | 4          | 2                   | 48            | 2                    | 0.85  | 88             |                    |                 |
| 232.60         | +0.81                          | C J  | U 180 to East   |              |               |            |                     |               |                      |       |                |                    |                 |
| 233.04         | M388 +0.25                     | C BR | Little Colorado River   |              |               |            |                     |               |                      |       | 1988           | 1729 ft Concrete   |                 |
| 233.23         | +0.44                          | C UH | <a href="#">Projects spanning M388 to M389</a>                            | AC           | MBL           | 2          | 14                  | 24            | 14                   | 0.06  | 88             |                    |                 |
| 233.29         | +0.50                          | C UH |   | AC           | PCC           | 2          | 14                  | 24            | 14                   | 0.04  | 88             |                    |                 |
| 233.33         | +0.54                          | C J  | Segment End at SB040(8) - Overlaps SB040(8) for 0.79 miles                |              |               |            |                     |               |                      |       |                |                    |                 |
| 234.03         | +1.36                          | C J  | I 040 EB Mainline - Overlaps I 040 for 5.95 miles                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 240.07         | M395 +0.07                     | C J  | Continue S 077 at I 040 near Holbrook - I 040 Exit #292 A & G-ramp -- [R] |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C UH | <a href="#">Projects spanning M395 to M396</a>                            | AC           | MBH           | 2          | 6                   | 24            | 6                    | 0.23  | 67             |                    |                 |
| 240.16         | +0.16                          | C UP | I 040 EB (OP)   |              |               |            |                     |               |                      |       | 1967           |                    | 15'-02"         |
| 240.17         | +0.17                          | C CG | Curb to Left and Right  |              |               |            |                     |               |                      | 0.09  |                |                    |                 |
| 240.18         | +0.18                          | C UP | I 040 WB OP   |              |               |            |                     |               |                      |       | 1967           |                    | 15'-02"         |
| 240.29         | +0.29                          | C UH | <a href="#">Projects spanning M395 to M396</a>                            | AC           | MBH           | 2          | 6                   | 24            | 6                    | 0.14  | 88             |                    |                 |
| 240.31         | +0.31                          | C J  | I 040 Exit #292 J & C-ramp -- [L]   |              |               |            |                     |               |                      |       |                |                    |                 |
| 240.43         | +0.43                          | C UH | <a href="#">Projects spanning M395 to M396</a>                            | AC           | Unk           | 2          | 0                   | 24            | 0                    | 5.53  | 88             |                    |                 |
| 245.96         | M400 +0.98                     | C UH | <a href="#">Projects spanning M400 to M401</a>                            | AC           | AC            | 2          | 4.5                 | 24            | 4.5                  | 0.09  | 03 Jul 2002    |                    |                 |
| 246.06         | M401 +0.08                     | C UH | <a href="#">Projects spanning M401 to M402</a>                            | AC           | AC            | 2          | 8                   | 24            | 8                    | 0.99  | 03 Jul 2002    |                    |                 |
| 246.40         | +0.42                          | C BR | Leroux Wash   |              |               |            |                     |               |                      |       | 03 Jul 2002    | 352 ft Concrete    |                 |
| 247.05         | M402 +0.07                     | C UH | <a href="#">Projects spanning M402 to M403</a>                            | AC           | AC            | 2          | 4.5                 | 24            | 4.5                  | 0.09  | 03 Jul 2002    |                    |                 |
| 247.14         | +0.17                          | C UH |   | AC           | Unk           | 2          | 0                   | 24            | 0                    | 6.81  | 88             |                    |                 |
| 253.95         | M408 +0.93                     | C J  | End S 077 at Navajo IR Boundary   |              |               |            |                     |               |                      |       |                |                    |                 |

**S 077 at M408+0.93**

**M408+0.93 on S 077**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 077 at M068+0.05**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M068+0.05 on S 077**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 077 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M068 +0.05                     | N   | J    | Begin S 077 SB going W at I 010 on Miracle Mile OP Tucson (Signalized) |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M68 to M69</a>                           | MBL           | MBH        | 2                   | 8             | 24                   | 2     | 0.18           | 57                 |                 |
|   |                                | N   | CG   | Curb to Left and Right, Sidewalk to Left                               |               |            |                     |               |                      |       | 0.05           |                    |                 |
| 0.03  | +0.08                          | N   | OP   | (WB) I 010 Exit #255   |               |            |                     |               |                      |       |                | Unknown            |                 |
| 0.05  | +0.09                          | N   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 3.95           |                    |                 |
| 0.17  | +0.21                          | N   | BR   | (WB) Rillito Railroad  |               |            |                     |               |                      |       |                | Unknown            |                 |
| 0.18  | +0.23                          | N   | WB   | <a href="#">Projects spanning M68 to M69</a>                           | AC            | AC         | 2                   | 8.5           | 24                   | 2     | 0.15           | 17 Oct 2005        |                 |
| 0.19  |                                | N   | OP   | (WB) Union Pacific RR  |               |            |                     |               |                      |       |                | 1957               | 123 ft Steel    |
| 0.34  | +0.38                          | N   | WB   | <a href="#">Projects spanning M68 to M69</a>                           | AC            | AC         | 2                   | 8.5           | 24                   | 1     | 1.13           | 17 Oct 2005        |                 |
| 0.73  | +0.78                          | N   | J    | El Burrito Ave -- [L]  |               |            |                     |               |                      |       |                | 17 Oct 2005        |                 |
| 1.43  | M069 +0.48                     | N   | TI   | (SB) S 077 South   | AC            | AC         | 1                   | 0             | 13                   | 0     | 0.06           | 17 Oct 2005        |                 |
| 1.47  | +0.52                          | N   | WB   | <a href="#">Projects spanning M69 to M70</a>                           | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.02           | 22 Dec 2003        |                 |
| 1.49  | +0.55                          | N   | SB   |  | AC            | AC         | 3                   | 2             | 33                   | 2     | 2.49           | 22 Dec 2003        |                 |
| 3.98  | M072 +0.06                     | N   | SB   | <a href="#">Projects spanning M72 to M73</a>                           | AC            | AC         | 3                   | 10            | 33                   | 0     | 2.80           | 22 Dec 2003        |                 |
| 3.99  | +0.07                          | N   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.02           | 07 Sep 2005        |                 |
| 4.01  | +0.08                          | N   | CG   | Curb to Right  |               |            |                     |               |                      |       | 0.32           | 07 Sep 2005        |                 |
| 4.33  | +0.41                          | N   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.07           | 07 Sep 2005        |                 |
| 4.40  | +0.47                          | N   | CG   | Curb to Right  |               |            |                     |               |                      |       | 0.86           | 07 Sep 2005        |                 |
| 4.41  | +0.48                          | N   | SVP  | (SB) Bus Pullout 78' long 0-?' wide                                    |               |            |                     |               |                      |       | 0.01           | 09 Jul 2005        |                 |
| 4.42  | +0.49                          | N   | SVP  | (SB) Bus Pullout 105' long ?' wide                                     |               |            |                     |               |                      |       | 0.02           | 09 Jul 2005        |                 |
| 4.44  | +0.51                          | N   | SVP  | (SB) Bus Pullout 26' long ?-0' wide                                    |               |            |                     |               |                      |       |                | 09 Jul 2005        |                 |
| 4.96  | M073 +0.03                     | N   | SVP  | (SB) Bus Pullout 53' long 0-?' wide                                    |               |            |                     |               |                      |       | 0.01           | 09 Jul 2005        |                 |
| 4.97  | +0.04                          | N   | SVP  | (SB) Bus Pullout 84' long ?' wide                                      |               |            |                     |               |                      |       | 0.02           | 09 Jul 2005        |                 |
| 4.99  | +0.05                          | N   | SVP  | (SB) Bus Pullout 27' long ?-0' wide                                    |               |            |                     |               |                      |       | 0.01           | 09 Jul 2005        |                 |
| 5.26  | +0.32                          | N   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.28           | 07 Sep 2005        |                 |
| 5.47  | +0.53                          | N   | J    | (SB) Calle Lindero -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 5.48  | +0.55                          | N   | SVP  | (SB) Bus Pullout 46' long 0-?' wide                                    |               |            |                     |               |                      |       | 0.01           | 09 Jul 2005        |                 |
| 5.49  | +0.56                          | N   | SVP  | (SB) Bus Pullout 56' long ?' wide                                      |               |            |                     |               |                      |       | 0.01           | 09 Jul 2005        |                 |
| 5.50  | +0.57                          | N   | SVP  | (SB) Bus Pullout 55' long ?-0' wide                                    |               |            |                     |               |                      |       | 0.01           | 09 Jul 2005        |                 |
| 5.54  | +0.60                          | N   | CG   | Curb to Right  |               |            |                     |               |                      |       | 0.19           | 07 Sep 2005        |                 |
| 5.73  | +0.79                          | N   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.20           | 07 Sep 2005        |                 |
| 5.93  | M074 +0.00                     | N   | CG   | Curb to Right  |               |            |                     |               |                      |       | 0.71           | 07 Sep 2005        |                 |
| 6.17  | +0.24                          | N   | SVP  | (SB) Bus Pullout 53' long ?' wide                                      |               |            |                     |               |                      |       | 0.01           | 09 Jul 2005        |                 |
| 6.18  | +0.25                          | N   | SVP  | (SB) Bus Pullout 34' long ?-0' wide                                    |               |            |                     |               |                      |       | 0.01           | 09 Jul 2005        |                 |
| 6.19  | +0.26                          | N   | SVP  | (SB) Bus Pullout 51' long ?-0' wide                                    |               |            |                     |               |                      |       | 0.01           | 09 Jul 2005        |                 |
| 6.64  | +0.70                          | N   | CG   | Curb and Gutter to Left and Right                                      |               |            |                     |               |                      |       | 0.18           | 07 Sep 2005        |                 |
| 6.79  | +0.86                          | N   | SB   | <a href="#">Projects spanning M74 to M75</a>                           | AC            | AC         | 3                   | 5             | 33                   | 1     | 2.60           | 22 Dec 2003        |                 |

**S 077 at M074+0.86**

**M074+0.86 on S 077**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 077 at M076+0.40**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M076+0.40 on S 077**

| GIS Route Mile                                | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance       |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|-----------------------|
| 8.32  | M076 +0.40                     | N   | J    | (SB) Camino Cortaro -- [L]                               |               |            |                     |               |                      |             |                |                    |                       |
| 9.39  | M077 +0.45                     | N   | SB   | <a href="#">Projects spanning M77 to M78</a>             | AC            | AC         | 3                   | 5             | 33                   | 2           | 0.08           | 22 Dec 2003        |                       |
| 9.47  | +0.53                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 2           | 0.13           | 22 Dec 2003        |                       |
| 9.60  | +0.66                          | N   | SB   |  | AC            | AC         | 2                   | 6             | 24                   | 2           | 1.47           | 22 Dec 2003        |                       |
| 11.07   | M079 +0.13                     | N   | SB   | <a href="#">Projects spanning M79 to M80</a>             | AC            | AC         | 2                   | 0             | 24                   | 1           | 0.06           | 85                 |                       |
| 11.13   | +0.20                          | N   | SB   |  | AC            | AC         | 2                   | 0             | 24                   | 1           | 2.98           | Apr 2000           |                       |
| 14.12   | M082                           | N   | SB   | <a href="#">Projects spanning M82 to M83</a>             | AC            | MBH        | 2                   | 10            | 24                   | 2           | 3.62           | 89                 |                       |
| 17.73   | M085 +0.82                     | N   | J    | S 077 SB return to single centerline                     |               |            |                     |               |                      |             |                |                    |                       |
| 19.99   | M088 +0.24                     | N   | J    | Continue S 077 SB divided centerline north of Oro Valley |               |            |                     |               |                      |             |                |                    |                       |
|   |                                | N   | SB   | <a href="#">Projects spanning M88 to M89</a>             | AC            | AC         | 2                   | 8             | 24                   | 4           | 3.24           | 1995               |                       |
| 23.24   | M091 +0.47                     | N   | J    | S 077 return to single centerline                        |               |            |                     |               |                      |             |                |                    |                       |
| <b>Cardinal Mainline Averages/Totals:</b>     |                                |     |      |  |               |            | <b>354.62</b>       | <b>3.87</b>   | <b>27.68</b>         | <b>4.70</b> | <b>158.51</b>  | <b>1996.2</b>      | 28.31 Miles of Median |
| <b>Non-Cardinal Mainline Averages/Totals:</b> |                                |     |      |  |               |            | <b>49.87</b>        | <b>6.25</b>   | <b>27.42</b>         | <b>1.72</b> | <b>20.95</b>   | <b>1998.6</b>      |                       |

**S 077 at M091+0.47**

**M091+0.47 on S 077**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 078 at M154+0.55**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M154+0.55 on S 078**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                              | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 078 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M154 +0.55                     | C   | J    | Begin S 078 at U 191 and S 075            |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Greenlee County                    |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | MBL                                       | Unk           | 2            | 0                   | 24            | 0                    | 0.94         | 53             |                      |                 |
|  |                                | C   | X    | MP 155 to 165 set by Odometer             |               |              |                     |               |                      |              |                |                      |                 |
| 0.94   | M155 +0.48                     | C   | UH   | BST                                       | Unk           | 2            | 0                   | 24            | 0                    | 2.53         | 61             |                      |                 |
| 1.07   | +0.61                          | C   | J    | Clifton Airport Rd                        |               |              |                     |               |                      |              |                |                      |                 |
| 3.47   | M158 +0.02                     | C   | UH   | MBL                                       | MBH           | 2            | 1                   | 24            | 1                    | 0.67         | 68             |                      |                 |
| 4.14   | +0.69                          | C   | UH   | AC  | AC            | 2            | 1                   | 24            | 1                    | 0.67         | 16 Aug 1999    |                      |                 |
| 4.81   | M159 +0.35                     | C   | UH   | MBL                                       | MBH           | 2            | 1                   | 24            | 1                    | 3.00         | 68             |                      |                 |
| 7.81   | M162 +0.48                     | C   | UH   | AC  | AC            | 2            | 1                   | 24            | 1                    | 0.04         | 03 Oct 2003    |                      |                 |
| 7.85   | +0.52                          | C   | UH   | AC  | AC            | 2            | 8                   | 24            | 8                    | 0.16         | 03 Oct 2003    |                      |                 |
| 8.01   | +0.68                          | C   | UH   | AC  | AC            | 2            | 1                   | 24            | 1                    | 0.04         | 03 Oct 2003    |                      |                 |
| 8.05   | +0.73                          | C   | UH   | MBL                                       | MBH           | 2            | 1                   | 24            | 1                    | 2.25         | 68             |                      |                 |
| 10.29  | M165 +0.00                     | C   | UH   | AC  | AC            | 2            | 1                   | 24            | 1                    | 0.22         | 12 Sep 2001    |                      |                 |
| 10.51  | +0.21                          | C   | UH   | AC  | AC            | 2            | 2                   | 24            | 2                    | 3.94         | 12 Sep 2001    |                      |                 |
| 10.66  | +0.36                          | C   | X    | Enter Apache NF                           |               |              |                     |               |                      |              |                |                      |                 |
| 14.32  | M169 +0.00                     | C   | EQ   | MP 168+1.06 Back Equals MP 169+0.00 Ahead |               |              |                     |               |                      |              |                |                      |                 |
| 14.33  | +0.01                          | C   | EQ   | MP 169+0.01 Back Equals MP 169+0.54 Ahead |               |              |                     |               |                      |              |                |                      |                 |
| 14.45  | +0.13                          | C   | UH   | AC  | AC            | 2            | 1                   | 24            | 1                    | 5.01         | 12 Sep 2001    |                      |                 |
| 19.47  | M174 +0.73                     | C   | J    | End S 078 at AZ/NM State Line             |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |   |               | <b>38.94</b> | <b>1.08</b>         | <b>24.00</b>  | <b>1.08</b>          | <b>19.47</b> | <b>1983.4</b>  | 0.00 Miles of Median |                 |

**S 078 at M174+0.73**

**M174+0.73 on S 078**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 079 at M091+0.13**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M091+0.13 on S 079**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 079 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M091 +0.13                     | C   | UH   | <a href="#">Projects spanning M91 to M92</a>   | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.16           | 85                 |                 |
| 0.01   | +0.14                          | C   | J    | Begin S 079 at S 077 (Oracle Junction)         |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Pinal County                            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.15           |                    |                 |
| 0.16   | +0.29                          | C   | UH   | <a href="#">Projects spanning M91 to M92</a>   | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.81           | 67                 |                 |
| 0.34   | +0.47                          | C   | X    | Begin Pinal Pioneer Parkway                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.53   | +0.66                          | C   | BR   | Big Wash                                       |               |            |                     |               |                      |       |                | 1967               | 172 ft Concrete |
| 0.97   | M092 +0.08                     | C   | UH   | <a href="#">Projects spanning M92 to M93</a>   | AC            | MBH        | 2                   | 3             | 24                   | 3     | 0.16           | 79                 |                 |
| 1.08   | +0.20                          | C   | X    | ADA Roadside Tables                            |               |            |                     |               |                      |       |                |                    |                 |
| 1.13   | +0.25                          | C   | UH   | <a href="#">Projects spanning M92 to M93</a>   | AC            | AC         | 2                   | 3             | 24                   | 3     | 9.74           | 09 Dec 2003        |                 |
| 1.90   | M093 +0.00                     | C   | EQ   | MP 92+1.02 Back Equals MP 93+0.00 Ahead        |               |            |                     |               |                      |       |                |                    |                 |
| 3.90   | M095                           | C   | VMS  | (SB) Variable Message Sign #91 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 10.26  | M101 +0.35                     | C   | J    | Park Link Dr                                   |               |            |                     |               |                      |       |                |                    |                 |
| 10.60  | +0.69                          | C   | BR   | Cadillac Wash                                  |               |            |                     |               |                      |       |                | 1939               | 232 ft Concrete |
| 10.87  | +0.97                          | C   | UH   | <a href="#">Projects spanning M101 to M102</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 9.26           | 1997               |                 |
| 20.14  | M111 +0.22                     | C   | UH   | <a href="#">Projects spanning M111 to M112</a> | AC            | MBH        | 2                   | 3             | 24                   | 3     | 0.03           | 79                 |                 |
|  |                                | C   | BR   | Brady Wash                                     |               |            |                     |               |                      |       |                | 1941               | 126 ft Concrete |
| 20.17  | +0.25                          | C   | UH   | <a href="#">Projects spanning M111 to M112</a> | AC            | MBH        | 2                   | 3             | 24                   | 3     | 16.75          | 83                 |                 |
| 24.50  | M115 +0.60                     | C   | X    | ADA Roadside Tables                            |               |            |                     |               |                      |       |                |                    |                 |
| 30.23  | M121 +0.31                     | C   | X    | End Pinal Pioneer Parkway                      |               |            |                     |               |                      |       |                |                    |                 |
| 30.61  | +0.70                          | C   | X    | ADA Roadside Tables                            |               |            |                     |               |                      |       |                |                    |                 |
| 32.73  | M123 +0.81                     | A   | J    | Palo Verde Dr -- [R14]                         |               |            |                     |               |                      |       |                |                    |                 |
| 36.56  | M127 +0.64                     | C   | J    | Cactus Forest Rd                               |               |            |                     |               |                      |       |                |                    |                 |
| 36.92  | M128 +0.00                     | C   | UH   | <a href="#">Projects spanning M128 to M129</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 2.00           | 17 Dec 2003        |                 |
| 38.92  | M130                           | C   | UH   | <a href="#">Projects spanning M130 to M131</a> | AC            | AC         | 2                   | 5.5           | 24                   | 5.5   | 0.08           | 17 Dec 2003        |                 |
| 39.00  | +0.08                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.10           | 17 Dec 2003        |                 |
| 39.31  | +0.39                          | C   | JB   | SCL Florence Elev 1500                         |               |            |                     |               |                      |       |                |                    |                 |
| 40.09  | M131 +0.18                     | C   | UH   | <a href="#">Projects spanning M131 to M132</a> | AC            | AC         | 2                   | 8             | 24                   | 5     | 0.10           | 17 Dec 2003        |                 |
| 40.19  | +0.27                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.09           | 17 Dec 2003        |                 |
| 40.28  | +0.36                          | C   | J    | Florence-Kelvin Hwy -- [R4]                    |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M131 to M132</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.44           | 17 Dec 2003        |                 |
| 40.35  | +0.43                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.40           |                    |                 |
| 40.72  | +0.80                          | C   | UH   | <a href="#">Projects spanning M131 to M132</a> | AC            | AC         | 2                   | 5             | 24                   | 8     | 0.10           | 17 Dec 2003        |                 |
| 40.78  | +0.86                          | C   | J    | Florence Heights -- [L3]                       |               |            |                     |               |                      |       |                |                    |                 |
| 40.81  | +0.90                          | C   | UH   | <a href="#">Projects spanning M131 to M132</a> | AC            | AC         | 2                   | 5             | 24                   | 10    | 0.12           | 17 Dec 2003        |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 40.82  |                                | C   | J    | Cemetery Rd -- [L23]                           |               |            |                     |               |                      |       |                |                    |                 |

**S 079 at M131+0.90**

**M131+0.90 on S 079**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 079 at M132+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M132+0.00 on S 079**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 40.93          | M132 +0.00                     | C   | J    | Begin S 079 NB divided centerline south of Florence |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | SUB Florence  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable Soil Median                                |               |            |                     |               |                      |       |                |                    |                 |
| 40.94          |                                | C   | NB   | AC  | AC            | 1          | 5                   | 12            | 8                    | 0.01  | 17 Dec 2003    |                    |                 |
|                |                                | C   | JB   | Temp Leave Florence                                 |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.01                          | C   | NB   | AC  | AC            | 1          | 5                   | 12            | 8                    | 0.58  | 17 Dec 2003    |                    |                 |
| 41.07          | +0.13                          | A   | J    | Cheryl Ln -- [U2]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 41.12          | +0.19                          | C   | J    | SB079 South End                                     |               |            |                     |               |                      |       |                |                    |                 |
| 41.53          | +0.59                          | C   | UH   | AC  | AC            | 2          | 5                   | 24            | 8                    | 0.29  | 17 Dec 2003    |                    |                 |
| 41.81          | +0.88                          | C   | UH   | AC  | MBH           | 2          | 2                   | 24            | 2                    | 0.04  | 17 Dec 2003    |                    |                 |
| 41.86          | +0.92                          | C   | UH   | AC  | MBH           | 4          | 2                   | 48            | 2                    | 0.38  | 17 Dec 2003    |                    |                 |
| 41.91          | M133 +0.00                     | C   | JB   | Reenter Florence                                    |               |            |                     |               |                      |       |                |                    |                 |
| 42.00          | +0.08                          | C   | MD   | 12 ft Painted Median                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                              |               |            |                     |               |                      |       |                |                    |                 |
| 42.24          | +0.31                          | C   | UH   | MBL   | MBH           | 4          | 8                   | 48            | 5                    | 0.66  | 59             |                    |                 |
| 42.42          | M134 +0.00                     | C   | J    | SB079 Butte Ave                                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EQ   | MP 133+0.78 Back Equals MP 134+0.27 Ahead           |               |            |                     |               |                      |       |                |                    |                 |
| 42.47          | +0.05                          | C   | MD   | 12 ft Painted Median                                |               |            |                     |               |                      |       |                |                    |                 |
| 42.51          | +0.09                          | C   | CG   | Curb to Left and Right                              |               |            |                     |               |                      |       |                |                    |                 |
| 42.90          | +0.48                          | C   | UH   | AC  | AC            | 4          | 8                   | 48            | 5                    | 0.16  | 25 Oct 2003    |                    |                 |
| 42.91          | +0.49                          | C   | J    | Diversion Dam Rd E -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 42.95          | +0.53                          | C   | J    | Unknown Rd -- [R1]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 43.06          | +0.64                          | C   | J    | Jason Lopez Circle S -- [R1]                        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC  | AC            | 2          | 8                   | 24            | 5                    | 0.06  | 25 Oct 2003    |                    |                 |
| 43.12          | +0.70                          | C   | UH   | AC  | AC            | 2          | 5                   | 24            | 5                    | 0.04  | 25 Oct 2003    |                    |                 |
| 43.15          | M135 +0.00                     | C   | EQ   | MP 134+0.74 Back Equals MP 135+0.00 Ahead           |               |            |                     |               |                      |       |                |                    |                 |
| 43.16          | +0.01                          | C   | UH   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.11  | 25 Oct 2003    |                    |                 |
| 43.21          | +0.06                          | C   | J    | Jason Lopez Circle N -- [R]                         |               |            |                     |               |                      |       |                |                    |                 |
| 43.27          | +0.11                          | C   | UH   | AC  | AC            | 2          | 5                   | 24            | 5                    | 0.09  | 25 Oct 2003    |                    |                 |
| 43.36          | +0.21                          | C   | UH   | AC  | AC            | 2          | 8                   | 24            | 8                    | 0.37  | 25 Oct 2003    |                    |                 |
| 43.73          | +0.57                          | C   | UH   | AC  | AC            | 2          | 5.5                 | 24            | 5.5                  | 0.02  | 25 Oct 2003    |                    |                 |
| 43.75          | +0.60                          | C   | UH   | AC  | AC            | 2          | 3                   | 24            | 3                    | 0.28  | 25 Oct 2003    |                    |                 |
| 43.98          | +0.83                          | C   | BR   | Gila River  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                |     |      |   |               |            |                     |               |                      |       | 1957           | 1507 ft Concrete   |                 |
| 44.04          | +0.88                          | C   | UH   | AC  | AC            | 2          | 2.5                 | 24            | 2.5                  | 0.07  | 25 Oct 2003    |                    |                 |
| 44.11          | +0.95                          | C   | UH   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.06  | 25 Oct 2003    |                    |                 |
| 44.16          | M136 +0.02                     | C   | J    | Hunt Highway -- [L23]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC  | AC            | 2          | 8                   | 24            | 2                    | 0.02  | 25 Oct 2003    |                    |                 |
| 44.18          | +0.04                          | C   | UH   | AC  | AC            | 2          | 8                   | 24            | 8                    | 0.28  | 25 Oct 2003    |                    |                 |
| 44.41          | +0.27                          | C   | JB   | NCL Florence / Enter Military Res                   |               |            |                     |               |                      |       |                |                    |                 |

**S 079 at M136+0.27**

**M136+0.27 on S 079**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 079 at M136+0.32**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M136+0.32 on S 079**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 44.46          | M136 +0.32                     | C   | UH   | <a href="#">Projects spanning M136 to M137</a> | AC            | AC         | 2                   | 8             | 24                   | 5     | 0.06           | 25 Oct 2003        |                 |
|                |                                | C   | J    | Florence Gardens -- [L3]                       |               |            |                     |               |                      |       |                |                    |                 |
| 44.52          | +0.38                          | C   | UH   | <a href="#">Projects spanning M136 to M137</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.07           | 25 Oct 2003        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.43           |                    |                 |
| 44.59          | +0.45                          | C   | UH   | <a href="#">Projects spanning M136 to M137</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.18           | 25 Oct 2003        |                 |
| 44.62          | +0.48                          | C   | J    | Caliente -- [L3]                               |               |            |                     |               |                      |       |                |                    |                 |
| 44.71          | +0.57                          | C   | J    | Unknown Rd -- [L3]                             |               |            |                     |               |                      |       |                |                    |                 |
| 44.77          | +0.63                          | C   | J    | Unknown Rd -- [L3]                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M136 to M137</a> | AC            | AC         | 2                   | 4             | 24                   | 2     | 0.10           | 25 Oct 2003        |                 |
| 44.86          | +0.72                          | C   | J    | Florence Blvd -- [L3]                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M136 to M137</a> | AC            | AC         | 2                   | 8             | 24                   | 2     | 0.01           | 25 Oct 2003        |                 |
| 44.87          | +0.73                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 5     | 0.08           | 25 Oct 2003        |                 |
| 44.96          | +0.82                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 3.63           | 25 Oct 2003        |                 |
| 45.70          | M137 +0.55                     | C   | UB   | NUB Florence                                   |               |            |                     |               |                      |       |                |                    |                 |
| 45.90          | +0.75                          | C   | BR   | Unknown Wash                                   |               |            |                     |               |                      |       |                | 80 ft Unknown      |                 |
| 48.58          | M140 +0.45                     | C   | J    | Arizona Farms Rd -- [L23]                      |               |            |                     |               |                      |       |                |                    |                 |
| 48.59          | +0.46                          | C   | UH   | <a href="#">Projects spanning M140 to M141</a> | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.09           | 25 Oct 2003        |                 |
| 48.60          | +0.47                          | C   | JB   | Leave Military Res                             |               |            |                     |               |                      |       |                |                    |                 |
| 48.68          | +0.55                          | C   | UH   | <a href="#">Projects spanning M140 to M141</a> | AC            | AC         | 2                   | 6             | 24                   | 8     | 0.03           | 25 Oct 2003        |                 |
| 48.71          | +0.57                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 8.97           | 25 Oct 2003        |                 |
| 52.90          | M144 +0.74                     | C   | J    | Cottonwood Canyon Rd                           |               |            |                     |               |                      |       |                |                    |                 |
| 54.02          | M145 +0.89                     | C   | BR   | Unknown Wash                                   |               |            |                     |               |                      |       |                | Unknown            |                 |
| 57.68          | M149 +0.50                     | C   | UH   | <a href="#">Projects spanning M149 to M150</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.30           | 26 Sep 2003        |                 |
| 57.97          | +0.79                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      |       | 0.03           |                    |                 |
| 57.98          | +0.80                          | C   | DH   | <a href="#">Projects spanning M149 to M150</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.11           | 26 Sep 2003        |                 |
| 58.00          | +0.82                          | C   | MD   | Variable Concrete Curb Median                  |               |            |                     |               |                      |       | 0.40           |                    |                 |
| 58.09          | +0.91                          | C   | DH   | <a href="#">Projects spanning M149 to M150</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.05           | 26 Sep 2003        |                 |
| 58.14          | M150 +0.00                     | C   | J    | U 060 Exit #212 A and G ramps -- [B24]         |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | DH   | <a href="#">Projects spanning M150 to M151</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.13           | 26 Sep 2003        |                 |
| 58.19          | +0.05                          | C   | UP   | (NB) Under U 060 OP EB                         |               |            |                     |               |                      |       |                | 26 Sep 2003        | 16'-06"         |
| 58.21          | +0.07                          | C   | UP   | (NB) Under U 060 OP WB                         |               |            |                     |               |                      |       |                | 26 Sep 2003        | 16'-06"         |
| 58.27          | +0.13                          | C   | J    | U 060 Exit #212 C and J ramps -- [B24]         |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | DH   | <a href="#">Projects spanning M150 to M151</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.14           | 26 Sep 2003        |                 |
| 58.40          | +0.28                          | C   | J    | End S 079 at U 060 (Old WB alignment)          |               |            |                     |               |                      |       |                |                    |                 |

**S 079 at M150+0.28**

**M150+0.28 on S 079**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 079 at M132+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M132+0.00 on S 079**

| GIS<br>Route<br>Mile  | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                                     | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles        | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|---|------------------|---------------|---------------------------|------------------|----------------------------|--------------|----------------|-----------------------|--------------------|
| <b>S 079 - Non-cardinal (from low to high for divided hwy segments)</b> |                                      |     |      |   |                  |               |                           |                  |                            |              |                |                       |                    |
| 40.93   | M132 +0.00                           | N   | J    | Begin S 079 SB divided centerline south of Florence |                  |               |                           |                  |                            |              |                |                       |                    |
| 40.94   | +0.02                                | N   | SB   | AC  | AC               | 1             | 3                         | 12               | 3                          | 0.64         | Dec 2003       |                       |                    |
| 41.08   | +0.16                                | N   | J    | SB079 SB at South Florence At-Grade Interchange     |                  |               |                           |                  |                            |              |                |                       |                    |
| 41.28   | +0.36                                | N   | J    | SB079 NB at South Florence At-Grade Interchange     |                  |               |                           |                  |                            |              |                |                       |                    |
| 41.57   | +0.65                                | N   | J    | S 079 return to single centerline                   |                  |               |                           |                  |                            |              |                |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                      |     |      |   |                  | <b>117.77</b> | <b>4.51</b>               | <b>24.37</b>     | <b>4.51</b>                | <b>57.98</b> | <b>1995.1</b>  | 3.36 Miles of Median  |                    |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                      |     |      |   |                  | <b>0.64</b>   | <b>3.00</b>               | <b>12.00</b>     | <b>3.00</b>                | <b>0.64</b>  | <b>2003.0</b>  |                       |                    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 080 at M316+0.68**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M316+0.68 on S 080**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 080 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.07   | M316+0.68                      | A   | J    | Bruce St -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 0.08   | M293+0.27                      | C   | J    | Begin S 080 at SB010(3) in Benson              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Benson, Cochise County                  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB   | <a href="#">Projects spanning M293 to M294</a> | AC            | AC         | 1                   | 2             | 12                   | 6     | 0.25           | 1997               |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.25           |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.24           |                    |                 |
| 0.33   | +0.51                          | C   | UH   | <a href="#">Projects spanning M293 to M294</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.08           | 1997               |                 |
| 0.41   | +0.60                          | C   | UH   |  | MBL           | BST        | 2                   | 8             | 24                   | 8     | 0.01           | 41                 |                 |
| 0.42   | +0.61                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 4.35           | 74                 |                 |
| 1.41   | M294+0.63                      | C   | J    | Road to Country Club                           |               |            |                     |               |                      |       |                |                    |                 |
| 2.79   | M296+0.01                      | C   | JB   | SCL Benson                                     |               |            |                     |               |                      |       |                |                    |                 |
| 4.46   | M297+0.68                      | C   | BR   | Unknown Wash                                   |               |            |                     |               |                      |       |                | 1958               | 131 ft Concrete |
| 4.78   | M298+0.00                      | C   | UH   | <a href="#">Projects spanning M298 to M299</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.93           | 01 Nov 2005        |                 |
| 5.03   | +0.25                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.08           |                    |                 |
| 5.10   | +0.32                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.01           |                    |                 |
| 5.11   | +0.33                          | C   | J    | Apache Powder Rd -- [R4]                       |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 5.12   | +0.34                          | C   | TI   | (EB) Apache Powder Rd (Off)                    | AC            | AC         | 1                   | 0             | 12                   | 8     | 0.09           | 01 Nov 2005        |                 |
| 5.47   | +0.69                          | C   | J    | Flynn Rd -- [R]                                |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 5.60   | +0.82                          | C   | BR   | San Pedro River                                |               |            |                     |               |                      |       |                | 1960               | 415 ft Steel    |
| 5.70   | +0.92                          | C   | UH   | <a href="#">Projects spanning M298 to M299</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.13           | 01 Nov 2005        |                 |
| 5.76   | +0.98                          | C   | J    | Chihaverty Trl -- [L]                          |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 5.96   | M299+0.19                      | C   | J    | Mayberry St -- [R]                             |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 6.07   | +0.30                          | C   | J    | Richey St -- [R]                               |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 6.19   | +0.42                          | C   | J    | Tracy St -- [R]                                |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 6.24   | +0.47                          | C   | J    | Mc Rae Ln -- [L]                               |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 6.39   | +0.62                          | C   | J    | Ewing St -- [R]                                |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 6.51   | +0.74                          | C   | J    | Sibyl Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 6.71   | +0.95                          | C   | J    | Apache Trl -- [L]                              |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 6.83   | M300+0.05                      | C   | UH   | <a href="#">Projects spanning M300 to M301</a> | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.89           | 01 Nov 2005        |                 |
|  |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 12                   |       | 0.06           |                    |                 |
| 6.85   | +0.07                          | C   | SVP  | WB Paved 700' long 15' wide                    |               |            |                     |               |                      |       | 0.13           | 01 Nov 2005        |                 |
| 6.89   | +0.10                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.78           |                    |                 |
|  | +0.11                          | C   | SVP  | EB Paved 365' long 22' wide                    |               |            |                     |               |                      |       | 0.07           | 01 Nov 2005        |                 |
| 6.91   | +0.12                          | C   | J    | Church St -- [R]                               |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 6.93   | +0.15                          | C   | X    | St David (Unincorporated) Elev 3660            |               |            |                     |               |                      |       |                |                    |                 |
| 7.01   | +0.23                          | C   | J    | Miller Ln -- [B]                               |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |
| 7.29   | +0.51                          | C   | J    | Rusty St -- [B]                                |               |            |                     |               |                      |       |                | 01 Nov 2005        |                 |

**S 080 at M300+0.51**

**M300+0.51 on S 080**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 080 at M300+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M300+0.71 on S 080**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 7.50           | M300 +0.71                     | C   | J    | ADOT Yard Entrance -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 7.66           | +0.88                          | C   | MD   | Variable 12-0 ft Painted Median   |               |            |                     | 6             |                      | 0.06  |                |                    |                 |
| 7.72           | +0.94                          | C   | UH   | <a href="#">Projects spanning M300 to M301</a>                          | AC            |            |                     | 24            | 5                    | 3.47  | 01 Nov 2005    |                    |                 |
| 7.81           | M301 +0.04                     | C   | J    | Barrow St -- [L]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 7.90           | +0.12                          | C   | J    | Sam Barrow St -- [L]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 8.12           | +0.35                          | C   | J    | Knauss St -- [L]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 8.20           | +0.43                          | C   | SVP  | WB Paved 150' long 23' wide   |               |            |                     |               |                      | 0.03  | 01 Nov 2005    |                    |                 |
| 8.35           | +0.57                          | C   | J    | Dea Ln -- [R]   |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 8.37           | +0.60                          | C   | J    | Calle Del Oro -- [L]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 8.44           | +0.66                          | C   | J    | Golden Bell Rd -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 8.69           | +0.91                          | C   | J    | Griest Ln -- [L]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 8.76           | M302 +0.00                     | C   | J    | Mecham Dr -- [L]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 8.88           | +0.12                          | C   | J    | Vail Ln -- [L]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 8.97           | +0.22                          | C   | J    | Meisterhans St -- [L]   |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 9.21           | +0.45                          | C   | J    | Campo Lindo -- [B]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 9.41           | +0.65                          | C   | J    | Horse Ranch Rd/Dragon Mountain Ranch to Left & Trinity Way Right -- [L] |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 9.73           | +0.97                          | C   | J    | 3rd Ave -- [R]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 9.84           | M303 +0.06                     | C   | J    | 2nd Ave -- [L]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 10.19          | +0.41                          | C   | J    | Judd St -- [R]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 10.42          | +0.64                          | C   | J    | Quail Call St -- [L]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 10.87          | M304 +0.09                     | C   | SVP  | EB Paved 320' long 10' wide   |               |            |                     |               |                      | 0.06  | 01 Nov 2005    |                    |                 |
| 10.91          | +0.13                          | C   | J    | Gift Ln -- [R]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 11.08          | +0.30                          | C   | J    | Campa Ln -- [R]   |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 11.19          | +0.41                          | C   | UH   | <a href="#">Projects spanning M304 to M305</a>                          | AC            |            |                     | 24            | 5                    | 4.58  | 01 Nov 2005    |                    |                 |
| 11.57          | +0.79                          | C   | J    | Curtis Flats Rd -- [R]  |               |            |                     |               |                      |       | 01 Nov 2005    |                    |                 |
| 11.86          | M305 +0.08                     | C   | SVP  | WB Paved 330' long 30' wide   |               |            |                     |               |                      | 0.07  | 01 Nov 2005    |                    |                 |
| 12.41          | +0.63                          | C   | SVP  | WB Paved 710' long 12' wide   |               |            |                     |               |                      | 0.14  | 01 Nov 2005    |                    |                 |
| 14.53          | M307 +0.75                     | C   | BR   | Clifford Wash   |               |            |                     |               |                      |       | 1956           | 203 ft Concrete    |                 |
| 15.78          | M309 +0.00                     | C   | UH   | <a href="#">Projects spanning M309 to M310</a>                          | AC            |            |                     | 24            | 8                    | 2.98  | 15 Nov 2000    |                    |                 |
| 18.76          | M311 +0.98                     | C   | UH   | <a href="#">Projects spanning M311 to M312</a>                          | AC            |            |                     | 24            | 8                    | 1.76  | 15 Nov 2000    |                    |                 |
| 19.59          | M312 +0.81                     | C   | BR   | Willow Gulch  |               |            |                     |               |                      |       | 1959           | 162 ft Concrete    |                 |
| 20.52          | M313 +0.74                     | C   | UH   | <a href="#">Projects spanning M313 to M314</a>                          | AC            |            |                     | 24            | 8                    | 0.33  | 15 Nov 2000    |                    |                 |
| 20.69          | +0.91                          | C   | J    | S 082 West  |               |            |                     |               |                      |       |                |                    |                 |
| 20.85          | M314 +0.06                     | C   | UH   | <a href="#">Projects spanning M314 to M315</a>                          | AC            |            |                     | 24            | 8                    | 0.09  | 15 Nov 2000    |                    |                 |
| 20.94          | +0.15                          | C   | UH   |   | AC            |            |                     | 24            | 8                    | 1.32  | 15 Nov 2000    |                    |                 |
| 22.17          | M315 +0.39                     | C   | JB   | NCL Tombstone Elev 4540   |               |            |                     |               |                      |       |                |                    |                 |
| 22.19          | +0.41                          | C   | BR   | Walnut Canyon   |               |            |                     |               |                      |       | 1934           | 202 ft Concrete    |                 |
| 22.24          | +0.46                          | C   | MD   | Variable 0-12 ft Painted Median   |               |            |                     | 12            |                      | 0.08  |                |                    |                 |
| 22.26          | +0.48                          | C   | UH   | <a href="#">Projects spanning M315 to M316</a>                          | AC            |            |                     | 24            | 8                    | 1.01  | 15 Nov 2000    |                    |                 |

**S 080 at M315+0.48**

**M315+0.48 on S 080**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 080 at M315+0.54**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M315+0.54 on S 080**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|
| 22.32          | M315 +0.54                     | C   | MD   |  |               |            |                     | 12            |                      | 1.03  |                |                    |                 |         |
| 23.26          | M316 +0.51                     | C   | J    | Road to Boot Hill -- [L]                       |               |            |                     |               |                      |       |                |                    |                 |         |
| 23.27          | +0.53                          | C   | UH   | <a href="#">Projects spanning M316 to M317</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.02           | 15 Nov 2000        |                 |         |
| 23.29          | +0.54                          | C   | UH   |  | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.94           | 88                 |                 |         |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.94           |                    |                 |         |
| 24.22          | M317 +0.68                     | C   | UP   | Tombstone Pedestrian OP                        |               |            |                     |               |                      |       |                | 1963               | 15'-06"         |         |
| 24.23          | +0.69                          | C   | UH   | <a href="#">Projects spanning M317 to M318</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 14.30          | 1998               |                 |         |
| 24.45          | M318 +0.00                     | C   | EQ   | MP 316+1.71 Back Equals MP 318+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |         |
| 24.49          | +0.03                          | C   | J    | Gleeson Rd -- [L3]                             |               |            |                     |               |                      |       |                |                    |                 |         |
| 25.03          | +0.58                          | C   | JB   | SCL Tombstone                                  |               |            |                     |               |                      |       |                |                    |                 |         |
| 27.51          | M321 +0.05                     | C   | J    | Davis Rd -- [L3]                               |               |            |                     |               |                      |       |                |                    |                 |         |
| 32.13          | M325 +0.68                     | C   | BR   | Government Draw                                |               |            |                     |               |                      |       | 2000           | 180 ft Steel       |                 |         |
| 38.53          | M332 +0.08                     | C   | UH   | <a href="#">Projects spanning M332 to M333</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 5.51           | 88                 |                 |         |
| 39.28          | +0.83                          | C   | TI   | WB S 090 NB (off)                              | AC            | AC         | 1                   |               | 12                   |       | 0.07           |                    |                 |         |
| 39.33          | +0.88                          | C   | J    | S 090 West                                     |               |            |                     |               |                      |       |                |                    |                 |         |
| 39.40          | +0.95                          | C   | TI   | SB S 090 SB (on)                               |               |            |                     |               |                      |       |                |                    |                 |         |
| 39.72          | M333 +0.27                     | C   | BR   | Tombstone Canyon #1                            |               |            |                     |               |                      |       |                | 1956               | 110 ft Steel    |         |
| 44.04          | M337 +0.61                     | C   | UH   | <a href="#">Projects spanning M337 to M338</a> | AC            | Unk        | 3                   | 0             | 48                   | 0     | 0.11           | 88                 |                 |         |
| 44.15          | +0.72                          | C   | UH   |  | AC            | MBH        | 3                   | 5             | 48                   | 2     | 0.67           | 1995               |                 |         |
| 44.82          | M338 +0.37                     | C   | UH   | <a href="#">Projects spanning M338 to M339</a> | AC            | MBH        | 3                   | 5             | 36                   | 2     | 0.09           | 1995               |                 |         |
| 44.91          | +0.46                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.52           | 88                 |                 |         |
| 45.43          | +0.97                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 30                   | 5     | 0.04           | 88                 |                 |         |
| 45.47          | M339 +0.02                     | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | Unk        | 2                   | 0             | 30                   | 0     | 0.03           | 88                 |                 |         |
| 45.49          | +0.04                          | C   | TN   | Mule Pass                                      |               |            |                     |               |                      |       |                | 1958               | 1400 ft         | 14'-00" |
| 45.50          | +0.05                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | Unk        | 2                   | 0             | 36                   | 0     | 0.24           | 88                 |                 |         |
| 45.75          | +0.30                          | C   | UH   |  | AC            | AC         | 2                   | 0.5           | 36                   | 0.5   | 0.31           | 30 Jun 2005        |                 |         |
| 46.06          | +0.61                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.16           | 30 Jun 2005        |                 |         |
| 46.08          | +0.63                          | C   | UB   | WUB Bisbee                                     |               |            |                     |               |                      |       |                |                    |                 |         |
| 46.09          | +0.64                          | C   | J    | Compton Ave -- [R]                             |               |            |                     |               |                      |       |                |                    |                 |         |
| 46.12          | +0.67                          | C   | JB   | Temp Leave Bisbee                              |               |            |                     |               |                      |       |                |                    |                 |         |
|                |                                | C   | JB   | Temp Leave Bisbee                              |               |            |                     |               |                      |       |                |                    |                 |         |
|                |                                | C   | JB   | Temp Leave Bisbee                              |               |            |                     |               |                      |       |                |                    |                 |         |
|                |                                | C   | JB   | Temp Leave Bisbee                              |               |            |                     |               |                      |       |                |                    |                 |         |
|                |                                | C   | JB   | Reenter Bisbee                                 |               |            |                     |               |                      |       |                |                    |                 |         |
|                |                                | C   | JB   | Reenter Bisbee                                 |               |            |                     |               |                      |       |                |                    |                 |         |
|                |                                | C   | JB   | Reenter Bisbee                                 |               |            |                     |               |                      |       |                |                    |                 |         |
|                |                                | C   | JB   | Reenter Bisbee                                 |               |            |                     |               |                      |       |                |                    |                 |         |
|                |                                | C   | JB   | NCL Bisbee Elev 5350                           |               |            |                     |               |                      |       |                |                    |                 |         |
| 46.22          | +0.77                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.01           | 30 Jun 2005        |                 |         |

**S 080 at M339+0.77**

**M339+0.77 on S 080**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 080 at M339+0.77**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M339+0.77 on S 080**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 46.22          | M339+0.77                      | C   | TI   | NB West Blvd (off)                                     | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.12           | 60                 |                 |
| 46.23          | +0.78                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a>         | AC            | AC         | 2          | 8             | 30                   | 8     | 0.02           | 30 Jun 2005        |                 |
| 46.25          | +0.80                          | C   | TI   | SB West Blvd (on)                                      | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.12           | 60                 |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M339 to M340</a>         | AC            | AC         | 2          | 8             | 36                   | 8     | 0.01           | 30 Jun 2005        |                 |
| 46.26          | +0.81                          | C   | UH   |  | AC            | AC         | 2          | 8             | 30                   | 8     | 0.02           | 30 Jun 2005        |                 |
|                |                                | A   | TI   | (EB/WB) West Blvd Crossing                             | Unk           | Unk        | 2          |               | 24                   |       | 0.07           |                    |                 |
|                |                                | C   | OP   | West Blvd  |               |            |            |               |                      |       |                | 1960               | 53 ft Unknown   |
| 46.28          | +0.83                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a>         | AC            | AC         | 2          | 8             | 36                   | 8     | 0.01           | 30 Jun 2005        |                 |
| 46.29          | +0.84                          | C   | UH   |  | AC            | AC         | 2          | 8             | 24                   | 8     | 0.07           | 30 Jun 2005        |                 |
|                |                                | C   | TI   | SB West Blvd (off)                                     | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.10           | 60                 |                 |
|                |                                | C   | CG   | Curb to Right  |               |            |            |               |                      |       | 0.05           |                    |                 |
| 46.30          | +0.85                          | C   | TI   | NB West Blvd (on)                                      | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.26           | 60                 |                 |
| 46.36          | +0.91                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a>         | AC            | AC         | 2          | 8             | 36                   | 8     | 0.02           | 30 Jun 2005        |                 |
| 46.37          | +0.92                          | C   | UH   |  | AC            | AC         | 2          | 8             | 30                   | 8     | 0.04           | 30 Jun 2005        |                 |
| 46.40          | +0.95                          | C   | J    | Local Rd -- [R]  |               |            |            |               |                      |       |                |                    |                 |
| 46.41          | +0.96                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a>         | AC            | AC         | 2          | 8             | 24                   | 8     | 0.19           | 30 Jun 2005        |                 |
| 46.60          | M340+0.14                      | C   | UH   | <a href="#">Projects spanning M340 to M341</a>         | AC            | AC         | 2          | 5             | 30                   | 5     | 0.20           | 30 Jun 2005        |                 |
| 46.80          | +0.34                          | C   | UH   |  | AC            | AC         | 2          | 2             | 30                   | 2     | 0.06           | 30 Jun 2005        |                 |
| 46.86          | +0.40                          | C   | UH   |  | AC            | AC         | 2          | 2             | 36                   | 2     | 1.04           | 30 Jun 2005        |                 |
| 47.16          | +0.70                          | C   | J    | Quarry Canyon Rd -- [B]                                |               |            |            |               |                      |       |                |                    |                 |
| 47.82          | M341+0.37                      | C   | CG   | Curb to Left and Right                                 |               |            |            |               |                      |       | 0.39           |                    |                 |
| 47.88          | +0.43                          | A   | TI   | (NB/SB) Brewery Gulch Crossing                         | Unk           | Unk        | 2          |               | 24                   |       | 0.15           |                    |                 |
|                |                                | C   | OP   | Exit #341 Brewery Gulch (Old Bisbee Historic District) |               |            |            |               |                      |       |                |                    | 41 ft Unknown   |
| 47.90          | +0.45                          | C   | UH   | <a href="#">Projects spanning M341 to M342</a>         | AC            | AC         | 2          | 11            | 24                   | 11    | 0.02           | 30 Jun 2005        |                 |
|                |                                | C   | TI   | WB Brewery Gulch (on)                                  | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.03           | 61                 |                 |
| 47.92          | +0.47                          | C   | UH   | <a href="#">Projects spanning M341 to M342</a>         | AC            | AC         | 2          | 11            | 30                   | 11    | 0.02           | 30 Jun 2005        |                 |
| 47.93          | +0.49                          | C   | J    | Main St  |               |            |            |               |                      |       |                |                    |                 |
| 47.94          |                                | C   | UH   | <a href="#">Projects spanning M341 to M342</a>         | AC            | AC         | 2          | 11            | 36                   | 11    | 0.02           | 30 Jun 2005        |                 |
| 47.96          | +0.51                          | C   | UH   |  | AC            | AC         | 2          | 11            | 24                   | 11    | 0.03           | 30 Jun 2005        |                 |
|                |                                | C   | TI   | EB Brewery Gulch (off)                                 | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.03           | 61                 |                 |
|                |                                | C   | TI   | EB Brewery Gulch (on)                                  | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.09           | 61                 |                 |
| 47.99          | +0.54                          | C   | UH   | <a href="#">Projects spanning M341 to M342</a>         | AC            | AC         | 3          | 0             | 36                   | 0     | 0.06           | 30 Jun 2005        |                 |
|                |                                | C   | TI   | WB Brewery Gulch (off)                                 | Unk           | Unk        | 1          | 2             | 12                   | 8     | 0.16           | 61                 |                 |
| 48.04          | +0.59                          | C   | UH   | <a href="#">Projects spanning M341 to M342</a>         | AC            | AC         | 4          | 0             | 48                   | 0     | 1.18           | 30 Jun 2005        |                 |
| 48.21          | +0.76                          | C   | CG   | Curb and Gutter to Right                               |               |            |            |               |                      |       | 0.75           |                    |                 |
| 48.42          | M342+0.00                      | C   | J    | Local Rd -- [B]  |               |            |            |               |                      |       |                |                    |                 |
| 48.53          | +0.10                          | C   | J    | Local Rd -- [L]  |               |            |            |               |                      |       |                |                    |                 |
| 48.73          | +0.30                          | C   | RA   | Scenic Viewpoint Right (No Services)                   | Unk           | Unk        | 1          |               | 12                   |       | 0.08           |                    |                 |
| 48.96          | +0.54                          | C   | CG   | Curb to Right  |               |            |            |               |                      |       | 0.15           |                    |                 |

**S 080 at M342+0.54**

**M342+0.54 on S 080**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 080 at M342+0.69**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M342+0.69 on S 080**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 49.11          | M342 +0.69                     | C   | CG   |   |               |            |                     |               |                      | 0.48  |                |                    |                 |
| 49.16          | +0.74                          | C   | JB   |   |               |            |                     |               |                      |       |                |                    |                 |
| 49.22          | +0.80                          | C   | MD   |   |               |            |                     | 6             |                      | 0.04  |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M342 to M343</a>                  | AC            | AC         | 3.5                 | 0             | 42                   | 0     | 0.08           | 30 Jun 2005        |                 |
| 49.26          | +0.83                          | C   | J    | Erie St -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 49.27          | +0.85                          | C   | J    | Denn Mine Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 49.28          |                                | C   | JB   | Reenter Bisbee  |               |            |                     |               |                      |       |                |                    |                 |
| 49.31          | +0.88                          | C   | UH   | <a href="#">Projects spanning M342 to M343</a>                  | AC            | AC         | 3.5                 | 6             | 42                   | 6     | 0.01           | 30 Jun 2005        |                 |
|                | +0.89                          | C   | J    | Local Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 49.32          | +0.90                          | C   | UH   | <a href="#">Projects spanning M342 to M343</a>                  | AC            | AC         | 3                   | 6             | 36                   | 6     | 0.03           | 30 Jun 2005        |                 |
| 49.35          | +0.93                          | C   | UH   |   | AC            | AC         | 3                   | 6             | 36                   | 6     | 0.05           | 21 Jul 2000        |                 |
| 49.39          | +0.97                          | A   | UP   | Union Pacific RR  |               |            |                     |               |                      |       | 1958           |                    | 14'-07"         |
| 49.40          | +0.98                          | C   | UH   | <a href="#">Projects spanning M342 to M343</a>                  | AC            | AC         | 2.5                 | 6             | 30                   | 6     | 0.01           | 21 Jul 2000        |                 |
| 49.42          | M343 +0.00                     | C   | EB   | <a href="#">Projects spanning M343 to M344</a>                  | MBH           | AC         | 1                   | 0             | 18                   | 0     | 0.08           | 21 Jul 2000        |                 |
|                |                                | C   | MD   | Variable Curbed Soil Median                                     |               |            |                     |               |                      |       | 0.17           |                    |                 |
| 49.49          | +0.08                          | C   | TI   | (WB) Ramp to S 080 EB   | AC            | Unk        | 1                   |               | 17                   |       | 0.03           | 2002               |                 |
| 49.50          |                                | C   | EB   | <a href="#">Projects spanning M343 to M344</a>                  | AC            | AC         | 1                   | 0             | 18                   | 0     | 0.09           | 01 Sep 2002        |                 |
| 49.59          | +0.17                          | C   | J    | S 092 EB and Warren Rd SB - Begin 0.036 mile overlap with S 092 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | (EB) Bisbee Rd at Bisbee Circle (off)                           | AC            | Unk        | 1                   |               | 17                   |       | 0.06           | 01 Sep 2002        |                 |
| 49.61          | +0.20                          | C   | TI   | (EB) Bisbee Rd at Bisbee Circle (on)                            | AC            | Unk        | 2                   |               | 24                   |       | 0.06           | 01 Sep 2002        |                 |
| 49.62          | +0.21                          | C   | J    | S 092 EB and Warren Rd NB - End overlap with S 092              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M343 to M344</a>                  | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.04           | 01 Sep 2002        |                 |
|                |                                | C   | MD   | Variable Curbed Soil Median                                     |               |            |                     |               |                      |       | 0.04           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       | 0.04           |                    |                 |
| 49.67          | +0.25                          | C   | UH   | <a href="#">Projects spanning M343 to M344</a>                  | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.61           | 21 Jul 2000        |                 |
| 49.89          | M344 +0.00                     | C   | EQ   | MP 343+0.48 Back Equals MP 344+0.00 Ahead                       |               |            |                     |               |                      |       |                |                    |                 |
| 50.16          | +0.26                          | C   | J    | East St   |               |            |                     |               |                      |       |                |                    |                 |
| 50.28          | +0.38                          | C   | UH   | <a href="#">Projects spanning M344 to M345</a>                  | AC            | AC         | 2                   | 7             | 24                   | 4     | 2.91           | 21 Jul 2000        |                 |
| 50.40          | +0.50                          | C   | UB   | EUB Bisbee  |               |            |                     |               |                      |       |                |                    |                 |
| 51.03          | M345 +0.12                     | C   | JB   | ECL Bisbee  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | J    | Judd Dr -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 51.27          | +0.37                          | A   | J    | Arizona St -- [R14]   |               |            |                     |               |                      |       |                |                    |                 |
| 53.20          | M347 +0.30                     | C   | UH   | <a href="#">Projects spanning M347 to M348</a>                  | AC            | AC         | 2                   | 7             | 24                   | 4     | 0.05           | 23 Jul 2004        |                 |
| 53.24          | +0.34                          | C   | UH   |   | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.61           | 23 Jul 2004        |                 |
| 53.74          | +0.84                          | C   | J    | Graces Cor -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 53.86          | +0.96                          | C   | UH   | <a href="#">Projects spanning M347 to M348</a>                  | AC            | AC         | 2                   | 5.5           | 24                   | 7     | 0.09           | 23 Jul 2004        |                 |
| 53.95          | M348 +0.05                     | C   | J    | Double Abode Rd N -- [L2]                                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M348 to M349</a>                  | AC            | AC         | 2                   | 5             | 24                   | 7     | 0.08           | 23 Jul 2004        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                                 |               |            |                     |               | 6                    |       | 0.08           |                    |                 |

**S 080 at M348+0.05**

**M348+0.05 on S 080**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 080 at M348+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M348+0.14 on S 080**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 54.03          | M348+0.14                      | C   | UH   | <a href="#">Projects spanning M348 to M349</a> | AC            | AC         | 2                   | 7             | 24                   | 7     | 3.88           | 23 Jul 2004        |                 |
| 54.29          | +0.40                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 54.59          | +0.70                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 56.11          | M350+0.20                      | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 57.91          | M352+0.00                      | C   | UH   | <a href="#">Projects spanning M352 to M353</a> | AC            | AC         | 2                   | 2.5           | 24                   | 2.5   | 0.17           | 23 Jul 2004        |                 |
| 58.05          | +0.15                          | C   | J    | Oro Rd -- [R]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 58.08          | +0.17                          | C   | J    | Oro Rd -- [L2]                                 |               |            |                     |               |                      |       |                | 2004               |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M352 to M353</a> | AC            | AC         | 2                   | 5             | 24                   | 6     | 0.19           | 23 Jul 2004        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.10           |                    |                 |
| 58.27          | +0.36                          | C   | UH   | <a href="#">Projects spanning M352 to M353</a> | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.01           | 23 Jul 2004        |                 |
|                | +0.37                          | C   | UH   |  | AC            | AC         | 2                   | 6             | 24                   | 6     | 3.98           | 23 Jul 2004        |                 |
| 58.40          | +0.50                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 58.60          | +0.70                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 58.85          | +0.95                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 58.89          | +0.99                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 58.90          | M353+0.00                      | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 62.25          | M356+0.35                      | C   | UH   | <a href="#">Projects spanning M356 to M357</a> | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.64           | 23 Jul 2004        |                 |
| 62.37          | +0.47                          | C   | J    | Paul Spur                                      |               |            |                     |               |                      |       |                |                    |                 |
| 62.90          | M357+0.00                      | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.25           | 26 Jun 2002        |                 |
| 62.95          | +0.05                          | C   | J    | Unknown Rd -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 63.14          | +0.24                          | C   | EB   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.18           | 26 Jun 2002        |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 4.39           |                    |                 |
| 63.32          | +0.42                          | C   | EB   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 3.5           | 24                   | 9.5   | 4.04           | 26 Jun 2002        |                 |
| 63.47          | +0.57                          | A   | J    | Central Hwy -- [B234]                          |               |            |                     |               |                      |       |                |                    |                 |
| 63.99          | M358+0.09                      | A   | J    | Cochise Jr. College -- [B234]                  |               |            |                     |               |                      |       |                |                    |                 |
| 64.99          | M359+0.08                      | A   | J    | Unknown Rd -- [B234]                           |               |            |                     |               |                      |       |                |                    |                 |
| 65.49          | +0.59                          | A   | J    | Brooks Rd -- [B24]                             |               |            |                     |               |                      |       |                |                    |                 |
| 65.80          | +0.90                          | A   | J    | Harvard Rd -- [L24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 66.02          | M360+0.11                      | A   | J    | West Point Rd -- [L24]                         |               |            |                     |               |                      |       |                |                    |                 |
| 66.18          | +0.27                          | A   | J    | College Dr -- [L24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 66.38          | +0.47                          | A   | J    | Lousiana St -- [L24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 66.53          | +0.62                          | A   | J    | James Ranch Rd -- [L24]                        |               |            |                     |               |                      |       |                |                    |                 |
| 67.36          | M361+0.46                      | C   | EB   | <a href="#">Projects spanning M361 to M362</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.17           | 26 Jun 2002        |                 |
| 67.53          | +0.63                          | A   | J    | Kings Hwy -- [L24]                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M361 to M362</a> | AC            | MBH        | 2                   | 8             | 36                   | 8     | 0.12           | 73                 |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 3.89           |                    |                 |
| 67.65          | +0.74                          | C   | EB   | <a href="#">Projects spanning M361 to M362</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 3.36           | 73                 |                 |
| 70.21          | M364+0.31                      | C   | BR   | White River Draw                               |               |            |                     |               |                      |       |                | 1973               | 218 ft Concrete |
| 70.56          | +0.65                          | C   | UB   | WUB Douglas                                    |               |            |                     |               |                      |       |                |                    |                 |

**S 080 at M364+0.65**

**M364+0.65 on S 080**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 080 at M364+0.66**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M364+0.66 on S 080**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 70.57          | M364 +0.66                     | C   | J    | U 191 North to I 010                           |               |            |                     |               |                      |       |                |                    |                 |
| 71.01          | M365 +0.10                     | C   | EB   | <a href="#">Projects spanning M365 to M366</a> | AC            | MBH        | 2                   | 8             | 36                   | 8     | 0.02           | 73                 |                 |
| 71.03          | +0.12                          | C   | EB   |  | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.04           | 73                 |                 |
| 71.07          | +0.16                          | C   | EB   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.29           | 73                 |                 |
| 71.23          | +0.32                          | C   | JB   | WCL Douglas Elev 4020                          |               |            |                     |               |                      |       |                |                    |                 |
| 71.36          | +0.45                          | C   | EB   | <a href="#">Projects spanning M365 to M366</a> | AC            | Unk        | 4                   | 0             | 48                   | 0     | 0.07           | 73                 |                 |
| 71.43          | +0.52                          | C   | UH   |  | AC            | Unk        | 4                   | 0             | 48                   | 0     | 0.06           | 73                 |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.55           |                    |                 |
| 71.49          | +0.58                          | C   | UH   | <a href="#">Projects spanning M365 to M366</a> | AC            | MBH        | 4                   | 1             | 48                   | 1     | 0.40           | 83                 |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.55           |                    |                 |
| 71.50          | +0.60                          | C   | J    | Pirtleville Rd (Douglas)                       |               |            |                     |               |                      |       |                |                    |                 |
| 71.89          | +0.98                          | C   | UH   | <a href="#">Projects spanning M365 to M366</a> | PCC           | PCC        | 4                   | 11            | 48                   | 11    | 0.13           | 36                 |                 |
| 72.02          | M366 +0.10                     | C   | UH   | <a href="#">Projects spanning M366 to M367</a> | AC            | PCC        | 4                   | 11            | 48                   | 11    | 0.02           | 2000               |                 |
| 72.04          | +0.12                          | C   | J    | UB191 South (Signalized) -- [B1234]            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M366 to M367</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.98           | 2000               |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.94           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.98           |                    |                 |
| 72.65          | +0.73                          | C   | JB   | NCL Douglas                                    |               |            |                     |               |                      |       |                |                    |                 |
| 73.03          | M367 +0.11                     | C   | EQ   | MP 367+0.11 Back Equals MP 369-0.75 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M367 to M368</a> | AC            | MBH        | 3                   | 8             | 36                   | 8     | 0.08           | 86                 |                 |
| 73.04          |                                | C   | UB   | NUB Douglas                                    |               |            |                     |               |                      |       |                |                    |                 |
| 73.10          | +0.18                          | C   | UH   | <a href="#">Projects spanning M367 to M368</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 1.18           | 86                 |                 |
| 74.28          | M369 +0.50                     | C   | J    | Washington St                                  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M369 to M370</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 9.05           | 86                 |                 |
| 75.22          | M370 +0.39                     | C   | IS   | Inspection Station Left (off)                  | Unk           | Unk        | 1                   |               | 12                   |       | 0.23           |                    |                 |
|                |                                | C   | IS   | Inspection Station Left (on)                   |               |            |                     |               |                      |       |                |                    |                 |
| 75.28          | +0.45                          | C   | SVP  | EB Paved                                       |               |            |                     |               |                      |       | 0.11           |                    |                 |
| 83.33          | M378 +0.50                     | C   | UH   | <a href="#">Projects spanning M378 to M379</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.36           | 18 Jul 2003        |                 |
| 83.69          | +0.85                          | C   | UH   |  | AC            | AC         | 2                   | 0             | 24                   | 0     | 10.69          | 18 Jul 2003        |                 |
| 86.59          | M381 +0.75                     | C   | BR   | Silver Creek                                   |               |            |                     |               |                      |       |                | 1930               | 80 ft Concrete  |
| 90.32          | M385 +0.48                     | C   | BR   | Hackberry Wash                                 |               |            |                     |               |                      |       |                |                    | 40 ft Unknown   |
| 92.12          | M387 +0.28                     | C   | BR   | Danger Wash                                    |               |            |                     |               |                      |       |                |                    | 40 ft Unknown   |
| 94.38          | M389 +0.54                     | C   | UH   | <a href="#">Projects spanning M389 to M390</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 1.95           | 18 Jul 2003        |                 |
| 94.44          | +0.61                          | C   | BR   | Indian Creek                                   |               |            |                     |               |                      |       |                |                    | 110 ft Unknown  |
| 96.33          | M391 +0.52                     | C   | UH   | <a href="#">Projects spanning M391 to M392</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 2.52           | 18 Jul 2003        |                 |
| 98.49          | M393 +0.65                     | C   | BR   | Bridge Over Dry Wash                           |               |            |                     |               |                      |       |                |                    | 80 ft Unknown   |
| 98.84          | M394 +0.00                     | C   | UH   | <a href="#">Projects spanning M394 to M395</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 5.88           | 1996               |                 |
| 104.72         | M399 +0.87                     | C   | UH   | <a href="#">Projects spanning M399 to M400</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.04           | 10 Feb 2000        |                 |
| 104.76         | +0.91                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 6.01           | 1996               |                 |

**S 080 at M399+0.91**

**M399+0.91 on S 080**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 080 at M405+0.91**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M405+0.91 on S 080**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 110.77         | M405 +0.91                     | C   | UH   | <a href="#">Projects spanning M405 to M406</a> | BST           | BST        | 2                   | 2             | 24                   | 2     | 0.02           | 54                 |                 |
| 110.79         | +0.93                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 24    | 9.33           | 1997               |                 |
| 120.12         | M415 +0.26                     | C   | UH   | <a href="#">Projects spanning M415 to M416</a> | BST           | BST        | 2                   | 2             | 24                   | 2     | 0.11           | 54                 |                 |
| 120.23         | +0.39                          | C   | J    | End S 080 at AZ/NM Line                        |               |            |                     |               |                      |       |                |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 080 at M293+0.27**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M293+0.27 on S 080**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|-----------------------|-----------------|
| <b>S 080 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |               |                     |               |                      |               |                |                       |                 |
| 0.03  | M293 +0.27                     | N   | J    | Begin S 080 WB divided centerline in Benson          |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | WB   | AC   | AC            | 1             | 6                   | 12            | 2                    | 0.32          | 1997           |                       |                 |
| 0.35  | +0.58                          | N   | J    | S 080 return to single centerline                    |               |               |                     |               |                      |               |                |                       |                 |
| 49.43   | M343 +0.00                     | N   | J    | Continue S 080 WB inside Bisbee                      |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | WB   | MBH  | AC            | 1             | 0                   | 18            | 0                    | 0.08          | 21 Jul 2000    |                       |                 |
|   |                                | N   | CG   | Curb to Left and Right                               |               |               |                     |               |                      |               |                |                       |                 |
|   |                                |     |      |  |               |               |                     |               |                      | 0.18          |                |                       |                 |
| 49.52   | +0.08                          | N   | WB   | Projects spanning M343 to M344                       |               |               |                     |               |                      |               |                |                       |                 |
| 49.62   | +0.18                          | N   | J    | AC   | AC            | 1             | 0                   | 18            | 0                    | 0.10          | 01 Sep 2002    |                       |                 |
| 63.09   | M357 +0.24                     | N   | J    | Continue S 080 WB divided centerline west of Douglas |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | WB   | AC   | AC            | 1.5           | 9.5                 | 18            | 3.5                  | 0.27          | 26 Jun 2002    |                       |                 |
| 63.37   | +0.51                          | N   | WB   | AC   | AC            | 2             | 9.5                 | 24            | 3.5                  | 3.95          | 26 Jun 2002    |                       |                 |
| 67.31   | M361 +0.46                     | N   | WB   | Projects spanning M361 to M362                       |               |               |                     |               |                      |               |                |                       |                 |
| 67.48   | +0.63                          | N   | WB   | AC   | MBH           | 2             | 8                   | 24            | 8                    | 2.73          | 73             |                       |                 |
| 70.21   | M364 +0.36                     | N   | WB   | Projects spanning M364 to M365                       |               |               |                     |               |                      |               |                |                       |                 |
| 70.30   | +0.45                          | N   | WB   | AC   | MBH           | 2             | 8                   | 36            | 8                    | 0.22          | 73             |                       |                 |
| 70.52   | +0.66                          | N   | WB   | AC   | MBH           | 2             | 8                   | 24            | 8                    | 0.86          | 73             |                       |                 |
| 71.38   | M365 +0.52                     | N   | J    | S 080 return to single centerline                    |               |               |                     |               |                      |               |                |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>248.57</b> | <b>4.38</b>         | <b>25.13</b>  | <b>6.54</b>          | <b>120.10</b> | <b>1996.5</b>  | 12.55 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>16.95</b>  | <b>8.48</b>         | <b>23.62</b>  | <b>5.46</b>          | <b>8.79</b>   | <b>1988.9</b>  |                       |                 |

**S 080 at M365+0.52**

**M365+0.52 on S 080**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 082 at M001+0.19**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.19 on S 082**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 082 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M001 +0.19                     | C   | J    | Begin S 082 at SB019 in Nogales -- [L2]      |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Nogales Urbanized Area                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Nogales, Santa Cruz County            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB   | <a href="#">Projects spanning M1 to M2</a>   | AC            | MBH        | 2                   | 2             | 24                   | 8     | 0.20           |                    | 67              |
|  |                                | C   | MD   | 4 ft Concrete Curbed Median                  |               |            |                     |               |                      |       | 0.54           |                    |                 |
| 0.20   | +0.39                          | C   | EB   | <a href="#">Projects spanning M1 to M2</a>   | AC            | MBH        | 2                   | 0             | 24                   | 4     | 0.33           |                    | 67              |
|  |                                | A   | OP   | SB019  |               |            |                     |               |                      |       |                | 1967               | 866 ft Concrete |
| 0.45   | +0.63                          | C   | J    | Local Rd -- [L2]                             |               |            |                     |               |                      |       |                |                    |                 |
| 0.49   | +0.68                          | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 0.26           |                    |                 |
| 0.53   | +0.72                          | C   | EB   | <a href="#">Projects spanning M1 to M2</a>   | AC            | MBH        | 2                   | 0             | 24                   | 4     | 0.01           |                    | 69              |
| 0.54   | +0.73                          | C   | UH   |  | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.21           |                    | 69              |
|  |                                | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 1.42           |                    |                 |
| 0.56   | +0.74                          | C   | J    | Thelma St                                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.75   | +0.94                          | C   | UH   | <a href="#">Projects spanning M1 to M2</a>   | AC            | MBH        | 4                   | 4             | 48                   | 4     | 1.06           |                    | 66              |
|  |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 1.16           |                    |                 |
| 1.81   | M002 +0.91                     | C   | UH   | <a href="#">Projects spanning M2 to M3</a>   | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.10           |                    | 84              |
| 1.84   | +0.95                          | C   | J    | Old Patagonia Rd                             |               |            |                     |               |                      |       |                |                    |                 |
| 1.91   | M003 +0.01                     | C   | UH   | <a href="#">Projects spanning M3 to M4</a>   | AC            | MBH        | 2                   | 5             | 24                   | 5     | 9.18           |                    | 84              |
| 2.71   | +0.81                          | C   | UB   | EUB Nogales                                  |               |            |                     |               |                      |       |                |                    |                 |
| 2.92   | M004 +0.12                     | C   | JB   | ECL Nogales                                  |               |            |                     |               |                      |       |                |                    |                 |
| 4.49   | M005 +0.69                     | C   | BR   | Santa Cruz River                             |               |            |                     |               |                      |       |                | 1954               | 375 ft Concrete |
| 4.66   | +0.87                          | C   | J    | River Rd                                     |               |            |                     |               |                      |       |                |                    |                 |
| 10.83  | M012 +0.04                     | C   | JB   | Enter Coronado NF (on E side)                |               |            |                     |               |                      |       |                |                    |                 |
| 10.93  | +0.14                          | C   | J    | Patagonia Lake Rd -- [L]                     |               |            |                     |               |                      |       |                |                    |                 |
| 11.09  | +0.30                          | C   | UH   | <a href="#">Projects spanning M12 to M13</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 3.34           |                    | 31 Jan 2001     |
| 12.50  | M013 +0.71                     | C   | JB   | Leave Coronado NF (on E side)                |               |            |                     |               |                      |       |                |                    |                 |
| 14.16  | M015 +0.37                     | C   | RA   | Loop Rd Right                                | AC            | AC         | 1                   |               | 12                   |       | 0.29           |                    | 02 Nov 2004     |
| 14.44  | +0.65                          | C   | UH   | <a href="#">Projects spanning M15 to M16</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.51           |                    | 02 Nov 2004     |
| 14.68  | +0.89                          | C   | RA   | Shrine Parking Area Right                    | AC            | AC         | 1                   |               | 12                   |       | 0.06           |                    | 02 Nov 2004     |
| 14.95  | M016 +0.16                     | C   | UH   | <a href="#">Projects spanning M16 to M17</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 2.82           |                    | 31 Jan 2001     |
| 17.65  | M018 +0.87                     | C   | J    | McKeown Ave                                  |               |            |                     |               |                      |       |                |                    |                 |
| 17.72  | +0.93                          | C   | JB   | SCL Patagonia Elev 4044                      |               |            |                     |               |                      |       |                |                    |                 |
| 17.77  | +0.98                          | C   | UH   | <a href="#">Projects spanning M18 to M19</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.73           |                    | 31 Jan 2001     |
|  |                                | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 1.08           |                    |                 |
| 18.11  | M019 +0.32                     | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 0.39           |                    |                 |
| 18.38  | +0.59                          | C   | J    | Harshaw Rd                                   |               |            |                     |               |                      |       |                |                    |                 |
| 18.41  | +0.63                          | C   | BR   | Sonoita Creek                                |               |            |                     |               |                      |       |                | 1964               | 130 ft Concrete |

**S 082 at M019+0.63**

**M019+0.63 on S 082**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 082 at M019+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M019+0.71 on S 082**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.50          | M019 +0.71                     | C   | UH   | <a href="#">Projects spanning M19 to M20</a> | AC            | AC         | 2                   | 14            | 24                   | 14    | 0.35           | 31 Jan 2001        |                 |
|                |                                | C   | CG   | Curb to Left                                 |               |            |                     |               |                      |       | 0.35           |                    |                 |
| 18.75          | M020 +0.00                     | C   | EQ   | MP 19+0.96 Back Equals MP 20+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 18.85          | +0.10                          | C   | UH   | <a href="#">Projects spanning M20 to M21</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.51           | 31 Jan 2001        |                 |
| 19.25          | +0.50                          | C   | J    | Patagonia High School                        |               |            |                     |               |                      |       |                |                    |                 |
| 19.28          | M021 +0.00                     | C   | EQ   | MP 20+0.53 Back Equals MP 21+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 19.34          | +0.05                          | C   | JB   | NCL Patagonia                                |               |            |                     |               |                      |       |                |                    |                 |
| 19.36          | +0.07                          | C   | UH   | <a href="#">Projects spanning M21 to M22</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 6.94           | 80                 |                 |
| 22.62          | M024 +0.34                     | C   | BR   | Casa Blanca Wash                             |               |            |                     |               |                      |       |                | 1966               | 130 ft Concrete |
| 26.30          | M028 +0.00                     | C   | UH   | <a href="#">Projects spanning M28 to M29</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 4.20           | 1996               |                 |
| 30.24          | M031 +0.99                     | C   | RA   | Rest Area (off)                              | Unk           | Unk        | 1                   |               | 20                   |       | 0.13           |                    |                 |
| 30.37          | M032 +0.12                     | C   | RA   | Rest Area (on)                               |               |            |                     |               |                      |       |                |                    |                 |
| 30.50          | +0.25                          | C   | UH   | <a href="#">Projects spanning M32 to M33</a> | AC            | AC         | 3                   | 1             | 36                   | 8     | 0.18           | 1996               |                 |
|                |                                | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 0.06           |                    |                 |
| 30.61          | +0.36                          | C   | J    | S 083 Sonoita -- [B1234]                     |               |            |                     |               |                      |       |                |                    |                 |
| 30.68          | +0.43                          | C   | UH   | <a href="#">Projects spanning M32 to M33</a> | AC            | AC         | 3                   | 8             | 36                   | 1     | 0.10           | 1996               |                 |
| 30.70          | +0.45                          | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 0.60           |                    |                 |
| 30.78          | +0.53                          | C   | UH   | <a href="#">Projects spanning M32 to M33</a> | AC            | AC         | 2                   | 2             | 28                   | 2     | 0.52           | 1996               |                 |
| 31.30          | M033 +0.05                     | C   | UH   | <a href="#">Projects spanning M33 to M34</a> | MBL           | Unk        | 2                   | 0             | 28                   | 0     | 12.22          | 47                 |                 |
| 39.02          | M040 +0.77                     | C   | MD   | Variable 0-12 ft Painted Median              |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 43.52          | M045 +0.23                     | C   | UH   | <a href="#">Projects spanning M45 to M46</a> | AC            | Unk        | 2                   | 0             | 28                   | 0     | 0.05           | 26 Sep 2003        |                 |
| 43.53          | +0.24                          | C   | JB   | Cochise County                               |               |            |                     |               |                      |       |                |                    |                 |
| 43.57          | +0.28                          | C   | UH   | <a href="#">Projects spanning M45 to M46</a> | AC            | Unk        | 2                   | 2             | 28                   | 2     | 5.97           | 26 Sep 2003        |                 |
| 48.15          | M049 +0.90                     | C   | J    | Mustang Heights Rd                           |               |            |                     |               |                      |       |                |                    |                 |
| 49.54          | M051 +0.29                     | C   | UH   | <a href="#">Projects spanning M51 to M52</a> | AC            | Unk        | 2                   | 2             | 34                   | 2     | 0.03           | 26 Sep 2003        |                 |
| 49.57          | +0.33                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 34                   | 2     | 0.05           | 82                 |                 |
| 49.62          | +0.37                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 28                   | 2     | 0.19           | 82                 |                 |
| 49.81          | +0.56                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 28                   | 2     | 0.19           | 87                 |                 |
| 49.84          | +0.59                          | C   | J    | S 090  |               |            |                     |               |                      |       |                |                    |                 |
| 50.00          | +0.75                          | C   | UH   | <a href="#">Projects spanning M51 to M52</a> | AC            | AC         | 2                   | 2             | 28                   | 2     | 2.49           | 03 Aug 2004        |                 |
| 50.22          | +0.97                          | C   | J    | North Quail St -- [L]                        |               |            |                     |               |                      |       |                |                    |                 |
| 50.48          | M052 +0.21                     | C   | J    | North Dove St -- [L]                         |               |            |                     |               |                      |       |                |                    |                 |
| 50.76          | +0.49                          | C   | J    | North Village Dr -- [R]                      |               |            |                     |               |                      |       |                |                    |                 |
| 52.49          | M054 +0.23                     | C   | UH   | <a href="#">Projects spanning M54 to M55</a> | AC            | AC         | 2                   | 1             | 28                   | 1     | 3.11           | 03 Aug 2004        |                 |
| 53.11          | +0.86                          | C   | J    | Truman Rd -- [R]                             |               |            |                     |               |                      |       |                |                    |                 |
| 54.09          | M055 +0.84                     | C   | J    | Sagebrush Rd -- [L]                          |               |            |                     |               |                      |       |                |                    |                 |
| 55.60          | M057 +0.35                     | C   | UH   | <a href="#">Projects spanning M57 to M58</a> | AC            | AC         | 2                   | 0             | 28                   | 0     | 4.27           | 03 Aug 2004        |                 |
| 55.63          | +0.38                          | C   | J    | Sanders Rd -- [R]                            |               |            |                     |               |                      |       |                |                    |                 |
| 56.18          | +0.93                          | C   | J    | North Pillars Rd -- [L]                      |               |            |                     |               |                      |       |                |                    |                 |

**S 082 at M057+0.93**

**M057+0.93 on S 082**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 082 at M060+0.04**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M060+0.04 on S 082**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 58.30          | M060 +0.04                     | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 59.47          | M061 +0.21                     | C   | BR   |              |               |            |                     |               |                      |       | 1953           | 354 ft Concrete    |                 |
| 59.81          | +0.55                          | C   | OP   |              |               |            |                     |               |                      |       | 1937           | 127 ft Steel       |                 |
| 59.87          | +0.60                          | C   | UH   |              |               |            |                     |               |                      |       |                |                    |                 |
| 59.89          | +0.63                          | C   | UH   |              |               |            |                     |               |                      |       |                |                    |                 |
| 59.91          | +0.65                          | C   | UH   |              |               |            |                     |               |                      |       |                |                    |                 |
| 59.94          | +0.68                          | C   | UH   |              |               |            |                     |               |                      |       |                |                    |                 |
| 59.95          | +0.69                          | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 59.96          | +0.70                          | C   | UH   |              |               |            |                     |               |                      |       |                |                    |                 |
| 59.99          | +0.73                          | C   | UH   |              |               |            |                     |               |                      |       |                |                    |                 |
| 60.06          | +0.79                          | C   | UH   |              |               |            |                     |               |                      |       |                |                    |                 |
| 65.73          | M067 +0.47                     | C   | UH   |              |               |            |                     |               |                      |       |                |                    |                 |
| 65.74          | +0.57                          | C   | J    |              |               |            |                     |               |                      |       | 90             |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 082 at M001+0.19**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.19 on S 082**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 082 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |               |                     |               |                      |              |                |                      |                 |
| 0.00  | M001 +0.19                     | N   | J    | Begin S 082 WB divided centerline in Nogales |               |               |                     |               |                      |              |                |                      |                 |
|   |                                | N   | WB   | AC   | MBH           | 2             | 8                   | 24            | 2                    | 0.20         | 67             |                      |                 |
| 0.20  | +0.39                          | N   | WB   | AC   | MBH           | 2             | 4                   | 24            | 0                    | 0.33         | 67             |                      |                 |
| 0.53  | +0.72                          | N   | J    | S 082 return to single centerline            |               |               |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>134.50</b> | <b>2.71</b>         | <b>26.69</b>  | <b>2.76</b>          | <b>65.74</b> | <b>1985.8</b>  | 3.76 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>1.06</b>   | <b>5.51</b>         | <b>24.00</b>  | <b>0.75</b>          | <b>0.53</b>  | <b>1967.0</b>  |                      |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 083 at M003+0.19**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M003+0.19 on S 083**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                  | Shoulder Type | Thru Lanes    | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|---------------|---------------------|------------------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 083 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |               |                     |                        |                      |              |                |                      |                 |
| 0.17   | M003 +0.19                     | C   | J    | Begin S 083 Parker Canyon Lake in Coronado NF |               |               |                     |                        |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Coronado NF, Cochise County            |               |               |                     |                        |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M3 to M4</a>    | Gravel        | Unk           | 2                   | 0                      | 24                   | 0            | 4.62           | 90                   |                 |
|  |                                | C   | X    | MP 3 to 32 set by Odometer                    |               |               |                     |                        |                      |              |                |                      |                 |
| 3.76   | M006 +0.81                     | C   | JB   | Santa Cruz County                             |               |               |                     |                        |                      |              |                |                      |                 |
| 4.80   | M007 +0.84                     | C   | UH   | <a href="#">Projects spanning M7 to M8</a>    | Gravel        | Unk           | 2                   | 0                      | 24                   | 0            | 5.83           | 72                   |                 |
| 10.63  | M013 +0.73                     | C   | UH   | <a href="#">Projects spanning M13 to M14</a>  | Gravel        | Unk           | 2                   | 0                      | 24                   | 0            | 10.20          | 90                   |                 |
| 12.18  | M015 +0.37                     | C   | J    | Canelo Ranger Station Rd                      |               |               |                     |                        |                      |              |                |                      |                 |
| 16.01  | M019 +0.25                     | C   | JB   | Leave Coronado NF                             |               |               |                     |                        |                      |              |                |                      |                 |
| 16.90  | M020 +0.19                     | C   | J    | Frazier Ranch Rd                              |               |               |                     |                        |                      |              |                |                      |                 |
| 20.84  | M024 +0.11                     | C   | UH   | <a href="#">Projects spanning M24 to M25</a>  | AC            | Gravel        | 2                   | 0                      | 24                   | 0            | 5.45           | Mar 2000             |                 |
| 23.95  | M027 +0.46                     | C   | J    | Elgin Rd                                      |               |               |                     |                        |                      |              |                |                      |                 |
| 26.29  | M029 +0.76                     | C   | UH   | <a href="#">Projects spanning M29 to M30</a>  | AC            | Gravel        | 2                   | 0                      | 24                   | 0            | 1.62           | Mar 2000             |                 |
| 27.91  | M031 +0.39                     | C   | UH   | <a href="#">Projects spanning M31 to M32</a>  | BST           | AC            | 2                   | 0                      | 24                   | 0            | 0.24           | 90                   |                 |
| 28.15  | +0.63                          | C   | J    | SR82  |               |               |                     |                        |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M31 to M32</a>  | AC            | AC            | 2                   | 0                      | 24                   | 0            | 1.18           | 26 Jan 2003          |                 |
| 28.97  | M034 +0.00                     | C   | EQ   | MP 31+1.46 Back Equals MP 34+0.00 Ahead       |               |               |                     |                        |                      |              |                |                      |                 |
| 29.33  | +0.35                          | C   | UH   | <a href="#">Projects spanning M34 to M35</a>  | AC            | AC            | 2                   | 5                      | 24                   | 5            | 9.13           | 26 Jan 2003          |                 |
| 31.78  | M036 +0.81                     | C   | JB   | Pima County                                   |               |               |                     |                        |                      |              |                |                      |                 |
| 36.25  | M041 +0.29                     | C   | JB   | Enter Coronado NF                             |               |               |                     |                        |                      |              |                |                      |                 |
| 38.46  | M043 +0.50                     | C   | UH   | <a href="#">Projects spanning M43 to M44</a>  | MBL           | MBH           | 2                   | 5                      | 24                   | 5            | 1.19           | 59                   |                 |
| 39.08  | M044 +0.12                     | C   | EQ   | MP 44+0.12 Back Equals MP 45-0.77 Back        |               |               |                     |                        |                      |              |                |                      |                 |
| 39.65  | +0.69                          | C   | UH   | <a href="#">Projects spanning M44 to M45</a>  | AC            | AC            | 2                   | 2                      | 24                   | 2            | 3.00           | 1996                 |                 |
|  |                                | C   | X    | Guardrails to the left and right as needed    |               |               |                     |                        |                      |              |                |                      |                 |
| 41.55  | M046 +0.70                     | C   | X    | ADA Roadside Tables                           |               |               |                     |                        |                      |              |                |                      |                 |
| 42.31  | M047 +0.46                     | C   | JB   | Leave Coronado NF                             |               |               |                     |                        |                      |              |                |                      |                 |
| 42.65  | +0.80                          | C   | UH   | <a href="#">Projects spanning M47 to M48</a>  | MBL           | MBH           | 2                   | 2                      | 24                   | 2            | 2.45           | 57                   |                 |
| 45.10  | M050 +0.25                     | C   | UH   | <a href="#">Projects spanning M50 to M51</a>  | MBL           | MBH           | 2                   | 2                      | 24                   | 2            | 3.16           | 58                   |                 |
| 48.26  | M053 +0.41                     | C   | UH   | <a href="#">Projects spanning M53 to M54</a>  | AC            | MBH           | 2                   | 5                      | 24                   | 5            | 5.33           | 66                   |                 |
| 53.59  | M058 +0.76                     | C   | J    | End S 083 at I 010 at Mountain View OP        |               |               |                     |                        |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |   |               | <b>106.80</b> | <b>1.79</b>         | <b>24.00</b>           | <b>1.79</b>          | <b>53.40</b> | <b>1985.7</b>  | 0.00 Miles of Median |                 |

**S 083 at M058+0.76**

**M058+0.76 on S 083**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 084 at M155+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M155+0.10 on S 084**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 084 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |                        |                      |       |                |                    |                 |
| 0.00   | M155 +0.10                     | C   | J    | Begin S 084 at I 008 Exit #151 Frontage Rd -- [L] |               |            |                     |                        |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M155 to M156</a>    | AC            | AC         | 2                   | 3                      | 24                   | 3     | 0.20           | 68                 |                 |
| 0.03   | +0.13                          | C   | J    | I 008 Exit #151 A & G-ramp -- [R]                 |               |            |                     |                        |                      |       |                |                    |                 |
| 0.05   | +0.15                          | C   | JB   | Inside Pinal County                               |               |            |                     |                        |                      |       |                |                    |                 |
|  |                                | C   | OP   | I 008 Exit #151                                   |               |            |                     |                        |                      |       |                | Unknown            |                 |
| 0.12   | +0.22                          | C   | J    | I 008 Exit #151 C-ramp                            |               |            |                     |                        |                      |       |                |                    |                 |
| 0.20   | +0.30                          | C   | J    | I 008 Exit #151 J-ramp -- [L]                     |               |            |                     |                        |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M155 to M156</a>    | AC            | AC         | 2                   | 5                      | 24                   | 5     | 5.46           | 09 Jan 2005        |                 |
| 1.04   | M156 +0.13                     | C   | J    | Ralston Rd -- [L]                                 |               |            |                     |                        |                      |       |                | 01 Sep 2005        |                 |
| 3.29   | M158 +0.38                     | C   | J    | Mendra Rd -- [R]                                  |               |            |                     |                        |                      |       |                | 09 Jan 2005        |                 |
| 3.35   | +0.44                          | C   | J    | Amarillo Valley Rd -- [L]                         |               |            |                     |                        |                      |       |                | 09 Jan 2005        |                 |
| 3.95   | M159 +0.04                     | C   | J    | Liebre Rd -- [R]                                  |               |            |                     |                        |                      |       |                | 09 Jan 2005        |                 |
| 4.55   | +0.64                          | C   | J    | Green Rd -- [L]                                   |               |            |                     |                        |                      |       |                | 09 Jan 2005        |                 |
| 5.65   | M160 +0.75                     | C   | UH   | <a href="#">Projects spanning M160 to M161</a>    | AC            | AC         | 2                   | 5                      | 24                   | 5     | 0.24           | 1993               |                 |
| 5.77   | +0.87                          | C   | J    | S 347 N (Maricopa Rd)                             |               |            |                     |                        |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                              |               |            |                     |                        |                      |       | 0.12           |                    |                 |
| 5.89   | M161 +0.00                     | C   | UH   | <a href="#">Projects spanning M161 to M162</a>    | AC            | AC         | 2                   | 5                      | 24                   | 5     | 0.07           | 09 Jan 2004        |                 |
| 5.96   | +0.07                          | C   | UH   |   | AC            | AC         | 2                   | 8                      | 24                   | 8     | 3.90           | 09 Jan 2004        |                 |
| 6.84   | +0.94                          | C   | J    | Smith Rd -- [B]                                   |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
| 7.36   | M162 +0.49                     | C   | J    | Cattle Farm Entrance -- [L]                       |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
| 7.84   | +0.97                          | C   | J    | Cattle Farm Entrance -- [L]                       |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
| 8.83   | M163 +0.96                     | C   | J    | White & Parker Rd -- [B]                          |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
|  |                                | C   | J    | White & Parker Rd -- [B]                          |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
| 9.83   | M164 +0.95                     | C   | J    | Fuqua Rd -- [L]                                   |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
| 9.86   | +0.98                          | C   | EB   | <a href="#">Projects spanning M164 to M165</a>    | AC            | AC         | 2                   | 3                      | 24                   | 2.5   | 1.37           | 09 Jan 2004        |                 |
|  |                                | C   | MD   | 12 ft Concrete Curbed Median                      |               |            |                     |                        |                      |       | 1.37           |                    |                 |
| 9.87   | +1.00                          | C   | CG   | Curb to Left and Right                            |               |            |                     |                        |                      |       | 1.33           |                    |                 |
| 9.93   | M165 +0.03                     | A   | J    | Albany Way -- [L2]                                |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
| 10.06  | +0.15                          | A   | J    | Auburn Way -- [L2]                                |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
| 10.18  | +0.28                          | A   | J    | Baylor Way -- [L2]                                |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
| 10.31  | +0.40                          | A   | J    | Canton Way -- [L2]                                |               |            |                     |                        |                      |       |                | 09 Jan 2001        |                 |
| 10.81  | +0.90                          | C   | J    | Stanfield Rd -- [B2]                              |               |            |                     |                        |                      |       |                | 09 Jan 2004        |                 |
| 10.92  | M166 +0.00                     | A   | J    | Navajo Way -- [L2]                                |               |            |                     |                        |                      |       |                | 09 Jan 2004        |                 |
| 10.99  | +0.08                          | A   | J    | Yaqui Way -- [L2]                                 |               |            |                     |                        |                      |       |                | 09 Jan 2004        |                 |
| 11.06  | +0.14                          | A   | J    | Hopi Way -- [L2]                                  |               |            |                     |                        |                      |       |                | 09 Jan 2004        |                 |
| 11.23  | +0.31                          | C   | UH   | <a href="#">Projects spanning M166 to M167</a>    | AC            | MBH        | 2                   | 8                      | 24                   | 8     | 0.05           | 09 Jan 2004        |                 |
| 11.27  | +0.36                          | C   | UH   |   | AC            | MBH        | 2                   | 7                      | 24                   | 7     | 7.58           | 57                 |                 |

**S 084 at M166+0.36**

**M166+0.36 on S 084**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 084 at M166+0.89**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M166+0.89 on S 084**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 11.80          | M166 +0.89                     | C   | BR   | Santa Rosa Wash   |               |            |                     |               |                      |       | 1954           | 194 ft Concrete    |                 |
| 12.81          | M167 +0.94                     | C   | J    | Anderson Rd N   |               |            |                     |               |                      |       |                |                    |                 |
| 16.81          | M171                           | C   | J    | Montgomery Rd   |               |            |                     |               |                      |       |                |                    |                 |
| 18.68          | M173 +0.83                     | C   | BR   | Santa Cruz Wash   |               |            |                     |               |                      |       | 1954           | 211 ft Concrete    |                 |
| 18.81          | +0.95                          | C   | J    | Bianco Rd   |               |            |                     |               |                      |       |                |                    |                 |
| 18.85          | +1.00                          | C   | UH   | <a href="#">Projects spanning M173 to M174</a>                    | AC            | MBH        | 2                   | 7             | 24                   | 7     | 1.85           | 61                 |                 |
| 20.32          | M175 +0.43                     | C   | UB   | WUB Casa Grande   |               |            |                     |               |                      |       |                |                    |                 |
| 20.70          | +0.82                          | C   | UH   | <a href="#">Projects spanning M175 to M176</a>                    | AC            | AC         | 4                   | 3             | 48                   | 3     | 0.05           | 92                 |                 |
|                |                                | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 1.77           |                    |                 |
| 20.75          | +0.87                          | C   | UH   | <a href="#">Projects spanning M175 to M176</a>                    | AC            | AC         | 4                   | 1             | 48                   | 1     | 1.64           | 92                 |                 |
| 20.83          | +0.94                          | C   | J    | Burris Rd   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | WCL Casa Grande Elev 1405   |               |            |                     |               |                      |       |                |                    |                 |
| 20.95          | M176 +0.08                     | C   | J    | Garden Ave -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 21.16          | +0.29                          | C   | J    | V.I.P. Blvd -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 21.49          | +0.62                          | C   | J    | Park Blvd North. -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 21.70          | +0.83                          | C   | J    | Adams Ave -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 21.82          | +0.95                          | C   | J    | Thornton Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 22.07          | M177 +0.19                     | C   | J    | Swanson Rd -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 22.22          | +0.35                          | C   | J    | Private Rd -- [B4]  |               |            |                     |               |                      |       |                |                    |                 |
| 22.39          | +0.52                          | C   | UH   | <a href="#">Projects spanning M177 to M178</a>                    | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.08           | 62                 |                 |
| 22.47          | +0.60                          | C   | DH   |   | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.04           | 62                 |                 |
|                |                                | C   | MD   | 9 ft Concrete Curbed Median                                       |               |            |                     |               |                      |       | 0.16           |                    |                 |
| 22.51          | +0.64                          | C   | DH   | <a href="#">Projects spanning M177 to M178</a>                    | PCC           | Unk        | 4                   | 0             | 48                   | 0     | 0.10           | 62                 |                 |
|                |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       | 0.14           |                    |                 |
| 22.57          | +0.70                          | C   | UP   | Union Pacific RR  |               |            |                     |               |                      |       | 1935           |                    | 13'-04"         |
| 22.62          | +0.75                          | C   | DH   | <a href="#">Projects spanning M177 to M178</a>                    | PCC           | Unk        | 4                   | 0             | 48                   | 0     | 0.01           | 1998               |                 |
| 22.63          | +0.76                          | C   | UH   |   | PCC           | Unk        | 4                   | 0             | 48                   | 0     | 0.02           | 1998               |                 |
|                |                                | C   | MD   | 14 ft Painted Median  |               |            |                     |               | 14                   |       | 0.20           |                    |                 |
| 22.65          | +0.78                          | C   | UH   | <a href="#">Projects spanning M177 to M178</a>                    | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.18           | 1998               |                 |
|                |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       | 0.55           |                    |                 |
| 22.83          | +0.97                          | C   | J    | S 387/ S 287 -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | X    | MP 177.97 - 195.20 Transferred to various others in October, 1997 |               |            |                     |               |                      |       |                |                    |                 |
| 40.00          | M195 +0.14                     | C   | MD   | Variable 0-12 ft Curbed Median                                    |               |            |                     |               |                      |       | 0.03           |                    |                 |
| 40.04          | +0.17                          | C   | MD   | Variable 12 ft Curbed Median                                      |               |            |                     |               |                      |       | 0.29           |                    |                 |
| 40.09          | +0.20                          | C   | J    | Continue S 084 East of Eloy                                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Inside Pinal County, East of Eloy                                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M195 to M196</a>                    | AC            | MBH        | 4                   | 10            | 48                   | 10    | 0.14           | 59                 |                 |
| 40.22          | +0.33                          | C   | J    | S 087 N   |               |            |                     |               |                      |       |                |                    |                 |
| 40.23          | +0.34                          | C   | UH   | <a href="#">Projects spanning M195 to M196</a>                    | AC            | MBH        | 4                   | 8             | 48                   | 8     | 0.10           | 59                 |                 |

**S 084 at M195+0.34**

**M195+0.34 on S 084**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 084 at M195+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M195+0.44 on S 084**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 40.33          | M195 +0.44                     | C   | EB   | <a href="#">Projects spanning M195 to M196</a> | AC            | MBH        | 2                   | 2             | 24                   | 10    | 0.42           | 59                 |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.42           |                    |                 |
| 40.69          | +0.80                          | C   | OP   | (EB) Union Pacific RR                          |               |            |                     |               |                      |       |                | 1932               | 135 ft Concrete |
| 40.75          | +0.86                          | C   | EB   | <a href="#">Projects spanning M195 to M196</a> | AC            | MBH        | 2                   | 2             | 24                   | 8     | 0.20           | 66                 |                 |
|                |                                | C   | MD   | 8 ft Concrete Curbed Median                    |               |            |                     |               |                      |       | 0.20           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.19           |                    |                 |
| 40.76          | +0.87                          | C   | TI   | (SB) I 010 WB (off)                            | Unk           | Unk        | 1                   |               | 12                   |       | 0.22           |                    |                 |
| 40.92          | M196 +0.05                     | C   | UP   | (EB) I 010 WB                                  |               |            |                     |               |                      |       |                | 02 Oct 2000        | 15'-05"         |
| 40.94          | +0.07                          | C   | J    | End S 084 at I 010 Exit #211 G-ramp            |               |            |                     |               |                      |       |                |                    |                 |



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 084 at M164+0.98**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M164+0.98 on S 084**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                     | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 084 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 9.86  | M164 +0.98                     | N   | J    | Begin S 084 WB divided centerline near Stanfield |               |              |                     |               |                      |              |                |                      |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M164 to M165</a>   |               |              |                     |               |                      |              |                |                      |                 |
|   |                                |     |      | AC   | MBH           | 2            | 2.5                 | 24            | 3                    | 1.37         | 09 Jan 2004    |                      |                 |
| 11.23   | M166 +0.31                     | N   | J    | S 084 return to single centerline                |               |              |                     |               |                      |              |                |                      |                 |
| 40.33   | M195 +0.47                     | N   | J    | Continue S 084 WB near Western Border of Eloy    |               |              |                     |               |                      |              |                |                      |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M195 to M196</a>   |               |              |                     |               |                      |              |                |                      |                 |
|   |                                |     |      | AC   | MBH           | 2            | 8                   | 24            | 2                    | 0.04         | 59             |                      |                 |
| 40.36   | +0.50                          | N   | WB   | AC   | MBH           | 2            | 10                  | 24            | 2                    | 0.38         | 59             |                      |                 |
|   |                                | N   | TI   | (WB) S 087 (off)                                 |               |              |                     |               |                      |              |                |                      |                 |
|   |                                |     |      | AC   | AC            | 1            | 10                  | 12            | 2                    | 0.18         | 30 Jun 2004    |                      |                 |
| 40.67   | +0.81                          | N   | TI   | (WB) I 010 WB (on)                               |               |              |                     |               |                      |              |                |                      |                 |
|   |                                |     |      | Unk  | Unk           | 1            |                     | 12            |                      | 0.55         |                |                      |                 |
| 40.70   | +0.84                          | N   | OP   | (WB) Union Pacific RR                            |               |              |                     |               |                      |              |                |                      |                 |
|   |                                |     |      |  |               |              |                     |               |                      |              | 1960           | 124 ft Steel         |                 |
| 40.75   | +0.89                          | N   | WB   | <a href="#">Projects spanning M195 to M196</a>   |               |              |                     |               |                      |              |                |                      |                 |
|   |                                |     |      | AC   | MBH           | 2            | 3                   | 24            | 2                    | 0.20         | 66             |                      |                 |
| 40.93   | M196 +0.05                     | N   | UP   | (WB) I 010 WB                                    |               |              |                     |               |                      |              |                |                      |                 |
|   |                                |     |      |  |               |              |                     |               |                      |              | 02 Oct 2000    |                      | 15'-05"         |
| 40.95   | +0.07                          | N   | J    | End S 084 at I 010 Exit #211 B-ramp              |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>51.52</b> | <b>5.80</b>         | <b>26.25</b>  | <b>5.96</b>          | <b>23.55</b> | <b>1982.7</b>  | 4.56 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>3.98</b>  | <b>4.09</b>         | <b>24.00</b>  | <b>2.69</b>          | <b>1.99</b>  | <b>1990.7</b>  |                      |                 |

**S 084 at M196+0.07**

**M196+0.07 on S 084**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 085(1) at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 085(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 085(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |                        |                      |       |                |                    |                 |
| 0.00  | M000 +0.00                     | C   | J    | Rasmussen Rd                                 |               |            |                     |                        |                      |       |                |                    |                 |
|   |                                | C   | J    | Begin S 085(1) at SB008 in Gila Bend         |               |            |                     |                        |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | MBH        | 2                   | 8                      | 24                   | 8     | 0.30           | 62                 |                 |
|   |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |                        |                      |       | 0.30           |                    |                 |
| 0.30  | +0.30                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | PCC           | MBH        | 2                   | 8                      | 24                   | 8     | 0.12           | 62                 |                 |
|   |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |                        |                      |       | 0.12           |                    |                 |
| 0.38  | +0.38                          | C   | UP   | Union Pacific RR                             |               |            |                     |                        |                      |       |                | 1962               | 14'-08"         |
| 0.42  | +0.42                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | MBH        | 2                   | 8                      | 24                   | 8     | 2.96           | 62                 |                 |
| 0.56  | +0.55                          | C   | UP   | I 008 WB                                     |               |            |                     |                        |                      |       |                | 1971               | 15'-03"         |
| 0.58  | +0.58                          | C   | J    | I 008 East Only                              |               |            |                     |                        |                      |       |                |                    |                 |
|   |                                | C   | UP   | I 008 EB                                     |               |            |                     |                        |                      |       |                | 1971               | 15'-03"         |
| 1.46  | M001 +0.39                     | C   | JB   | SCL Gila Bend                                |               |            |                     |                        |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Gila Bend, Maricopa County            |               |            |                     |                        |                      |       |                |                    |                 |
| 3.30  | M003 +0.16                     | C   | J    | Entrance Gila Bend Air Base                  |               |            |                     |                        |                      |       |                |                    |                 |
| 3.38  | +0.24                          | C   | UH   | <a href="#">Projects spanning M3 to M4</a>   | MBL           | MBH        | 2                   | 4                      | 24                   | 4     | 1.69           | 58                 |                 |
| 3.65  | M004 +0.00                     | C   | EQ   | MP 3+0.51 Back Equals MP 4+0.00 Ahead        |               |            |                     |                        |                      |       |                |                    |                 |
| 5.07  | M005 +0.42                     | C   | UH   | <a href="#">Projects spanning M5 to M6</a>   | MBL           | MBH        | 2                   | 4                      | 24                   | 4     | 4.88           | 59                 |                 |
| 9.95  | M010 +0.32                     | C   | UH   | <a href="#">Projects spanning M10 to M11</a> | MBL           | MBH        | 2                   | 4                      | 24                   | 4     | 4.73           | 60                 |                 |
| 14.68   | M015 +0.04                     | C   | UH   | <a href="#">Projects spanning M15 to M16</a> | AC            | MBH        | 2                   | 6                      | 24                   | 6     | 0.25           | 87                 |                 |
| 14.93   | +0.29                          | C   | UH   |  | AC            | MBH        | 2                   | 3                      | 24                   | 3     | 1.91           | 87                 |                 |
| 16.84   | M017 +0.24                     | C   | UH   | <a href="#">Projects spanning M17 to M18</a> | AC            | MBH        | 2                   | 5                      | 24                   | 5     | 0.74           | 87                 |                 |
| 17.58   | M018 +0.03                     | C   | UH   | <a href="#">Projects spanning M18 to M19</a> | AC            | MBH        | 2                   | 3                      | 24                   | 3     | 1.17           | 87                 |                 |
| 18.75   | M019 +0.07                     | C   | UH   | <a href="#">Projects spanning M19 to M20</a> | AC            | MBH        | 2                   | 2                      | 24                   | 2     | 0.87           | 87                 |                 |
| 19.62   | M020 +0.00                     | C   | UH   | <a href="#">Projects spanning M20 to M21</a> | AC            | MBH        | 2                   | 2                      | 24                   | 2     | 7.08           | 85                 |                 |
| 26.70   | M027 +0.09                     | C   | UH   | <a href="#">Projects spanning M27 to M28</a> | AC            | MBH        | 2                   | 2                      | 24                   | 2     | 9.97           | 70                 |                 |
| 32.15   | M032 +0.55                     | C   | JB   | Pima County                                  |               |            |                     |                        |                      |       |                |                    |                 |
| 32.58   | +0.98                          | C   | BR   | Rio Cornez                                   |               |            |                     |                        |                      |       |                | 1938               | 277 ft Steel    |
| 36.67   | M037 +0.05                     | C   | UH   | <a href="#">Projects spanning M37 to M38</a> | AC            | MBH        | 2                   | 1                      | 24                   | 1     | 3.81           | 70                 |                 |
| 37.71   | M038 +0.11                     | C   | J    | Hayward St                                   |               |            |                     |                        |                      |       |                |                    |                 |
| 40.48   | M040 +0.85                     | C   | UH   | <a href="#">Projects spanning M40 to M41</a> | MBL           | MBH        | 2                   | 1                      | 24                   | 1     | 0.18           | 39                 |                 |
| 40.58   | +0.95                          | C   | J    | 6th St (Ajo)                                 |               |            |                     |                        |                      |       |                |                    |                 |
| 40.66   | M041 +0.05                     | C   | UH   | <a href="#">Projects spanning M41 to M42</a> | AC            | MBH        | 2                   | 8                      | 24                   | 8     | 0.08           | 81                 |                 |
|   |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |                        |                      |       | 0.09           |                    |                 |
| 40.74   | +0.13                          | C   | UH   | <a href="#">Projects spanning M41 to M42</a> | AC            | Unk        | 2                   | 0                      | 24                   | 0     | 0.47           | 81                 |                 |
| 40.75   | +0.14                          | C   | CG   | Curb and Sidewalk to Left and Right          |               |            |                     |                        |                      |       | 0.96           | 2004               |                 |
| 40.80   | +0.19                          | C   | J    | Tonelada St -- [B]                           |               |            |                     |                        |                      |       |                |                    |                 |
| 40.87   | +0.26                          | C   | J    | Telera St -- [B]                             |               |            |                     |                        |                      |       |                |                    |                 |

**S 085(1) at M041+0.26**

**M041+0.26 on S 085(1)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 085(1) at M041+0.31**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M041+0.31 on S 085(1)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 40.92          | M041 +0.31                     | C   | J    | Cunada St -- [B]                             |               |            |                     |               |                      |       |                |                    |                 |
| 40.98          | +0.37                          | C   | J    | Tecolote St -- [B]                           |               |            |                     |               |                      |       |                |                    |                 |
| 41.05          | +0.43                          | C   | J    | Perro De Neive St -- [B]                     |               |            |                     |               |                      |       |                |                    |                 |
| 41.10          | +0.49                          | C   | J    | Montecito St -- [B]                          |               |            |                     |               |                      |       |                |                    |                 |
| 41.16          | +0.55                          | C   | J    | Sahuaro St -- [B]                            |               |            |                     |               |                      |       |                |                    |                 |
| 41.21          | +0.60                          | C   | UH   | <a href="#">Projects spanning M41 to M42</a> | AC            | MBH        | 2                   | 7             | 24                   | 7     | 0.72           | 81                 |                 |
| 41.32          | +0.71                          | C   | J    | Hoover St -- [L]                             |               |            |                     |               |                      |       |                |                    |                 |
| 41.42          | +0.81                          | C   | J    | Clymer St -- [B]                             |               |            |                     |               |                      |       |                |                    |                 |
| 41.50          | +0.89                          | C   | J    | 1st St South & Bradey St North -- [B]        |               |            |                     |               |                      |       |                |                    |                 |
| 41.55          | +0.94                          | C   | J    | Dorsey St -- [L]                             |               |            |                     |               |                      |       |                |                    |                 |
| 41.62          | M042 +0.02                     | C   | J    | Molsey St -- [L]                             |               |            |                     |               |                      |       |                |                    |                 |
| 41.63          | +0.04                          | C   | J    | 3rd St -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 41.66          | +0.06                          | C   | J    | Childs St -- [L]                             |               |            |                     |               |                      |       |                |                    |                 |
| 41.71          | +0.11                          | C   | J    | Welcome St North & 4th St South -- [B]       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb and Sidewalk to Left and Right          |               |            |                     |               |                      | 0.27  |                |                    |                 |
| 41.90          | +0.30                          | C   | J    | La Mina Ave                                  |               |            |                     |               |                      |       |                |                    |                 |
| 41.93          | +0.34                          | C   | UH   | <a href="#">Projects spanning M42 to M43</a> | AC            | MBH        | 2                   | 16            | 24                   | 16    | 0.08           | 81                 |                 |
| 42.01          | +0.42                          | C   | UH   |  | AC            | MBH        | 2                   | 3             | 24                   | 3     | 0.29           | 81                 |                 |
| 42.12          | +0.53                          | C   | J    | Well Rd No 1                                 |               |            |                     |               |                      |       |                |                    |                 |
| 42.30          | +0.71                          | C   | UH   | <a href="#">Projects spanning M42 to M43</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.33           | 81                 |                 |
| 42.63          | +1.04                          | C   | UH   |  | MBL           | Gravel     | 2                   | 1             | 24                   | 1     | 1.00           | 38                 |                 |
| 42.69          | M043 +0.01                     | C   | UP   | Water Trestle                                |               |            |                     |               |                      |       |                | 1937               | 18'-07"         |
| 43.63          | +0.95                          | C   | UH   | <a href="#">Projects spanning M43 to M44</a> | MBL           | Unk        | 2                   | 0             | 24                   | 0     | 3.73           | 39                 |                 |
| 47.36          | M047 +0.35                     | C   | UH   | <a href="#">Projects spanning M47 to M48</a> | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.17           | 81                 |                 |
| 47.53          | +0.52                          | C   | UH   |  | MBL           | Unk        | 2                   | 0             | 24                   | 0     | 5.28           | 39                 |                 |
| 52.66          | M052 +0.96                     | C   | J    | SY086 Two Way Wye Leg East to S 086          |               |            |                     |               |                      |       |                |                    |                 |
| 52.80          | M053 +0.11                     | C   | J    | S 086 E to Tucson                            |               |            |                     |               |                      |       |                |                    |                 |
| 52.81          | +0.12                          | C   | UH   | <a href="#">Projects spanning M53 to M54</a> | AC            | MBH        | 2                   | 9             | 24                   | 9     | 0.22           | 85                 |                 |
|                |                                | C   | MD   | Variable 0-12-0 ft Painted Median            |               |            |                     | 6             |                      |       | 0.22           |                    |                 |
| 53.03          | +0.34                          | C   | UH   | <a href="#">Projects spanning M53 to M54</a> | BST           | Unk        | 2                   | 0             | 24                   | 0     | 1.52           | 43                 |                 |
| 54.56          | M054 +0.86                     | C   | UH   | <a href="#">Projects spanning M54 to M55</a> | BST           | Unk        | 2                   | 0             | 24                   | 0     | 0.31           | 03 Jun 2002        |                 |
| 54.68          | +0.99                          | C   | BR   | Gunsight Wash                                |               |            |                     |               |                      |       |                | 185 ft Concrete    |                 |
| 54.70          | M055 +0.00                     | C   | X    | ADA Roadside Table                           |               |            |                     |               |                      |       |                |                    |                 |
| 54.86          | +0.16                          | C   | UH   | <a href="#">Projects spanning M55 to M56</a> | BST           | Unk        | 2                   | 0             | 24                   | 0     | 2.57           | 43                 |                 |
| 57.44          | M057 +0.79                     | C   | JB   | Enter Organ Pipe Cactus NM                   |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.80                          | C   | UH   | <a href="#">Projects spanning M57 to M58</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 12.33          | 10 Jan 2004        |                 |
| 62.08          | M062 +0.39                     | C   | MD   | Variable 12-0 ft Painted Median              |               |            |                     | 6             |                      |       | 0.26           |                    |                 |
| 62.34          | +0.65                          | C   | J    | Desert Bajada Wayside -- [R14]               |               |            |                     |               |                      |       |                | 10 Jan 2004        |                 |
|                |                                | C   | RA   | Parking Area Right (Loop Entrance/Exit Leg)  | AC            | AC         | 2                   |               | 28                   |       | 0.02           | 10 Jan 2004        |                 |

**S 085(1) at M062+0.65**

**M062+0.65 on S 085(1)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 085(1) at M062+0.65**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M062+0.65 on S 085(1)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 62.34          | M062 +0.65                     | C   | RA   | Parking Area Right (Single Lane Out)  | AC            | AC         | 1                   | 16            |                      | 0.01  | 10 Jan 2004    |                    |                 |
|                |                                | C   | RA   | Parking Area Right (2-way Loop)   | AC            | AC         | 2                   | 22            |                      | 0.13  | 10 Jan 2004    |                    |                 |
| 65.09          | M065 +0.39                     | C   | BR   | Alamo Wash & Growler Wash   |               |            |                     |               |                      |       | 1961           | 170 ft Concrete    |                 |
| 69.77          | M070 +0.15                     | C   | UH   | <a href="#">Projects spanning M70 to M71</a>                                  | AC            | AC         | 2                   | 6             | 28                   | 6     | 0.35           | 10 Jan 2004        |                 |
| 70.12          | +0.50                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1     | 4.75           | 10 Jan 2004        |                 |
| 72.11          | M072 +0.48                     | C   | RA   | Parking Area Left (2-way Loop)  | AC            | AC         | 2                   |               | 22                   |       | 0.12           | 10 Jan 2004        |                 |
|                |                                | C   | RA   | Parking Area Left (1-way Return)  | AC            | AC         | 1                   |               | 16                   |       | 0.01           | 10 Jan 2004        |                 |
|                |                                | C   | J    | Tillitson Peak Wayside -- [L23]   |               |            |                     |               |                      |       |                | 10 Jan 2004        |                 |
|                |                                | C   | RA   | Parking Area Left (Loop Entrance/Exit Leg)                                    | AC            | AC         | 2                   |               | 28                   |       | 0.02           | 10 Jan 2004        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median   |               |            |                     |               | 6                    |       | 0.26           |                    |                 |
| 74.87          | M075 +0.24                     | C   | J    | Ajo Mountain Dr Left & Entrance to Organ Pipe NM Headquarters Right -- [B124] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M75 to M76</a>                                  | AC            | AC         | 2                   | 1             | 36                   | 1     | 0.05           | 10 Jan 2004        |                 |
| 74.92          | +0.29                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.29           | 10 Jan 2004        |                 |
| 75.21          | +0.58                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1     | 4.80           | 10 Jan 2004        |                 |
| 79.25          | M079                           | C   | JB   | Leave Organ Pipe Cactus NM  |               |            |                     |               |                      |       |                |                    |                 |
| 80.01          | M080 +0.39                     | C   | UH   | <a href="#">Projects spanning M80 to M81</a>                                  | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.07           | 10 Jan 2004        |                 |
|                |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       | 0.14           | 10 Jan 2004        |                 |
| 80.04          | +0.42                          | C   | J    | Port Of Entry Dr -- [L]   |               |            |                     |               |                      |       |                | 10 Jan 2004        |                 |
| 80.05          | +0.43                          | C   | J    | S 085(1) Inspection Station Frontage Rd -- [L]                                |               |            |                     |               |                      |       |                | 10 Jan 2004        |                 |
| 80.08          | +0.46                          | C   | SB   | <a href="#">Projects spanning M80 to M81</a>                                  | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.07           | 10 Jan 2004        |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median   |               |            |                     |               |                      |       | 0.07           |                    |                 |
| 80.14          | +0.52                          | C   | TI   | (SB) S 085(1) Border Turnaround to (NB) S 085(1)                              | AC            | AC         | 1                   |               | 12                   |       | 0.02           | 10 Jan 2004        |                 |
| 80.15          | +0.69                          | C   | J    | End S 085(1) S at Intl Border   |               |            |                     |               |                      |       |                |                    |                 |

**S 085(1) at M080+0.69**

**M080+0.69 on S 085(1)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 085(1) at M080+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M080+0.43 on S 085(1)**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 085(1) - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |               |                     |               |                      |              |                |                      |                 |
| 79.53  | M080 +0.43                     | N   | FR   | Continue One Way Secondary Port of Entry Road                    | AC            | AC            | 1                   | 12            |                      | 0.07         | 10 Jan 2004    |                      |                 |
| 79.57  | +0.45                          | N   | J    | Begin S 085(1) NB divided centerline north of Intl Border -- [L] |               |               |                     |               |                      |              |                |                      |                 |
|  |                                | N   | NB   | <a href="#">Projects spanning M80 to M81</a>                     | AC            | AC            | 2                   | 0             | 24                   | 0            | 0.07           | 10 Jan 2004          |                 |
| 79.63  | +0.69                          | N   | J    | End S 085(1) at Intl Border                                      |               |               |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                                  |                                |     |      |  |               | <b>160.28</b> | <b>2.02</b>         | <b>24.05</b>  | <b>2.02</b>          | <b>80.14</b> | <b>1975.3</b>  | 0.81 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                              |                                |     |      |  |               | <b>0.14</b>   | <b>0.00</b>         | <b>24.00</b>  | <b>0.00</b>          | <b>0.07</b>  | <b>2004.0</b>  |                      |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b>                        |                                |     |      |  |               | <b>0.07</b>   | <b>0.00</b>         | <b>12.00</b>  | <b>0.00</b>          | <b>0.07</b>  |                |                      |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 085(2) at M120+0.31**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M120+0.31 on S 085(2)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |  |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|--|
| <b>S 085(2) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |         |  |
| 0.00  | M120 +0.31                     | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       | 0.17           |                    |                 |         |  |
| 0.01  |                                | C   | J    | Begin S 085(2) to Phoenix at SB008(3) in Gila Bend |               |            |                     |               |                      |       |                |                    |                 |         |  |
|   | +0.32                          | C   | JB   | Inside Gila Bend, Maricopa County                  |               |            |                     |               |                      |       |                |                    |                 |         |  |
|   |                                | C   | UH   | AC   | MBH           | 2          | 8                   | 24            | 2                    | 0.04  | 87             |                    |                 |         |  |
|   |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       | 0.04           |                    |                 |         |  |
| 0.05  | +0.36                          | C   | NB   | AC   | MBH           | 1          | 2                   | 12            | 2                    | 0.22  | 87             |                    |                 |         |  |
|   |                                | C   | MD   | Variable Concrete Curbed Median                    |               |            |                     |               |                      |       | 0.22           |                    |                 |         |  |
| 0.14  | +0.44                          | A   | UP   | SB008(3) WB  |               |            |                     |               |                      |       |                | 1960               |                 | 15'-08" |  |
| 0.17  | +0.48                          | C   | CG   | Curb to Left                                       |               |            |                     |               |                      |       | 0.09           |                    |                 |         |  |
| 0.27  | +0.57                          | C   | UH   | AC   | MBH           | 2          | 8                   | 24            | 10                   | 0.14  | 87             |                    |                 |         |  |
|   |                                | C   | MD   | Variable 12-0 ft Painted Median                    |               |            |                     |               |                      |       | 0.07           |                    |                 |         |  |
| 0.40  | +0.71                          | C   | UH   | AC   | AC            | 2          | 8                   | 24            | 10                   | 0.06  | May 1999       |                    |                 |         |  |
| 0.46  | +0.77                          | C   | UH   | AC   | AC            | 2          | 8                   | 36            | 10                   | 1.07  | May 1999       |                    |                 |         |  |
| 1.22  | M121 +0.50                     | C   | MD   | Variable 0-12 ft Painted Median                    |               |            |                     |               |                      |       | 0.16           |                    |                 |         |  |
| 1.39  | +0.67                          | C   | J    | Gila Bend Airport Rd -- [R4]                       |               |            |                     |               |                      |       |                |                    |                 |         |  |
| 1.53  | +0.82                          | C   | UH   | AC   | AC            | 2          | 8                   | 24            | 10                   | 0.16  | May 1999       |                    |                 |         |  |
| 1.69  | +0.97                          | C   | UH   | AC   | MBH           | 2          | 8                   | 24            | 10                   | 0.02  | 87             |                    |                 |         |  |
| 1.71  | +1.00                          | C   | UH   | AC   | MBH           | 2          | 8                   | 24            | 10                   | 0.46  | 16 Jun 2004    |                    |                 |         |  |
| 2.17  | M122 +0.45                     | C   | UH   | AC   | MBH           | 2          | 8                   | 24            | 8                    | 0.20  | 16 Jun 2004    |                    |                 |         |  |
| 2.24  | +0.52                          | C   | JB   | NCL Gila Bend                                      |               |            |                     |               |                      |       |                |                    |                 |         |  |
| 2.38  | +0.65                          | C   | NB   | AC   | AC            | 1          | 6                   | 12            | 8                    | 0.07  | 16 Jun 2004    |                    |                 |         |  |
|   |                                | C   | MD   | Variable 0-74 ft Soil Median                       |               |            |                     |               |                      |       | 0.45           |                    |                 |         |  |
| 2.45  | +0.73                          | C   | NB   | AC   | AC            | 1.5        | 9                   | 18            | 9                    | 0.07  | 16 Jun 2004    |                    |                 |         |  |
| 2.51  | +0.79                          | C   | NB   | AC   | AC            | 2          | 6                   | 24            | 10                   | 0.02  | 16 Jun 2004    |                    |                 |         |  |
| 2.54  | +0.82                          | C   | NB   | AC   | AC            | 2          | 6                   | 24            | 10                   | 3.12  | 13 Oct 2005    |                    |                 |         |  |
| 2.83  | M123 +0.11                     | C   | MD   | 74 ft Soil Median                                  |               |            |                     |               |                      |       | 3.98           |                    |                 |         |  |
| 4.37  | M124 +0.65                     | C   | JB   | Entering NCL Gila Bend                             |               |            |                     |               |                      |       |                | 20051310           |                 |         |  |
| 4.66  | +0.94                          | C   | JB   | Leaving NCL Gila Bend                              |               |            |                     |               |                      |       |                | 20051310           |                 |         |  |
| 5.66  | M125                           | C   | NB   | AC   | AC            | 2          | 6                   | 24            | 10                   | 1.70  | 02 Dec 2005    |                    |                 |         |  |
| 6.80  | M127 +0.09                     | C   | MD   | Variable 74-250 ft Soil Median                     |               |            |                     |               |                      |       | 0.71           |                    |                 |         |  |
| 7.36  | +0.64                          | C   | NB   | AC   | AC            | 2          | 5                   | 24            | 10                   | 0.03  | 02 Dec 2005    |                    |                 |         |  |
| 7.38  | +0.67                          | C   | NB   | AC   | AC            | 2          | 4                   | 24            | 10                   | 0.13  | 02 Dec 2005    |                    |                 |         |  |
| 7.51  | +0.80                          | A   | TI   | Unk  | Unk           | 2          |                     | 24            |                      | 0.22  |                |                    |                 |         |  |
|   |                                | A   | TI   | Unk  | Unk           | 2          |                     | 24            |                      | 0.15  |                |                    |                 |         |  |
|   |                                | A   | TI   | AC   | AC            | 2          | 4                   | 24            | 4                    | 0.05  | 02 Dec 2005    |                    |                 |         |  |
|   |                                | A   | TI   | AC   | AC            | 2          |                     | 24            |                      | 0.02  | 02 Dec 2005    |                    |                 |         |  |
|   |                                | A   | TI   | Unk  | Unk           | 2          |                     | 24            |                      |       |                |                    |                 |         |  |

**S 085(2) at M127+0.80**

**M127+0.80 on S 085(2)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 085(2) at M127+0.80**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M127+0.80 on S 085(2)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 7.51           | M127 +0.80                     | A   | TI (EB/WB) Gila Mountain Rd Crossing              | AC           | AC            | 2          |                     | 24            |                      | 0.04  | 02 Dec 2005    |                    |                 |
|                |                                | A   | J Gila Mountain Rd -- [B24]                       |              |               |            |                     |               |                      |       | 02 Dec 2005    |                    |                 |
|                |                                | C   | NB <a href="#">Projects spanning M127 to M128</a> | AC           | AC            | 2          | 6                   | 24            | 10                   | 2.59  | 02 Dec 2005    |                    |                 |
|                |                                | C   | MD Variable 250-74 ft Soil Median                 |              |               |            |                     |               |                      | 0.76  |                |                    |                 |
| 8.27           | M128 +0.55                     | C   | MD 74 ft Soil Median                              |              |               |            |                     |               |                      | 1.97  |                |                    |                 |
| 10.10          | M130 +0.42                     | C   | NB <a href="#">Projects spanning M130 to M131</a> | AC           | AC            | 2          | 14                  | 24            | 11                   | 0.07  | 02 Dec 2005    |                    |                 |
| 10.17          | +0.49                          | C   | NB  | AC           | AC            | 2          | 14                  | 36            | 11                   | 0.13  | 02 Dec 2005    |                    |                 |
| 10.24          | +0.55                          | C   | MD Variable 74-0 ft Soil Median                   |              |               |            |                     |               |                      | 0.20  |                |                    |                 |
| 10.30          | +0.61                          | C   | NB <a href="#">Projects spanning M130 to M131</a> | AC           | AC            | 2          | 22                  | 36            | 12                   | 0.14  | 02 Dec 2005    |                    |                 |
| 10.44          | +0.75                          | C   | UH  | AC           | AC            | 3          | 6                   | 48            | 10                   | 0.90  | May 1999       |                    |                 |
| 11.34          | M131 +0.74                     | C   | UH <a href="#">Projects spanning M131 to M132</a> | AC           | AC            | 3          | 6                   | 36            | 10                   | 0.01  | May 1999       |                    |                 |
|                | +0.75                          | C   | UH  | AC           | AC            | 2.5        | 6                   | 30            | 10                   | 0.27  | May 1999       |                    |                 |
| 11.62          | +1.03                          | C   | UH  | AC           | MBH           | 2          | 6                   | 24            | 10                   | 1.71  | 84             |                    |                 |
| 13.33          | M133 +0.62                     | C   | UH <a href="#">Projects spanning M133 to M134</a> | AC           | AC            | 2          | 6                   | 24            | 10                   | 0.46  | May 1999       |                    |                 |
| 13.62          | +0.91                          | C   | J Woods Rd -- [L2]                                |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD Variable 12-0 ft Painted Median                |              |               |            |                     | 6             |                      | 0.18  |                |                    |                 |
| 13.79          | M134 +0.08                     | C   | UH <a href="#">Projects spanning M134 to M135</a> | AC           | MBH           | 2          | 6                   | 24            | 10                   | 0.72  | 84             |                    |                 |
| 14.52          | +0.80                          | C   | UH  | AC           | MBH           | 2          | 6                   | 24            | 10                   | 0.39  | 85             |                    |                 |
| 14.58          | +0.87                          | C   | JB SCL Buckeye                                    |              |               |            |                     |               |                      |       |                |                    |                 |
| 14.91          | M135 +0.20                     | C   | UH <a href="#">Projects spanning M135 to M136</a> | AC           | MBH           | 2          | 6                   | 36            | 10                   | 1.14  | 85             |                    |                 |
| 16.05          | M136 +0.36                     | C   | UH <a href="#">Projects spanning M136 to M137</a> | AC           | MBH           | 2          | 6                   | 24            | 10                   | 0.64  | 85             |                    |                 |
| 16.69          | +0.99                          | C   | UH  | AC           | AC            | 2          | 6                   | 24            | 10                   | 0.12  | 17 Mar 2004    |                    |                 |
| 16.81          | M137 +0.09                     | C   | NB <a href="#">Projects spanning M137 to M138</a> | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.23  | 17 Mar 2004    |                    |                 |
|                |                                | C   | MD Variable 0-76 ft Soil Median                   |              |               |            |                     |               |                      | 0.16  |                |                    |                 |
| 16.97          | +0.25                          | C   | MD 76 ft Soil Median                              |              |               |            |                     |               |                      | 0.82  |                |                    |                 |
| 17.03          | +0.31                          | C   | NB <a href="#">Projects spanning M137 to M138</a> | AC           | AC            | 1          | 17                  | 12            | 8                    | 0.07  | 17 Mar 2004    |                    |                 |
| 17.05          | +0.32                          | C   | FR Two Way Frontage Rd Right                      | Unk          | Unk           | 2          |                     | 24            | 6                    | 1.01  |                |                    |                 |
| 17.11          | +0.38                          | C   | NB <a href="#">Projects spanning M137 to M138</a> | AC           | AC            | 1          | 17                  | 12            | 9                    | 0.04  | 17 Mar 2004    |                    |                 |
| 17.15          | +0.43                          | C   | NB  | AC           | AC            | 1.5        | 17                  | 24            | 10                   | 0.02  | 17 Mar 2004    |                    |                 |
| 17.18          | +0.45                          | C   | NB  | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.50  | 17 Mar 2004    |                    |                 |
| 17.67          | +0.95                          | C   | NB  | AC           | AC            | 2          | 4                   | 36            | 10                   | 0.03  | 17 Mar 2004    |                    |                 |
| 17.71          | +0.98                          | C   | NB  | AC           | AC            | 2          | 4                   | 42            | 10                   | 0.09  | 17 Mar 2004    |                    |                 |
| 17.79          | M138 +0.07                     | C   | MD Variable Soil Median                           |              |               |            |                     |               |                      | 0.59  |                |                    |                 |
|                |                                | C   | NB <a href="#">Projects spanning M138 to M139</a> | AC           | AC            | 2          | 4                   | 30            | 10                   | 0.64  | 17 Mar 2004    |                    |                 |
|                |                                | C   | TI (NB) Prison Rd (off)                           | AC           | AC            | 1          | 2                   | 12            | 8                    | 0.20  | 17 Mar 2004    |                    |                 |
| 17.99          | +0.26                          | C   | TI (NB) Prison Rd (off)                           | AC           | AC            | 1.5        | 2                   | 18            | 5                    | 0.03  | 17 Mar 2004    |                    |                 |
| 18.01          | +0.29                          | C   | TI (NB) Prison Rd (off)                           | AC           | AC            | 1.5        | 2                   | 18            | 2                    | 0.03  | 17 Mar 2004    |                    |                 |
| 18.04          | +0.32                          | C   | TI (NB) Prison Rd (off)                           | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.05  | 17 Mar 2004    |                    |                 |
| 18.09          | +0.37                          | C   | OP (NB) Lewis Prison Rd                           |              |               |            |                     |               |                      |       | 17 Mar 2004    | 138 ft Concrete    |                 |

**S 085(2) at M138+0.37**

**M138+0.37 on S 085(2)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 085(2) at M138+0.37**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M138+0.37 on S 085(2)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.09          | M138 +0.37                     | C   | TI   | (NB) Prison Rd (on)                            | AC            | AC         | 1                   | 2             | 18                   | 2     | 0.10           | 17 Mar 2004        |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | Unk           | Unk        | 2                   |               | 24                   |       | 0.11           |                    |                 |
| 18.19          | +0.46                          | C   | TI   | (NB) Prison Rd (on)                            | AC            | AC         | 1                   | 2             | 18                   | 5     | 0.05           | 17 Mar 2004        |                 |
| 18.21          | +0.48                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.27           | 17 Mar 2004        |                 |
| 18.24          | +0.51                          | C   | TI   | (NB) Prison Rd (on)                            | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.20           | 17 Mar 2004        |                 |
| 18.38          | +0.65                          | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 0.72           |                    |                 |
| 18.43          | +0.71                          | C   | NB   | <a href="#">Projects spanning M138 to M139</a> | AC            | AC         | 2                   | 4             | 42                   | 10    | 0.15           | 17 Mar 2004        |                 |
| 18.58          | +0.85                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.11           | 17 Mar 2004        |                 |
| 18.69          | +0.97                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.09           | 17 Mar 2004        |                 |
| 18.78          | M139 +0.03                     | C   | NB   | <a href="#">Projects spanning M139 to M140</a> | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.12           | 17 Mar 2004        |                 |
| 18.90          | +0.15                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 36                   | 9     | 0.02           | 17 Mar 2004        |                 |
| 18.92          | +0.17                          | C   | NB   |  | AC            | AC         | 1.5                 | 4             | 30                   | 9     | 0.14           | 17 Mar 2004        |                 |
| 19.06          | +0.31                          | C   | NB   |  | AC            | AC         | 1.5                 | 4             | 18                   | 9     | 0.03           | 17 Mar 2004        |                 |
| 19.09          | +0.34                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.13           | 17 Mar 2004        |                 |
| 19.22          | +0.47                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.32           | 85                 |                 |
| 19.55          | +0.80                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.24           | 14 Nov 2002        |                 |
| 19.60          | +0.85                          | C   | JB   | Temp Leave Buckeye                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Reenter Buckeye                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | NCL Buckeye                                    |               |            |                     |               |                      |       |                |                    |                 |
| 19.61          | +0.86                          | C   | J    | Local Rd -- [L3]                               |               |            |                     |               |                      |       |                |                    |                 |
| 19.78          | M140 +0.04                     | C   | UH   | <a href="#">Projects spanning M140 to M141</a> | AC            | MBH        | 2                   | 8             | 24                   | 6     | 0.04           | 14 Nov 2002        |                 |
| 19.82          | +0.08                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 4     | 0.06           | 14 Nov 2002        |                 |
| 19.89          | +0.14                          | C   | J    | Unknown Rd -- [R14]                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M140 to M141</a> | AC            | MBH        | 2                   | 8             | 36                   | 0     | 0.12           | 14 Nov 2002        |                 |
| 20.00          | +0.26                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 0     | 0.06           | 14 Nov 2002        |                 |
| 20.06          | +0.32                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 4     | 0.17           | 14 Nov 2002        |                 |
| 20.23          | +0.48                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.61           | 14 Nov 2002        |                 |
| 20.84          | M141 +0.10                     | C   | UH   | <a href="#">Projects spanning M141 to M142</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.04           | 85                 |                 |
| 20.88          | +0.14                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.07           | 85                 |                 |
| 20.95          | +0.21                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 36                   | 8     | 0.21           | 85                 |                 |
| 21.17          | +0.42                          | C   | UH   |  | AC            | MBH        | 2                   | 10            | 36                   | 6     | 0.15           | 85                 |                 |
| 21.32          | +0.57                          | C   | UH   |  | AC            | MBH        | 2                   | 10            | 30                   | 6     | 0.01           | 85                 |                 |
| 21.33          | +0.58                          | C   | UH   |  | AC            | MBH        | 2                   | 10            | 30                   | 7     | 0.10           | 85                 |                 |
|                |                                | C   | MD   | Variable 0-36 ft Painted Median                |               |            |                     |               |                      |       | 0.26           |                    |                 |
| 21.43          | +0.68                          | C   | UH   | <a href="#">Projects spanning M141 to M142</a> | AC            | AC         | 2                   | 10            | 24                   | 9     | 0.05           | 31 Dec 2005        |                 |
| 21.48          | +0.73                          | C   | UH   |  | AC            | AC         | 2                   | 10            | 24                   | 10    | 0.11           | 31 Dec 2005        |                 |
| 21.59          | +0.85                          | C   | NB   |  | AC            | AC         | 1                   | 4             | 12                   | 10    | 0.24           | 31 Dec 2005        |                 |
|                |                                | C   | MD   | Variable 0-157 ft Soil Median                  |               |            |                     |               |                      |       | 0.32           |                    |                 |
| 21.83          | M142 +0.07                     | C   | NB   | <a href="#">Projects spanning M142 to M143</a> | AC            | AC         | 1.5                 | 4             | 18                   | 10    | 0.08           | 31 Dec 2005        |                 |

**S 085(2) at M142+0.07**

**M142+0.07 on S 085(2)**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 085(2) at M142+0.15**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M142+0.15 on S 085(2)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 21.91          | M142 +0.15                     | C   | NB   | <a href="#">Projects spanning M142 to M143</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.24           | 31 Dec 2005        |                 |
|                | +0.16                          | C   | MD   | Variable 157-159 ft Soil Median                |               |            |                     |               |                      |       | 3.09           |                    |                 |
| 23.68          | M143 +0.92                     | A   | TI   | (NB/SB) Buckeye Hills Recreation Rd Crossing   | AC            | AC         | 2                   | 0             | 28                   | 0     | 0.06           | 31 Dec 2005        |                 |
|                |                                | A   | J    | Buckeye Hills Recreation Rd -- [B24]           |               |            |                     |               |                      |       |                |                    |                 |
| 25.00          | M145 +0.24                     | C   | MD   | Variable 195-297.41-121.16 ft Soil Median      |               |            |                     |               |                      |       | 2.47           |                    |                 |
| 26.66          | M146 +0.91                     | C   | FR   | Two Way Frontage Rd NB                         | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.84           | 31 Dec 2005        |                 |
|                |                                | A   | J    | Robbins Butte Game Rd -- [B34]                 |               |            |                     |               |                      |       |                |                    |                 |
| 26.67          | +0.92                          | A   | TI   | (NB/SB) Robbins Butte Game Rd Crossing         | AC            | AC         | 2                   | 6             | 28                   | 6     | 0.22           | 31 Dec 2005        |                 |
| 27.15          | M147 +0.40                     | C   | NB   | <a href="#">Projects spanning M147 to M148</a> | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.33           | 1995               |                 |
| 27.47          | +0.72                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 2.72           |                    |                 |
|                | +0.73                          | C   | NB   | <a href="#">Projects spanning M147 to M148</a> | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.69           | 85                 |                 |
| 27.69          | +0.95                          | C   | BR   | (NB) Gila River                                |               |            |                     |               |                      |       |                | 17 Sep 1999        | 3625 ft Steel   |
| 28.17          | M148 +0.42                     | C   | NB   | <a href="#">Projects spanning M148 to M149</a> | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.16           | 1995               |                 |
| 28.33          | +0.58                          | C   | NB   |  | AC            | AC         | 2                   | 9             | 24                   | 14.5  | 0.07           | 1995               |                 |
| 28.40          | +0.65                          | C   | NB   |  | AC            | AC         | 2                   | 9.5           | 24                   | 14.5  | 0.27           | 1995               |                 |
| 28.66          | +0.91                          | C   | NB   |  | AC            | AC         | 2                   | 10            | 24                   | 14.5  | 0.19           | 1995               |                 |
| 28.73          | M149 +0.00                     | C   | JB   | Enter Buckeye                                  |               |            |                     |               |                      |       |                |                    |                 |
| 28.86          | +0.13                          | C   | J    | Old US-80 -- [L23]                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M149 to M150</a> | AC            | AC         | 2                   | 7             | 24                   | 14.5  | 0.10           | 1995               |                 |
| 28.96          | +0.23                          | C   | NB   |  | AC            | AC         | 2                   | 7             | 24                   | 14.5  | 0.27           | 1998               |                 |
| 28.98          | +0.25                          | C   | J    | Driveway -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 29.11          | +0.38                          | C   | JB   | Leave Buckeye                                  |               |            |                     |               |                      |       |                |                    |                 |
| 29.22          | +0.49                          | C   | UB   | SUB Buckeye                                    |               |            |                     |               |                      |       |                |                    |                 |
| 29.23          | +0.51                          | C   | J    | Hazen Rd -- [B1234]                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M149 to M150</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.80           | 1998               |                 |
| 29.48          | +0.75                          | C   | J    | Driveway -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 29.75          | M150 +0.00                     | C   | J    | Unknown Rd -- [B]                              |               |            |                     |               |                      |       |                |                    |                 |
| 30.03          | +0.28                          | C   | NB   | <a href="#">Projects spanning M150 to M151</a> | AC            | AC         | 1                   | 8             | 12                   | 8     | 0.16           | 1998               |                 |
| 30.11          | +0.35                          | C   | J    | Driveway -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 30.19          | +0.44                          | C   | UH   | <a href="#">Projects spanning M150 to M151</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 3.46           | 1998               |                 |
| 30.24          | +0.48                          | C   | J    | Buckeye Rd -- [B14]                            |               |            |                     |               |                      |       |                |                    |                 |
| 30.28          | +0.53                          | C   | JB   | Enter Buckeye                                  |               |            |                     |               |                      |       |                |                    |                 |
| 30.29          |                                | C   | BR   | Buckeye Canal                                  |               |            |                     |               |                      |       |                |                    | 38 ft Unknown   |
| 30.31          | +0.55                          | C   | JB   | Leave Buckeye                                  |               |            |                     |               |                      |       |                |                    |                 |
| 30.75          | +1.00                          | C   | J    | Baseline Rd -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 31.76          | M151 +0.99                     | C   | J    | Southern Ave -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 31.77          | M152 +0.00                     | C   | VMS  | (NB) Variable Message Sign #9 (Proposed)       |               |            |                     |               |                      |       |                |                    |                 |
| 32.70          | +0.93                          | C   | JB   | Enter Buckeye                                  |               |            |                     |               |                      |       |                |                    |                 |
| 32.74          | +0.96                          | C   | J    | Broadway Rd -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |

**S 085(2) at M152+0.96**

**M152+0.96 on S 085(2)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 085(2) at M152+0.97**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M152+0.97 on S 085(2)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 32.75          | M152 +0.97                     | C   | JB   | Leave Buckeye                                  |               |            |                     |               |                      |       |                |                    |                 |
| 33.66          | M153 +0.90                     | C   | UH   | <a href="#">Projects spanning M153 to M154</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.03           | 81                 |                 |
|                |                                | C   | J    | Lower Buckeye Rd -- [B2]                       |               |            |                     |               |                      |       |                |                    |                 |
| 33.69          | +0.93                          | C   | NB   | <a href="#">Projects spanning M153 to M154</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.25           | 77                 |                 |
|                |                                | C   | MD   | Variable Soil Traffic Interchange Median       |               |            |                     |               |                      |       | 1.12           |                    |                 |
| 33.74          | +0.97                          | C   | JB   | Enter Buckeye                                  |               |            |                     |               |                      |       |                |                    |                 |
| 33.94          | M154 +0.18                     | C   | NB   | <a href="#">Projects spanning M154 to M155</a> | AC            | MBH        | 1                   | 2             | 12                   | 8     | 0.87           | 75                 |                 |
|                |                                | C   | TI   | (NB) S 085(2) to EB I 010 (off)                |               |            |                     |               |                      |       |                |                    |                 |
| 34.22          | +0.47                          | C   | OP   | I 010 EB/WB                                    |               |            |                     |               |                      |       | 1976           | 280 ft Concrete    |                 |
| 34.36          | +0.60                          | C   | OP   | (SB) S 085(2) (NB)                             |               |            |                     |               |                      |       | 1976           | 166 ft Concrete    |                 |
| 34.81          | M155 +0.05                     | C   | J    | (NB) End S 085(2) at I 010 WB                  |               |            |                     |               |                      |       |                |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 085(2) at M120+0.32**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M120+0.32 on S 085(2)**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 085(2) - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M120 +0.32                     | N   | J    | Begin S 085(2) SB in Gila Bend                            |               |            |                     |               |                      |       |                |                    |                 |
| 0.05   | +0.36                          | N   | SB   | AC  | SB            | 1          | 2                   | 12            | 2                    | 0.22  | 87             |                    |                 |
| 0.34   | +0.64                          | N   | J    | S 085(2) return to single centerline                      |               |            |                     |               |                      |       |                |                    |                 |
| 2.37   | M122 +0.66                     | N   | SB   | <a href="#">Projects spanning M122 to M123</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 2.45   | +0.73                          | N   | SB   | AC  | AC            | 1          | 10                  | 12            | 4                    | 0.09  | 16 Jun 2004    |                    |                 |
| 2.53   | +0.82                          | N   | SB   | AC  | AC            | 1          | 22                  | 12            | 4                    | 0.33  | 13 Oct 2005    |                    |                 |
| 2.86   | M123 +0.15                     | N   | SB   | <a href="#">Projects spanning M123 to M124</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 2.96   | +0.24                          | N   | SB   | AC  | AC            | 1.5        | 16                  | 18            | 4                    | 0.17  | 13 Oct 2005    |                    |                 |
| 3.13   | +0.41                          | N   | SB   | AC  | AC            | 2          | 10                  | 24            | 4                    | 2.66  | 13 Oct 2005    |                    |                 |
| 5.79   | M126 +0.08                     | N   | SB   | <a href="#">Projects spanning M126 to M127</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 10.18  | M130 +0.51                     | N   | SB   | <a href="#">Projects spanning M130 to M131</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 10.24  | +0.57                          | N   | SB   | AC  | AC            | 1          | 10                  | 12            | 6                    | 0.20  | 02 Dec 2005    |                    |                 |
| 16.81  | M137 +0.09                     | N   | J    | Continue S 085(2) SB divided centerline S of Lewis Prison |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | N   | JB   | Inside Buckeye, Maricopa County                           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | N   | SB   | <a href="#">Projects spanning M137 to M138</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 17.11  | +0.39                          | N   | SB   | AC  | AC            | 1          | 8                   | 12            | 2                    | 0.31  | 17 Mar 2004    |                    |                 |
| 17.15  | +0.43                          | N   | SB   | AC  | AC            | 1          | 9                   | 12            | 9                    | 0.04  | 17 Mar 2004    |                    |                 |
| 17.32  | +0.60                          | N   | SB   | AC  | AC            | 1          | 9                   | 12            | 16                   | 0.17  | 17 Mar 2004    |                    |                 |
| 17.35  | +0.63                          | N   | SB   | AC  | AC            | 1          | 10                  | 12            | 16                   | 0.03  | 17 Mar 2004    |                    |                 |
| 17.37  | +0.65                          | N   | SB   | AC  | AC            | 1          | 9                   | 18            | 16                   | 0.02  | 17 Mar 2004    |                    |                 |
| 17.37  | +0.65                          | N   | SB   | AC  | AC            | 1          | 10                  | 18            | 16                   | 0.10  | 17 Mar 2004    |                    |                 |
| 17.47  | +0.75                          | N   | SB   | AC  | AC            | 1          | 10                  | 24            | 16                   | 0.15  | 17 Mar 2004    |                    |                 |
| 17.57  | +0.85                          | N   | FR   | Two Way Frontage Rd Left                                  |               |            |                     |               |                      |       |                |                    |                 |
| 17.57  | +0.85                          | N   | FR   | AC  | AC            | 2          | 6                   | 24            | 6                    | 0.56  | 17 Mar 2004    |                    |                 |
| 17.61  | +0.89                          | N   | SB   | <a href="#">Projects spanning M137 to M138</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 17.79  | M138 +0.07                     | N   | SB   | <a href="#">Projects spanning M138 to M139</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 17.79  | M138 +0.07                     | N   | SB   | AC  | AC            | 1.5        | 10                  | 18            | 10                   | 0.17  | 17 Mar 2004    |                    |                 |
| 17.95  | +0.23                          | N   | SB   | AC  | AC            | 1.5        | 10                  | 18            | 4                    | 0.12  | 17 Mar 2004    |                    |                 |
| 17.96  |                                | N   | TI   | (SB) Prison Rd (on)                                       |               |            |                     |               |                      |       |                |                    |                 |
| 17.96  |                                | N   | TI   | AC  | AC            | 1          | 8                   | 12            | 2                    | 0.35  | 17 Mar 2004    |                    |                 |
| 18.00  | +0.28                          | N   | TI   | (SB) Prison Rd (on)                                       |               |            |                     |               |                      |       |                |                    |                 |
| 18.00  | +0.28                          | N   | TI   | AC  | AC            | 1          | 5                   | 18            | 2                    | 0.04  | 17 Mar 2004    |                    |                 |
| 18.08  | +0.36                          | N   | SB   | <a href="#">Projects spanning M138 to M139</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 18.08  | +0.36                          | N   | SB   | AC  | AC            | 2          | 10                  | 24            | 4                    | 0.38  | 17 Mar 2004    |                    |                 |
| 18.09  | +0.37                          | N   | OP   | (SB) Lewis Prison Rd                                      |               |            |                     |               |                      |       |                |                    |                 |
| 18.09  | +0.37                          | N   | OP   |   |               |            |                     |               |                      |       | 17 Mar 2004    | 137 ft Concrete    |                 |
|  |                                | N   | TI   | (SB) Prison Rd (on)                                       |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | N   | TI   | AC  | AC            | 1          | 2                   | 18            | 2                    | 0.10  | 17 Mar 2004    |                    |                 |
| 18.14  | +0.42                          | N   | TI   | (SB) Prison Rd (off)                                      |               |            |                     |               |                      |       |                |                    |                 |
| 18.14  | +0.42                          | N   | TI   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.05  | 17 Mar 2004    |                    |                 |
| 18.17  | +0.45                          | N   | TI   | (SB) Prison Rd (off)                                      |               |            |                     |               |                      |       |                |                    |                 |
| 18.17  | +0.45                          | N   | TI   | AC  | AC            | 1.5        | 2                   | 18            | 2                    | 0.03  | 17 Mar 2004    |                    |                 |
| 18.21  | +0.49                          | N   | TI   | (SB) Prison Rd (off)                                      |               |            |                     |               |                      |       |                |                    |                 |
| 18.21  | +0.49                          | N   | TI   | AC  | AC            | 1.5        | 5                   | 18            | 2                    | 0.04  | 17 Mar 2004    |                    |                 |
| 18.46  | +0.74                          | N   | SB   | <a href="#">Projects spanning M138 to M139</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 18.46  | +0.74                          | N   | SB   | AC  | AC            | 2          | 10                  | 36            | 4                    | 0.08  | 17 Mar 2004    |                    |                 |
|  |                                | N   | TI   | (SB) Prison Rd (off)                                      |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | N   | TI   | AC  | AC            | 1          | 8                   | 12            | 2                    | 0.26  | 17 Mar 2004    |                    |                 |
| 18.55  | +0.82                          | N   | SB   | <a href="#">Projects spanning M138 to M139</a>            |               |            |                     |               |                      |       |                |                    |                 |
| 18.55  | +0.82                          | N   | SB   | AC  | AC            | 2          | 10                  | 30            | 4                    | 0.03  | 17 Mar 2004    |                    |                 |
| 18.58  | +0.86                          | N   | SB   | AC  | AC            | 2          | 10                  | 24            | 4                    | 0.27  | 17 Mar 2004    |                    |                 |

**S 085(2) at M138+0.86**

**M138+0.86 on S 085(2)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 085(2) at M139+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M139+0.10 on S 085(2)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.85          | M139 +0.10                     | N   | SB   | <a href="#">Projects spanning M139 to M140</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 18.86          | +0.11                          | N   | SB   | AC   | AC            | 1.5        | 9                   | 18            | 4                    | 0.01  | 17 Mar 2004    |                    |                 |
| 18.88          | +0.12                          | N   | SB   | AC   | AC            | 1          | 9                   | 12            | 3                    | 0.11  | 17 Mar 2004    |                    |                 |
| 18.98          | +0.23                          | N   | SB   | AC   | AC            | 1          | 8                   | 12            | 3                    | 0.12  | 17 Mar 2004    |                    |                 |
| 19.10          | +0.35                          | N   | J    | S 085(2) return to single centerline                     |               |            |                     |               |                      |       |                |                    |                 |
| 19.61          | +0.86                          | N   | JB   | Temp Leave Buckeye                                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | N   | JB   | Reenter Buckeye  |               |            |                     |               |                      |       |                |                    |                 |
| 21.60          | M141 +0.85                     | N   | J    | Continue S 085(2) SB divided centerline North of Buckeye |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M141 to M142</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 21.65          | +0.89                          | N   | SB   | AC   | AC            | 1          | 10                  | 12            | 31                   | 0.05  | 31 Dec 2005    |                    |                 |
| 21.90          | M142 +0.15                     | N   | SB   | <a href="#">Projects spanning M142 to M143</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 22.05          | +0.30                          | N   | SB   | AC   | AC            | 1.5        | 10                  | 18            | 12.5                 | 0.15  | 31 Dec 2005    |                    |                 |
| 24.97          | M145 +0.21                     | N   | SB   | <a href="#">Projects spanning M145 to M146</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 24.99          | +0.24                          | N   | SB   | AC   | AC            | 2          | 10                  | 24            | 6                    | 2.92  | 31 Dec 2005    |                    |                 |
| 26.65          | M146 +0.90                     | N   | SB   | <a href="#">Projects spanning M146 to M147</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 26.97          | M147 +0.23                     | N   | SB   | <a href="#">Projects spanning M147 to M148</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 27.03          | +0.28                          | N   | SB   | AC   | AC            | 2          | 9                   | 24            | 9.5                  | 0.06  | 1995           |                    |                 |
| 27.15          | +0.40                          | N   | SB   | AC   | AC            | 2          | 9                   | 24            | 11                   | 0.12  | 1995           |                    |                 |
| 27.68          | +0.94                          | N   | BR   | (SB) Gila River  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                |     |      |  |               |            |                     |               |                      |       | 1995           | 3625 ft Steel      |                 |
| 28.59          | M148 +0.85                     | N   | SB   | <a href="#">Projects spanning M148 to M149</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 28.72          | M149 +0.00                     | N   | JB   | AC   | AC            | 2          | 10                  | 24            | 14.8                 | 0.26  | 10 Jul 2003    |                    |                 |
| 28.84          | +0.13                          | N   | J    | Old US-80 -- [L23]                                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M149 to M150</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 28.85          | +0.14                          | N   | JB   | AC   | AC            | 2          | 10                  | 24            | 4                    | 1.13  | 10 Jul 2003    |                    |                 |
| 28.92          | +0.20                          | N   | JB   | Leave Buckeye  |               |            |                     |               |                      |       |                |                    |                 |
| 29.06          | +0.34                          | N   | JB   | Enter Buckeye  |               |            |                     |               |                      |       |                |                    |                 |
| 29.23          | +0.51                          | N   | J    | Hazen Rd -- [B1234]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 29.51          | +0.79                          | N   | J    | Unknown Rd -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 29.75          | +1.03                          | N   | J    | Unknown Rd -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 29.98          | M150 +0.23                     | N   | SB   | <a href="#">Projects spanning M150 to M151</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 30.04          | +0.28                          | N   | SB   | AC   | AC            | 1.5        | 10                  | 18            | 4                    | 0.06  | 10 Jul 2003    |                    |                 |
| 30.16          | +0.41                          | N   | JB   | AC   | AC            | 1          | 10                  | 12            | 4                    | 0.23  | 10 Jul 2003    |                    |                 |
| 30.20          | +0.44                          | N   | JB   | Enter Buckeye  |               |            |                     |               |                      |       |                |                    |                 |
| 30.26          | +0.51                          | N   | J    | Leave Buckeye  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | N   | J    | S 085(2) return to single centerline                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | N   | J    | Continue S 085(2) SB divided centerline S of Gila River  |               |            |                     |               |                      |       |                |                    |                 |
| 33.76          | M153 +0.93                     | N   | J    | Continue S 085(2) SB divided centerline in Buckeye       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | N   | SB   | <a href="#">Projects spanning M153 to M154</a>           |               |            |                     |               |                      |       |                |                    |                 |
| 33.80          | +0.97                          | N   | JB   | AC   | MBH           | 1          | 8                   | 12            | 2                    | 1.09  | 81             |                    |                 |
| 33.99          | M154 +0.16                     | N   | TI   | (SB) I 010 WB to S 085(2) (on)                           |               |            |                     |               |                      |       |                |                    |                 |

**S 085(2) at M154+0.16**

**M154+0.16 on S 085(2)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 085(2) at M154+0.45**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M154+0.45 on S 085(2)**

| GIS<br>Route<br>Mile                                | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                    | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles       | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance    |         |
|---|--------------------------------------|-----|------|------------------------------------|------------------|---------------|---------------------------|------------------|----------------------------|-------------|----------------|-----------------------|-----------------------|---------|
| 34.28   | M154 +0.45                           | N   | OP   | I 010 WB/EB                        |                  |               |                           |                  |                            |             |                | 1976                  | 274 ft Concrete       |         |
| 34.42   | +0.59                                | N   | UP   | (SB) Under S 085(2) NB to I 010 WB |                  |               |                           |                  |                            |             |                | 1976                  |                       | 17'-07" |
| 34.85   | M155 +0.03                           | N   | J    | (SB) End S 085(2) at I 010 WB      |                  |               |                           |                  |                            |             |                |                       |                       |         |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                      |     |      |                                    |                  |               | <b>68.54</b>              | <b>6.13</b>      | <b>25.49</b>               | <b>9.42</b> | <b>34.78</b>   | <b>1998.2</b>         | 21.01 Miles of Median |         |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                      |     |      |                                    |                  |               | <b>36.42</b>              | <b>9.86</b>      | <b>21.69</b>               | <b>5.48</b> | <b>20.32</b>   | <b>2002.4</b>         |                       |         |
| <b>Frontage Roads Averages/Totals:</b>              |                                      |     |      |                                    |                  |               | <b>4.46</b>               | <b>2.99</b>      | <b>24.00</b>               | <b>5.70</b> | <b>2.23</b>    |                       |                       |         |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                      |     |      |                                    |                  |               | <b>1.12</b>               | <b>6.00</b>      | <b>24.00</b>               | <b>6.00</b> | <b>0.56</b>    |                       |                       |         |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 086 at M053+0.16**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M053+0.16 on S 086**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 086 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M053 +0.16                     | C   | J    | Begin S 086 at S 085 in Why                    |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Pima County                             |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M53 to M54</a>   | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.19           | 85                 |                 |
| 0.13   | +0.29                          | C   | J    | SY086 N to S 085(1)                            |               |            |                     |               |                      |       |                |                    |                 |
| 0.19   | +0.34                          | C   | UH   | <a href="#">Projects spanning M53 to M54</a>   | AC            | AC         | 2                   | 1             | 24                   | 1     | 1.33           | 17 Jul 1999        |                 |
| 1.51   | M054 +0.56                     | C   | UH   | <a href="#">Projects spanning M54 to M55</a>   | AC            | AC         | 2                   | 1             | 24                   | 1     | 13.24          | 17 Jul 1999        |                 |
| 1.71   | +0.76                          | C   | JB   | Enter Papago IR                                |               |            |                     |               |                      |       |                |                    |                 |
| 4.24   | M057 +0.27                     | C   | JB   | Temp Leave Papago IR                           |               |            |                     |               |                      |       |                |                    |                 |
| 4.68   | +0.71                          | C   | JB   | Reenter Papago IR                              |               |            |                     |               |                      |       |                |                    |                 |
| 11.53  | M064 +0.61                     | C   | J    | BIA 34   |               |            |                     |               |                      |       |                |                    |                 |
| 14.75  | M067 +0.84                     | C   | UH   | <a href="#">Projects spanning M67 to M68</a>   | AC            | AC         | 2                   | 1             | 24                   | 0     | 0.16           | 17 Jul 1999        |                 |
| 14.91  | M068 +0.00                     | C   | UH   | <a href="#">Projects spanning M68 to M69</a>   | AC            | AC         | 2                   | 0             | 24                   | 0     | 11.44          | 1993               |                 |
| 23.19  | M076 +0.29                     | C   | BR   | Unknown Wash                                   |               |            |                     |               |                      |       |                | 1998               | 305 ft Concrete |
| 24.22  | M077 +0.33                     | C   | J    | BIA 21   |               |            |                     |               |                      |       |                |                    |                 |
| 26.35  | M079 +0.47                     | C   | UH   | <a href="#">Projects spanning M79 to M80</a>   | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.20           | 1998               |                 |
| 26.55  | +0.67                          | C   | UH   |  | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.24           | 1993               |                 |
| 26.79  | +0.91                          | C   | UH   |  | BST           | BST        | 2                   | 0             | 24                   | 1     | 0.15           | 49                 |                 |
| 26.94  | M080 +0.00                     | C   | UH   | <a href="#">Projects spanning M80 to M81</a>   | AC            | AC         | 2                   | 2             | 24                   | 2     | 9.92           | 14 Feb 2000        |                 |
| 36.86  | M090                           | C   | UH   | <a href="#">Projects spanning M90 to M91</a>   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.35           | 01 Nov 2001        |                 |
| 37.20  | +0.34                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 1.15           | 01 Nov 2001        |                 |
| 38.36  | M091 +0.49                     | C   | UH   | <a href="#">Projects spanning M91 to M92</a>   | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.06           | 12 Dec 2002        |                 |
| 38.39  | +0.52                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 38.42  | +0.55                          | C   | UH   | <a href="#">Projects spanning M91 to M92</a>   | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.47           | 12 Dec 2002        |                 |
| 38.77  | +0.90                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 38.84  | +0.97                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 38.89  | M092 +0.04                     | C   | UH   | <a href="#">Projects spanning M92 to M93</a>   | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.04           | 12 Dec 2002        |                 |
| 38.94  | +0.09                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 8.12           | 01 Nov 2001        |                 |
| 39.13  | +0.28                          | C   | J    | BIA 15 N at Quijotoa                           |               |            |                     |               |                      |       |                |                    |                 |
| 44.91  | M097 +0.99                     | C   | BR   | Sikul Himatk Wash                              |               |            |                     |               |                      |       |                | 10 Oct 2001        | 204 ft Concrete |
| 47.05  | M100 +0.14                     | C   | UH   | <a href="#">Projects spanning M100 to M101</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.15           | 16 Jun 2004        |                 |
| 47.20  | +0.28                          | C   | UH   |  | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.02           | 16 Jun 2004        |                 |
| 47.22  | +0.30                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.35           | 16 Jun 2004        |                 |
| 47.57  | +0.65                          | C   | UH   |  | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.02           | 16 Jun 2004        |                 |
| 47.59  | +0.67                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.16           | 16 Jun 2004        |                 |
| 47.72  | +0.80                          | C   | J    | BIA026 -- [R]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 47.74  | +0.83                          | C   | UH   | <a href="#">Projects spanning M100 to M101</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 4.00           | 01 Nov 2001        |                 |
| 51.74  | M104 +0.84                     | C   | UH   | <a href="#">Projects spanning M104 to M105</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.15           | 01 Nov 2001        |                 |

**S 086 at M104+0.84**

**M104+0.84 on S 086**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 086 at M105+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M105+0.00 on S 086**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 51.89          | M105 +0.00                     | C   | UH   | <a href="#">Projects spanning M105 to M106</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.20           |                    | 01 Nov 2001     |
| 52.09          | +0.20                          | C   | UH   |  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.33           |                    | 83              |
| 52.42          | +0.53                          | C   | UH   |  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 1.05           |                    | 30 Nov 2005     |
| 52.57          | +0.68                          | C   | J    | Unknown Rd -- [R]                              |               |            |                     |               |                      |       |                |                    | 30 Nov 2005     |
| 53.27          | M106 +0.38                     | C   | J    | Unknown Rd -- [L]                              |               |            |                     |               |                      |       |                |                    | 30 Nov 2005     |
| 53.37          | +0.48                          | C   | J    | Unknown Rd -- [L]                              |               |            |                     |               |                      |       |                |                    | 30 Nov 2005     |
| 53.48          | +0.58                          | C   | UH   | <a href="#">Projects spanning M106 to M107</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.06           |                    | 30 Nov 2005     |
| 53.54          | +0.65                          | C   | UH   |  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 5.92           |                    | 30 Nov 2005     |
| 53.87          | +0.98                          | C   | J    | Unknown Rd -- [L]                              |               |            |                     |               |                      |       |                |                    | 30 Nov 2005     |
| 55.27          | M108 +0.39                     | C   | J    | Unknown Rd -- [L]                              |               |            |                     |               |                      |       |                |                    | 30 Nov 2005     |
| 59.46          | M112 +0.59                     | C   | UH   | <a href="#">Projects spanning M112 to M113</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.93           |                    | 83              |
| 60.39          | M113 +0.52                     | C   | UH   | <a href="#">Projects spanning M113 to M114</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.52           |                    | 83              |
| 60.65          | +0.78                          | C   | CG   | Pedestrian Bridge setback to Right             |               |            |                     |               |                      |       | 0.13           |                    | 30 Nov 2005     |
| 60.91          | M114 +0.05                     | C   | UH   | <a href="#">Projects spanning M114 to M115</a> | AC            | MBH        | 2                   | 2             | 36                   | 2     | 0.03           |                    | 83              |
|                | +0.06                          | C   | J    | Sells Rd South                                 |               |            |                     |               |                      |       |                |                    |                 |
| 60.94          | +0.09                          | C   | UH   | <a href="#">Projects spanning M114 to M115</a> | AC            | MBH        | 2                   | 2             | 30                   | 2     | 0.08           |                    | 83              |
| 61.02          | +0.17                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 24                   | 2     | 1.14           |                    | 83              |
| 62.16          | M115 +0.30                     | C   | UH   | <a href="#">Projects spanning M115 to M116</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 9.51           |                    | 1995            |
| 69.22          | M122 +0.40                     | C   | EQ   | MP 122+0.40 Back Equals MP 123-0.45 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 71.67          | M125 +0.00                     | C   | UH   | <a href="#">Projects spanning M125 to M126</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 3.76           |                    | 29 Jun 2001     |
| 75.43          | M128 +0.77                     | C   | UH   | <a href="#">Projects spanning M128 to M129</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 5.34           |                    | 29 Jun 2001     |
| 77.53          | M130 +0.88                     | C   | J    | BIA 35 N                                       |               |            |                     |               |                      |       |                |                    |                 |
| 80.77          | M134 +0.11                     | C   | UH   | <a href="#">Projects spanning M134 to M135</a> | BST           | BST        | 2                   | 1             | 24                   | 1     | 0.03           |                    | 47              |
| 80.80          | +0.14                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.07           |                    | 04 Oct 2002     |
| 80.86          | +0.20                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1.5   | 0.03           |                    | 04 Oct 2002     |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.15           |                    |                 |
| 80.90          | +0.24                          | C   | UH   | <a href="#">Projects spanning M134 to M135</a> | AC            | AC         | 2                   | 1             | 24                   | 2     | 0.32           |                    | 04 Oct 2002     |
| 81.01          | +0.35                          | C   | J    | S 386 S to Kitt Peak -- [L23]                  |               |            |                     |               |                      |       |                |                    |                 |
| 81.22          | +0.55                          | C   | UH   | <a href="#">Projects spanning M134 to M135</a> | AC            | AC         | 2                   | 1             | 24                   | 1.5   | 0.01           |                    | 04 Oct 2002     |
| 81.23          | +0.57                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 2.66           |                    | 04 Oct 2002     |
| 82.73          | M136 +0.10                     | C   | X    | ADA Roadside Table                             |               |            |                     |               |                      |       |                |                    |                 |
| 83.89          | M137 +0.25                     | C   | UH   | <a href="#">Projects spanning M137 to M138</a> | BST           | BST        | 2                   | 1             | 24                   | 1     | 2.21           |                    | 47              |
| 86.10          | M139 +0.47                     | C   | UH   | <a href="#">Projects spanning M139 to M140</a> | BST           | Gravel     | 2                   | 1             | 24                   | 1     | 5.47           |                    | 38              |
| 91.57          | M144 +0.95                     | C   | UH   | <a href="#">Projects spanning M144 to M145</a> | MBL           | Gravel     | 2                   | 1             | 24                   | 1     | 3.34           |                    | 38              |
| 91.79          | M145 +0.17                     | C   | JB   | Leave Papago IR                                |               |            |                     |               |                      |       |                |                    |                 |
| 94.91          | M148 +0.22                     | C   | UH   | <a href="#">Projects spanning M148 to M149</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.07           |                    | 38              |
| 94.98          | +0.30                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 3     | 1.72           |                    | Apr 2002        |
| 95.63          | +0.95                          | C   | BR   | Brawley Wash                                   |               |            |                     |               |                      |       |                |                    | 1975            |
| 96.70          | M150 +0.01                     | C   | UH   | <a href="#">Projects spanning M150 to M151</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.43           |                    | Apr 2002        |

**S 086 at M150+0.01**

**M150+0.01 on S 086**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 086 at M150+0.01**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M150+0.01 on S 086**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 96.70          | M150 +0.01                     | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 12            |                      | 0.13  |                |                    |                 |
| 96.83          | +0.14                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.36  |                |                    |                 |
| 97.11          | +0.42                          | C   | J    | S 286 S to Sasabe -- [R4]                      |               |            |                     |               |                      |       |                |                    |                 |
| 97.13          | +0.44                          | C   | UH   | <a href="#">Projects spanning M150 to M151</a> | AC            | AC         | 2                   | 4.5           | 24                   | 8     | 0.21           | Apr 2002           |                 |
| 97.19          | +0.50                          | C   | MD   | 12ft Painted Median                            |               |            |                     |               |                      | 1.72  |                |                    |                 |
| 97.25          | +0.57                          | C   | J    | Honyesuckle Farm Trl -- [L]                    |               |            |                     |               |                      |       | 2005           |                    |                 |
| 97.34          | +0.65                          | C   | UH   | <a href="#">Projects spanning M150 to M151</a> | AC            | AC         | 2                   | 4.5           | 24                   | 8     | 0.09           | 1993               |                 |
| 97.43          | +0.75                          | C   | UH   |  | AC            | AC         | 2                   | 4.5           | 24                   | 8     | 4.59           | 02 Feb 2000        |                 |
| 97.54          | +0.85                          | C   | J    | Silver Star Dr -- [L]                          |               |            |                     |               |                      |       | 2005           |                    |                 |
| 97.61          | +0.92                          | C   | J    | Doyle St -- [R]                                |               |            |                     |               |                      |       | 2005           |                    |                 |
| 98.04          | M151 +0.41                     | C   | J    | Valerie Dr -- [R]                              |               |            |                     |               |                      |       | 2005           |                    |                 |
| 98.33          | +0.70                          | C   | J    | Comanche Rd -- [L]                             |               |            |                     |               |                      |       | 2005           |                    |                 |
| 98.91          | M152 +0.27                     | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      | 0.09  |                |                    |                 |
| 100.20         | M153 +0.56                     | C   | J    | Sierrita Mountain Rd -- [R4]                   |               |            |                     |               |                      |       |                |                    |                 |
| 102.02         | M155 +0.38                     | C   | UH   | <a href="#">Projects spanning M155 to M156</a> | AC            | AC         | 2                   | 4.5           | 24                   | 8     | 4.50           | 02 Feb 2000        |                 |
| 102.47         | +0.83                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               |                      | 0.07  |                |                    |                 |
| 102.54         | +0.90                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      | 0.92  |                |                    |                 |
| 102.65         | M156 +0.01                     | C   | J    | Marstellar Rd -- [L]                           |               |            |                     |               |                      |       | 2005           |                    |                 |
| 102.79         | +0.16                          | C   | J    | Taylor Ln -- [R]                               |               |            |                     |               |                      |       | 2005           |                    |                 |
| 103.32         | +0.68                          | C   | J    | Sandario Rd                                    |               |            |                     |               |                      |       |                |                    |                 |
| 103.39         | +0.75                          | C   | J    | 1 -- [L3]                                      |               |            |                     |               |                      |       | 2005           |                    |                 |
| 103.46         | +0.83                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      | 0.07  |                |                    |                 |
| 106.00         | M159 +0.37                     | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               |                      | 0.06  |                |                    |                 |
| 106.06         | +0.43                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      | 0.43  |                |                    |                 |
| 106.22         | +0.58                          | C   | J    | Valencia Rd                                    |               |            |                     |               |                      |       |                |                    |                 |
| 106.50         | +0.86                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      | 0.04  |                |                    |                 |
| 106.52         | +0.88                          | C   | UH   | <a href="#">Projects spanning M159 to M160</a> | AC            | AC         | 2                   | 4.5           | 24                   | 8     | 0.01           | 02 Feb 2000        |                 |
| 106.53         | +0.89                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 8     | 4.60           | 02 Feb 2000        |                 |
| 107.29         | M160 +0.67                     | C   | EQ   | MP 160+0.67 Back Equals MP 161-.21 Ahead       |               |            |                     |               |                      |       |                |                    |                 |
| 108.51         | M162 +0.01                     | C   | BR   | Black Hills Wash                               |               |            |                     |               |                      |       | 1972           | 129 ft Concrete    |                 |
| 108.72         | +0.22                          | C   | BR   | Snyder Hill Wash                               |               |            |                     |               |                      |       | 1972           | 199 ft Concrete    |                 |
| 109.92         | M163 +0.41                     | C   | J    | San Joaquin Rd                                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | WUB Tucson                                     |               |            |                     |               |                      |       |                |                    |                 |
| 111.13         | M164 +0.62                     | C   | UH   | <a href="#">Projects spanning M164 to M165</a> | AC            | AC         | 2                   | 2             | 36                   | 8     | 0.07           | 02 Feb 2000        |                 |
| 111.19         | +0.69                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.44           | 02 Feb 2000        |                 |
| 111.63         | M165 +0.13                     | C   | UH   | <a href="#">Projects spanning M165 to M166</a> | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.02           | 02 Feb 2000        |                 |
| 111.65         | +0.15                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.98           | 1995               |                 |
| 112.62         | M166 +0.12                     | C   | UH   | <a href="#">Projects spanning M166 to M167</a> | AC            | AC         | 2                   | 5             | 24                   | 8     | 0.01           | 1995               |                 |
| 112.64         | +0.14                          | C   | EB   |  | AC            | AC         | 2                   | 5             | 24                   | 10    | 3.54           | 1995               |                 |

**S 086 at M166+0.14**

**M166+0.14 on S 086**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 086 at M166+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M166+0.14 on S 086**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 112.64         | M166+0.14                      | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      | 3.55  |                |                    |                 |
| 112.78         | +0.28                          | A   | J    | Kinney Rd -- [B234]                            |               |            |                     |               |                      |       |                |                    |                 |
| 112.91         | +0.41                          | A   | J    | Local Rd -- [L24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 114.32         | M167+0.81                      | C   | J    | Calle Paso Cobles                              |               |            |                     |               |                      |       |                |                    |                 |
| 116.01         | M169+0.51                      | A   | J    | Old Ajo Rd East -- [R24]                       |               |            |                     |               |                      |       |                |                    |                 |
| 116.18         | +0.68                          | C   | EB   | <a href="#">Projects spanning M169 to M170</a> | AC            | AC         | 2                   | 5             | 24                   | 2     | 0.01           | 1995               |                 |
| 116.19         | +0.69                          | C   | UH   |  | AC            | MBH        | 4                   | 2             | 44                   | 2     | 0.01           | 91                 |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.52           |                    |                 |
| 116.20         | +0.70                          | C   | UH   | <a href="#">Projects spanning M169 to M170</a> | AC            | AC         | 4                   | 4             | 44                   | 10    | 0.08           | 16 Sep 2004        |                 |
| 116.23         | +0.73                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.88           |                    |                 |
| 116.28         | +0.77                          | C   | UH   | <a href="#">Projects spanning M169 to M170</a> | AC            | AC         | 4                   | 3.5           | 44                   | 10    | 0.02           | 16 Sep 2004        |                 |
| 116.30         | +0.79                          | C   | UH   |  | AC            | AC         | 4                   | 3.5           | 44                   | 6     | 0.02           | 16 Sep 2004        |                 |
| 116.32         | +0.81                          | C   | UH   |  | AC            | AC         | 4                   | 3             | 44                   | 6     | 0.04           | 16 Sep 2004        |                 |
| 116.36         | +0.85                          | C   | J    | La Cholla Blvd (Signalized) -- [B24]           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M169 to M170</a> | AC            | AC         | 4                   | 5             | 44                   | 5     | 0.35           | 16 Sep 2004        |                 |
|                | +0.86                          | C   | JB   | WCL Tucson Elev 2410                           |               |            |                     |               |                      |       |                |                    |                 |
| 116.61         | M170+0.10                      | C   | J    | Cook St -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 116.71         | +0.20                          | C   | DH   | <a href="#">Projects spanning M170 to M171</a> | AC            | AC         | 4                   | 5             | 44                   | 5     | 0.06           | 16 Sep 2004        |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.23           |                    |                 |
| 116.77         | +0.26                          | C   | DH   | <a href="#">Projects spanning M170 to M171</a> | AC            | AC         | 4                   | 4             | 44                   | 5     | 0.08           | 16 Sep 2004        |                 |
| 116.85         | +0.34                          | C   | J    | Mission Rd (Signalized) -- [B1234]             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | DH   | <a href="#">Projects spanning M170 to M171</a> | AC            | AC         | 4                   | 4             | 56                   | 5     | 0.04           | 16 Sep 2004        |                 |
| 116.89         | +0.38                          | C   | DH   |  | AC            | AC         | 4                   | 4             | 50                   | 5     | 0.03           | 16 Sep 2004        |                 |
| 116.92         | +0.41                          | C   | DH   |  | AC            | AC         | 4                   | 4             | 44                   | 5     | 0.01           | 16 Sep 2004        |                 |
| 116.93         | +0.42                          | C   | DH   |  | AC            | AC         | 4                   | 5             | 44                   | 5     | 0.02           | 16 Sep 2004        |                 |
| 116.94         | +0.44                          | C   | UH   |  | AC            | AC         | 4                   | 5             | 44                   | 5     | 0.66           | 16 Sep 2004        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.77           |                    |                 |
| 117.10         | +0.60                          | C   | J    | Freedom Dr -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 117.11         |                                | C   | J    | Landon Ave -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 117.30         | +0.79                          | C   | J    | Phoebe Ave -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 117.35         | +0.84                          | C   | J    | Holiday Isle Blvd (Signalized) -- [L2]         |               |            |                     |               |                      |       |                |                    |                 |
| 117.44         | +0.93                          | C   | J    | Pandora Ave -- [R]                             |               |            |                     |               |                      |       |                |                    |                 |
| 117.55         | M171+0.06                      | C   | J    | Cottonwood Ln Left & Valley Rd Right -- [B4]   |               |            |                     |               |                      |       |                |                    |                 |
| 117.60         | +0.11                          | C   | UH   | <a href="#">Projects spanning M171 to M172</a> | MBL           | MBH        | 4                   | 2             | 44                   | 2     | 0.12           | 58                 |                 |
| 117.61         | +0.12                          | C   | BR   | Santa Cruz River                               |               |            |                     |               |                      |       |                | 1958               | 258 ft Concrete |
| 117.72         | +0.23                          | C   | EB   | <a href="#">Projects spanning M171 to M172</a> | PCC           | MBH        | 2                   | 2             | 24                   | 2     | 0.06           | 65                 |                 |
|                |                                | C   | MD   | 6 ft Concrete Curbed Median                    |               |            |                     |               |                      |       | 0.39           |                    |                 |
| 117.78         | +0.29                          | C   | EB   | <a href="#">Projects spanning M171 to M172</a> | PCC           | MBH        | 2                   | 2             | 30                   | 2     | 0.02           | 65                 |                 |
| 117.79         |                                | A   | J    | I 019 Exit #99 C-Ramp (Signalized)             |               |            |                     |               |                      |       |                |                    |                 |

**S 086 at M171+0.29**

**M171+0.29 on S 086**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 086 at M171+0.31**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M171+0.31 on S 086**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 117.80         | M171 +0.31                     | C   | EB   | <a href="#">Projects spanning M171 to M172</a>          |               |            |                     |               |                      |       |                |                    |                 |
| 117.81         | +0.32                          | C   | EB   | PCC   | MBH           | 2          | 2                   | 36            | 2                    | 0.01  | 65             |                    |                 |
|                |                                | C   | TI   | (EB) I 019 Exit #99 J-Ramp                              |               |            |                     |               |                      |       |                |                    |                 |
| 117.88         | +0.38                          | A   | OP   | I 019   |               |            |                     |               |                      |       |                |                    |                 |
| 117.95         | +0.46                          | C   | TI   | (EB) I 019 Exit #99 F-Ramp                              |               |            |                     |               |                      |       |                |                    |                 |
| 118.01         | +0.51                          | A   | J    | I 019 Exit #99 A-Ramp & Unknown Rd (Signalized) -- [L3] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M171 to M172</a>          |               |            |                     |               |                      |       |                |                    |                 |
| 118.11         | +0.62                          | A   | J    | PCC   | MBH           | 2          | 2                   | 24            | 2                    | 0.11  | 65             |                    |                 |
|                |                                |     |      | End S 086 at 16th Ave in Tucson -- [B234]               |               |            |                     |               |                      |       |                |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 086 at M166+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M166+0.14 on S 086**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                     | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|----------------------|-----------------|
| <b>S 086 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |               |                     |               |                      |               |                |                      |                 |
| 112.64  | M166 +0.14                     | N   | J    | Begin S 086 WB divided centerline west of Tucson |               |               |                     |               |                      |               |                |                      |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M166 to M167</a>   |               |               |                     |               |                      |               |                |                      |                 |
|   |                                |     |      | AC   | AC            | 2             | 10                  | 24            | 2                    | 3.55          | 1995           |                      |                 |
| 116.19  | M169 +0.69                     | N   | J    | S 086 return to single centerline                |               |               |                     |               |                      |               |                |                      |                 |
| 117.72  | M171 +0.23                     | N   | J    | Continue S 086 WB divided centerline in Tucson   |               |               |                     |               |                      |               |                |                      |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M171 to M172</a>   |               |               |                     |               |                      |               |                |                      |                 |
|   |                                | N   | CG   | Curb to Left and Right                           |               |               |                     |               |                      |               |                |                      |                 |
|   |                                |     |      |  |               |               |                     |               |                      | 0.24          | 65             |                      |                 |
|   |                                |     |      |  |               |               |                     |               |                      | 0.39          |                |                      |                 |
| 117.83  | +0.33                          | N   | TI   | (WB) I 019 Exit #99 I-Ramp                       |               |               |                     |               |                      |               |                |                      |                 |
| 117.96  | +0.47                          | N   | WB   | <a href="#">Projects spanning M171 to M172</a>   |               |               |                     |               |                      |               |                |                      |                 |
|   |                                | N   | TI   | (WB) I 019 Exit #99 G-Ramp                       |               |               |                     |               |                      |               |                |                      |                 |
|   |                                |     |      | PCC  | MBH           | 2             | 8                   | 36            | 2                    | 0.01          | 65             |                      |                 |
| 117.97  |                                | N   | WB   | <a href="#">Projects spanning M171 to M172</a>   |               |               |                     |               |                      |               |                |                      |                 |
|   |                                |     |      | PCC  | MBH           | 2             | 8                   | 30            | 2                    | 0.04          | 65             |                      |                 |
| 118.01  | +0.51                          | N   | WB   | <a href="#">Projects spanning M171 to M172</a>   |               |               |                     |               |                      |               |                |                      |                 |
|   |                                |     |      | PCC  | MBH           | 2             | 8                   | 24            | 2                    | 0.10          | 65             |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>238.40</b> | <b>1.71</b>         | <b>24.24</b>  | <b>2.46</b>          | <b>117.90</b> | <b>1992.9</b>  | 9.50 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>7.88</b>   | <b>9.80</b>         | <b>24.09</b>  | <b>2.00</b>          | <b>3.94</b>   | <b>1992.0</b>  |                      |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M115+0.77**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M115+0.77 on S 087**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 087 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.96   | M115 +0.77                     | C   | J    | Begin S 087 at S084 near Picacho                                  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Pinal County, East of Eloy                                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M115 to M116</a>                    | AC            | AC         | 2                   | 3             | 24                   | 2     | 0.08           | 30 Jun 2004        |                 |
| 1.04   | +0.85                          | C   | J    | Milligan Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | DH   | <a href="#">Projects spanning M115 to M116</a>                    | AC            | AC         | 2                   | 8             | 24                   | 5     | 0.33           | 30 Jun 2004        |                 |
|  |                                | C   | TI   | (WB) S 084 WB (on)  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median                                   |               |            |                     |               |                      |       | 0.33           |                    |                 |
|  |                                | C   | CG   | Curb to Left  |               |            |                     |               |                      |       | 0.33           |                    |                 |
| 1.37   | M116 +0.24                     | C   | UH   | <a href="#">Projects spanning M116 to M117</a>                    | AC            | AC         | 2                   | 8             | 24                   | 5     | 15.09          | 30 Jun 2004        |                 |
|  |                                | C   | MD   | Variable 6-0 ft Painted Median                                    |               |            |                     |               | 3                    |       | 0.08           |                    |                 |
| 2.03   | +0.90                          | C   | J    | Alsdorf Rd -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 2.99   | M117 +0.85                     | C   | BR   | Unknown Wash  |               |            |                     |               |                      |       |                | Concrete           |                 |
| 3.03   | +0.90                          | C   | J    | Battaglia Dr -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 4.05   | M118 +0.91                     | C   | J    | Houser Rd -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 5.00   | M119 +0.87                     | C   | BR   | Santa Rosa CAP Canal  |               |            |                     |               |                      |       |                | Concrete           |                 |
| 5.05   | +0.91                          | C   | J    | Shedd Rd -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 6.05   | M120                           | C   | J    | Arica Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 7.05   | M121 +0.87                     | C   | J    | Hanna Rd -- [B234]  |               |            |                     |               |                      |       |                |                    |                 |
| 8.05   | M122 +0.91                     | C   | J    | Cornman Rd -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 9.05   | M123 +0.94                     | C   | J    | Selma Rd -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 10.05  | M124 +0.96                     | C   | J    | Earley Rd -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 10.55  | M125 +0.42                     | C   | J    | Laughlin Rd -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 11.05  | +0.92                          | C   | J    | S 287 W Left & Steele Rd Right -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 11.55  | M126 +0.41                     | C   | J    | Saddleback Rd -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 12.05  | +0.91                          | C   | J    | Storey Rd -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 12.81  | M127 +0.67                     | C   | J    | Arizona Training Center -- [L2]                                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | Variable 12-0 ft Painted Median                                   |               |            |                     |               | 6                    |       | 0.08           |                    |                 |
| 13.05  | +0.91                          | C   | J    | Kleck Rd -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 13.30  | M128 +0.15                     | C   | J    | Bell St -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 13.38  | +0.23                          | C   | J    | Newman St -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 13.47  | +0.31                          | C   | J    | Malcolm X St -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 13.55  | +0.39                          | C   | J    | Carmichael St Left & Carmichael Ct Right -- [B]                   |               |            |                     |               |                      |       |                |                    |                 |
| 13.63  | +0.48                          | C   | J    | Bateman St -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 13.72  | +0.56                          | C   | J    | Tucker St -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 14.05  | +0.89                          | C   | J    | Randolph Rd -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 14.08  | M125 +0.81                     | C   | J    | Segment End S 287 at S 087 - Overlaps S 087 for 8.60 miles -- [B] |               |            |                     |               |                      |       |                |                    |                 |
| 14.98  | M129 +0.82                     | C   | BR   | McClellan Wash  |               |            |                     |               |                      |       |                | Concrete           |                 |

**S 087 at M129+0.82**

**M129+0.82 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M130+0.38**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M130+0.38 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 15.53          | M130 +0.38                     | C   | J    | Bartlett Rd -- [B]                             |               |            |                     |               |                      |       |                |                    |                 |
| 15.67          | +0.52                          | C   | J    | Wilshire Ave -- [L]                            |               |            |                     |               |                      |       |                |                    |                 |
| 16.47          | M131 +0.31                     | C   | UH   | <a href="#">Projects spanning M131 to M132</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           | 30 Jun 2004        |                 |
| 16.53          | +0.37                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 30 Jun 2004        |                 |
| 16.58          | +0.43                          | C   | J    | 5th St -- [L2]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 16.59          | +0.44                          | C   | UH   | <a href="#">Projects spanning M131 to M132</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 57                 |                 |
| 16.65          | +0.49                          | C   | JB   | Temp Leave Coolidge                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | SCL Coolidge                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Reenter Coolidge Elev 1418                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J    | Martin Rd -- [B234]                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | SUB Coolidge                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M131 to M132</a> | AC            | AC         | 4                   | 0             | 48                   | 8     | 0.10           | 57                 |                 |
| 16.70          | +0.54                          | C   | MD   | 12ft Painted Median                            |               |            |                     | 12            |                      |       | 0.91           |                    |                 |
| 16.75          | +0.59                          | C   | UH   | <a href="#">Projects spanning M131 to M132</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 2.17           | 1993               |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 2.32           |                    |                 |
| 17.65          | M132 +0.50                     | C   | J    | Coolidge Ave -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 17.69          | +0.55                          | C   | MD   | 12ft Painted Median                            |               |            |                     | 12            |                      |       | 0.21           |                    |                 |
| 17.89          | M133 +0.00                     | C   | EQ   | MP 132+0.75 Back Equals MP 133+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 17.94          | +0.04                          | C   | J    | Central Ave -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 17.98          | +0.08                          | C   | MD   | 12ft Painted Median                            |               |            |                     | 12            |                      |       | 0.13           |                    |                 |
| 18.15          | +0.26                          | C   | J    | Northern Ave -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 18.20          | +0.31                          | C   | MD   | 12ft Painted Median                            |               |            |                     | 12            |                      |       | 0.42           |                    |                 |
| 18.65          | +0.76                          | C   | J    | Vah Ki Inn Rd -- [R1]                          |               |            |                     |               |                      |       |                |                    |                 |
| 18.69          | +0.80                          | C   | MD   | 12ft Painted Median                            |               |            |                     | 12            |                      |       | 0.25           |                    |                 |
| 18.75          | +0.85                          | C   | J    | 4th St -- [R1]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 18.80          | +0.90                          | C   | J    | Padre Kino Dr                                  |               |            |                     |               |                      |       |                |                    |                 |
| 18.92          | M134 +0.02                     | C   | UH   | <a href="#">Projects spanning M134 to M135</a> | AC            | AC         | 2                   | 0             | 24                   | 3     | 0.24           | 1993               |                 |
| 18.94          | +0.05                          | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.27           |                    |                 |
| 19.14          | +0.24                          | C   | J    | Florence Ave -- [R1]                           |               |            |                     |               |                      |       |                |                    |                 |
| 19.16          | +0.26                          | C   | UH   | <a href="#">Projects spanning M134 to M135</a> | AC            | AC         | 2                   | 8             | 24                   | 3     | 0.06           | 03 Dec 1999        |                 |
| 19.20          | +0.30                          | C   | UB   | NUB Coolidge                                   |               |            |                     |               |                      |       |                |                    |                 |
| 19.22          | +0.32                          | C   | UH   | <a href="#">Projects spanning M134 to M135</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.03           | 03 Dec 1999        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.32           |                    |                 |
| 19.25          | +0.35                          | C   | UH   | <a href="#">Projects spanning M134 to M135</a> | AC            | AC         | 2                   | 8             | 24                   | 2     | 0.12           | 03 Dec 1999        |                 |
| 19.37          | +0.47                          | C   | UH   |  | AC            | AC         | 2                   | 10            | 24                   | 2     | 0.03           | 03 Dec 1999        |                 |
| 19.40          | +0.50                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.95           | 03 Dec 1999        |                 |
| 19.65          | +0.75                          | C   | JB   | WCL Coolidge                                   |               |            |                     |               |                      |       |                |                    |                 |
| 19.66          | +0.76                          | C   | J    | S 287 to Florence/N Arizona Blvd -- [B124]     |               |            |                     |               |                      |       |                |                    |                 |
| 20.03          | M135 +0.00                     | C   | EQ   | MP 134+1.13 Back Equals MP 135+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |

**S 087 at M135+0.00**

**M135+0.00 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M136+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M136+0.30 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 21.35          | M136+0.30                      | C   | UH   | <a href="#">Projects spanning M136 to M137</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 03 Dec 1999        |                 |
| 21.40          | +0.35                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.44           | 19 Oct 2005        |                 |
| 21.67          | +0.62                          | C   | J    | Skousen Rd -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 21.85          | +0.80                          | C   | UH   | <a href="#">Projects spanning M136 to M137</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.23           | 19 Oct 2005        |                 |
| 22.08          | M137+0.03                      | C   | UH   | <a href="#">Projects spanning M137 to M138</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 5.70           | 79                 |                 |
| 23.01          | +0.96                          | C   | BR   | High Line Canal                                |               |            |                     |               |                      |       |                | 1960               | 62 ft Concrete  |
| 23.10          | M138+0.07                      | C   | JB   | Enter Gila River IR                            |               |            |                     |               |                      |       |                |                    |                 |
| 23.62          | +0.59                          | C   | JB   | Temp Leave Gila River IR                       |               |            |                     |               |                      |       |                |                    |                 |
| 24.13          | M139+0.09                      | C   | JB   | Reenter Gila River IR                          |               |            |                     |               |                      |       |                |                    |                 |
| 24.31          | +0.26                          | C   | BR   | McCellan Wash                                  |               |            |                     |               |                      |       |                | 1960               | 119 ft Concrete |
| 25.10          | M140+0.00                      | C   | EQ   | MP 139+1.06 Back Equals MP 140+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 25.97          | +0.87                          | C   | BR   | Santa Cruz Wash                                |               |            |                     |               |                      |       |                | 1960               | 119 ft Concrete |
| 26.17          | M141+0.00                      | C   | EQ   | MP 140+1.07 Back Equals MP 141+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 26.65          | +0.48                          | C   | J    | S 387 to I 010                                 |               |            |                     |               |                      |       |                |                    |                 |
| 27.08          | M142+0.00                      | C   | EQ   | MP 141+0.91 Back Equals MP 142+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 27.78          | +0.70                          | C   | UH   | <a href="#">Projects spanning M142 to M143</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 2.69           | 14 Dec 2001        |                 |
| 28.12          | M143+0.00                      | C   | EQ   | MP 142+1.04 Back Equals MP 143+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 29.21          | M144                           | C   | EQ   | MP 143+1.08 Back Equals MP 144+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 30.30          | M145                           | C   | EQ   | MP 144+1.09 Back Equals MP 145+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 30.47          | +0.16                          | C   | EQ   | MP 145.17 Back Equals MP 145.80 Ahead          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M145 to M146</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 6.48           | 14 Dec 2001        |                 |
| 30.73          | M146+0.05                      | C   | J    | S 187  |               |            |                     |               |                      |       |                |                    |                 |
| 31.29          | +0.60                          | C   | J    | Sacaton Rd West                                |               |            |                     |               |                      |       |                |                    |                 |
| 33.08          | M148+0.39                      | C   | BR   | Gila River                                     |               |            |                     |               |                      |       |                | 1961               | 322 ft Concrete |
| 35.97          | M151+0.28                      | C   | J    | BIA 7  |               |            |                     |               |                      |       |                |                    |                 |
| 36.95          | M152+0.25                      | C   | UH   | <a href="#">Projects spanning M152 to M153</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.05           | 63                 |                 |
| 37.00          | +0.30                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 7.17           | 09 Dec 2003        |                 |
| 40.44          | M155+0.77                      | C   | BR   | RWCD Flood Control Channel                     |               |            |                     |               |                      |       |                |                    | 326 ft Steel    |
| 40.55          | +0.88                          | C   | J    | Gilbert Rd                                     |               |            |                     |               |                      |       |                |                    |                 |
| 40.57          | M156+0.00                      | C   | EQ   | MP 155+0.91 Back Equals MP 156+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 41.67          | M157                           | C   | EQ   | MP 156+1.10 Back Equals MP 157+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 42.71          | M158                           | C   | EQ   | MP 157+1.04 Back Equals MP 158+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 43.67          | M159                           | C   | EQ   | MP 158+0.96 Back Equals MP 159+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 44.08          | +0.40                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.10           |                    |                 |
| 44.17          | +0.50                          | C   | UH   | <a href="#">Projects spanning M159 to M160</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.01           | 63                 |                 |
| 44.18          |                                | C   | NB   |  | AC            | AC         | 1                   | 4             | 12                   | 4     | 0.09           | 04 Oct 2001        |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 44.26          | +0.59                          | C   | NB   | <a href="#">Projects spanning M159 to M160</a> | AC            | AC         | 1                   | 4             | 16                   | 4     | 0.04           | 04 Oct 2001        |                 |
| 44.27          | +0.60                          | C   | UB   | SUB Phoenix-Mesa                               |               |            |                     |               |                      |       |                |                    |                 |

**S 087 at M159+0.60**

**M159+0.60 on S 087**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 087 at M159+0.63**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M159+0.63 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 44.30          | M159 +0.63                     | C   | J    | Hunt Hwy E (Signalized) -- [B1]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Maricopa County leaving Gila River IR   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M159 to M160</a>                                  | AC            | AC         | 4                   | 2             | 52                   | 4     | 0.05           | 08 Apr 2005        |                 |
| 44.31          |                                | C   | TI   | (NB) Retired Ramp (closed to public)  | AC            | AC         | 1                   | 4             | 12                   | 10    | 0.09           | 28 Apr 2005        |                 |
| 44.35          | +0.66                          | C   | J    | S 587/ Hunt Highway (Signalized) -- [B23]                                       |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.68                          | C   | NB   | <a href="#">Projects spanning M159 to M160</a>                                  | AC            | AC         | 2                   | 2             | 25                   | 8     | 0.15           | 08 Apr 2005        |                 |
|                |                                | C   | MD   | Variable 2-12 ft Concrete Curbed Median   |               |            |                     |               |                      |       | 2.97           |                    |                 |
| 44.50          | +0.82                          | C   | NB   | <a href="#">Projects spanning M159 to M160</a>                                  | AC            | AC         | 2                   | 2             | 25                   | 8     | 0.04           | 1996               |                 |
| 44.53          | +0.86                          | C   | NB   |   | AC            | AC         | 2                   | 2             | 24                   | 10    | 2.82           | 1996               |                 |
| 45.00          | M160 +0.31                     | A   | J    | Local Rd -- [R24]   |               |            |                     |               |                      |       |                |                    |                 |
| 45.35          | +0.66                          | A   | J    | Riggs Rd -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 45.84          | M161 +0.16                     | C   | JB   | SCL Chandler  |               |            |                     |               |                      |       |                |                    |                 |
| 46.36          | +0.67                          | A   | J    | Chandler Heights Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Temp Leave Chandler   |               |            |                     |               |                      |       |                |                    |                 |
| 47.02          | M162 +0.35                     | A   | J    | Local Rd -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 47.36          | +0.68                          | A   | J    | Ocotillo Rd -- [B2]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | X    | S 087 transferred to City of Mesa.  |               |            |                     |               |                      |       |                |                    |                 |
| 54.90          | M170 +0.20                     | C   | J    | Continue S 087 at Western Canal   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | Inside Phoenix-Mesa Urbanized Area  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Chandler on Right, Enter Mesa on Left   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M170 to M171</a>                                  | AC            | Unk        | 6                   | 0             | 72                   | 0     | 1.23           | 89                 |                 |
|                |                                | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.25           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       | 1.23           |                    |                 |
| 55.18          | +0.48                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.10           |                    |                 |
|                |                                | C   | JB   | Enter Gilbert on Right  |               |            |                     |               |                      |       |                |                    |                 |
| 55.31          | +0.61                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.02           |                    |                 |
| 55.39          | +0.69                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.01           |                    |                 |
| 55.40          | +0.70                          | C   | J    | Guadalupe Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 55.48          | +0.79                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.17           |                    |                 |
| 55.75          | M171 +0.05                     | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.25           |                    |                 |
| 56.03          | +0.33                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       |                |                    |                 |
| 56.10          | +0.40                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.02           |                    |                 |
| 56.13          | +0.43                          | C   | NB   | <a href="#">Projects spanning M171 to M172</a>                                  | AC            | MBH        | 3                   | 6             | 36                   | 0     | 0.29           | 89                 |                 |
|                |                                | C   | MD   | 6 ft Concrete Curbed Median   |               |            |                     |               |                      |       | 0.29           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       | 0.28           |                    |                 |
| 56.42          | +0.75                          | C   | J    | Baseline Rd   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Enter Mesa on Right   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | X    | S 087 Transferred to City of Mesa in Apr. 1997 from Baseline Rd to McKellips Rd |               |            |                     |               |                      |       |                |                    |                 |
| 56.81          | M172 +0.33                     | C   | J    | Continue S 087 with U 060 Right-of-Way at Iron Ave in Mesa                      |               |            |                     |               |                      |       |                |                    |                 |

**S 087 at M172+0.33**

**M172+0.33 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M172+0.33**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M172+0.33 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 56.81          | M172 +0.33                     | C   | NB   | <a href="#">Projects spanning M172 to M173</a>                   |               |            |                     |               |                      |       |                |                    |                 |
| 56.89          | +0.41                          | A   | J    | U 060 Exit #179 C & J-Ramp (Signalized) -- [R14]                 |               |            |                     |               |                      |       |                |                    |                 |
| 56.92          | +0.44                          | A   | OP   | U 060  |               |            |                     |               |                      |       |                |                    |                 |
| 56.97          | +0.49                          | A   | J    | U 060 Exit #179 A & G-Ramp (Signalized) -- [L23]                 |               |            |                     |               |                      |       |                |                    |                 |
| 57.05          | +0.57                          | C   | J    | S 087 transferred to City of Mesa.                               |               |            |                     |               |                      |       |                |                    |                 |
| 61.44          | M176 +0.74                     | C   | J    | Continue S 087 at McKellips Rd                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC   | MBH           | 4          | 2                   | 48            | 2                    | 1.15  | 82             |                    |                 |
| 61.50          | +0.79                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 61.56          | +0.86                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 61.64          | +0.94                          | C   | MD   | 12 ft Curbed Median  |               |            |                     |               |                      |       |                |                    |                 |
| 61.70          | +1.00                          | C   | JB   | NCL Mesa   |               |            |                     |               |                      |       |                |                    |                 |
| 61.79          | M177 +0.08                     | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 61.92          | +0.21                          | C   | BR   | Salt River   |               |            |                     |               |                      |       |                |                    |                 |
| 62.06          | +0.36                          | C   | JB   | Salt River IR  |               |            |                     |               |                      |       |                |                    |                 |
| 62.49          | +0.78                          | C   | J    | McDowell Rd - West -- [B234]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 62.59          | +0.88                          | C   | NB   | AC   | AC            | 2          | 2                   | 24            | 10                   | 3.93  | 1996           |                    |                 |
|                |                                | C   | MD   | Variable Soil Median   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
| 62.88          | M178 +0.25                     | A   | J    | Local Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 62.90          | +0.27                          | A   | J    | Local Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 63.31          | +0.68                          | A   | J    | Oak St -- [L24]  |               |            |                     |               |                      |       |                |                    |                 |
| 63.33          | +0.70                          | A   | J    | Local Rd -- [R1]   |               |            |                     |               |                      |       |                |                    |                 |
| 63.82          | M179 +0.21                     | A   | J    | Center St -- [L234]  |               |            |                     |               |                      |       |                |                    |                 |
| 64.29          | +0.68                          | A   | J    | Mesa Dr -- [L23]   |               |            |                     |               |                      |       |                |                    |                 |
| 64.50          | +0.89                          | A   | J    | Local Rd -- [L24]  |               |            |                     |               |                      |       |                |                    |                 |
| 64.57          | M180 +0.00                     | C   | VMS  | (SB) Variable Message Sign #125 (Unknown Status)                 |               |            |                     |               |                      |       |                |                    |                 |
| 64.94          | +0.37                          | A   | J    | Horne Dr -- [R14]  |               |            |                     |               |                      |       |                |                    |                 |
| 65.65          | M181 +0.10                     | A   | J    | Beeline Hwy -- [B124]  |               |            |                     |               |                      |       |                |                    |                 |
| 65.67          | +0.12                          | A   | J    | Utility Access -- [B124]   |               |            |                     |               |                      |       |                |                    |                 |
| 66.52          | +0.97                          | C   | NB   | AC   | AC            | 2          | 2                   | 30            | 10                   | 0.08  | 1996           |                    |                 |
| 66.60          | M182 +0.05                     | C   | NB   | AC   | AC            | 2          | 2                   | 36            | 10                   | 0.21  | 1996           |                    |                 |
| 66.79          | +0.24                          | C   | UB   | EUB Phoenix-Mesa   |               |            |                     |               |                      |       |                |                    |                 |
| 66.81          | +0.26                          | C   | NB   | AC   | AC            | 2          | 2                   | 30            | 10                   | 0.26  | 1996           |                    |                 |
| 66.89          | +0.34                          | A   | J    | Gilbert Rd -- [B1234]  |               |            |                     |               |                      |       |                |                    |                 |
| 67.06          | +0.51                          | C   | NB   | AC   | AC            | 2          | 2                   | 24            | 10                   | 1.81  | 1996           |                    |                 |
| 67.78          | M183 +0.20                     | A   | J    | Salt River Land Fill Entrance -- [B1234]                         |               |            |                     |               |                      |       |                |                    |                 |
| 68.28          | +0.70                          | A   | J    | Trap and Skeet Entrance -- [R124]                                |               |            |                     |               |                      |       |                |                    |                 |
| 68.59          | M184 +0.01                     | A   | J    | Salt River Sand & Rock Entrance/Arizona Canal Entrance -- [R124] |               |            |                     |               |                      |       |                |                    |                 |
| 68.76          | +0.18                          | A   | J    | Arizona Canal -- [R1]  |               |            |                     |               |                      |       |                |                    |                 |

**S 087 at M184+0.18**

**M184+0.18 on S 087**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M184+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M184+0.30 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym   | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-------|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 68.88          | M184 +0.30                     | C NB  | <a href="#">Projects spanning M184 to M185</a>         | PCC          | PCC           | 2          | 10                  | 24            | 10                   | 0.03  | 1996           |                    |                 |
| 68.91          | +0.33                          | C NB  |  | AC           | AC            | 2          | 2                   | 24            | 10                   | 4.46  | 1996           |                    |                 |
|                |                                | C MD  | Variable Soil Median                                   |              |               |            |                     |               |                      | 4.46  |                |                    |                 |
| 69.04          | +0.47                          | A J   | Fort McDowell Rd -- [R24]                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 70.50          | M185 +0.92                     | A J   | Arizona Canal Entrance -- [R24]                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 70.60          | M186 +0.00                     | C EQ  | MP 185+1.03 Back Equals MP 186+0.00 Ahead              |              |               |            |                     |               |                      |       |                |                    |                 |
| 73.37          | M188 +0.75                     | C NB  | <a href="#">Projects spanning M188 to M189</a>         | AC           | AC            | 2          | 2                   | 24            | 2                    | 5.38  | 55             |                    |                 |
|                | +0.76                          | C JB  | Fort McDowell - Mohave - Apache IR                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 73.44          | +0.83                          | A J   | Shea Blvd -- [B2]                                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 74.98          | M190 +0.37                     | A J   | Tohvee Cir -- [B24]                                    |              |               |            |                     |               |                      |       |                |                    |                 |
| 75.44          | +0.84                          | A J   | Fort McDowell Casino -- [B124]                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 75.80          | M191 +0.20                     | C VMS | (NB) Variable Message Sign #408 (Operational)          |              |               |            |                     |               |                      |       | 2002           |                    |                 |
| 75.85          | +0.25                          | C BR  | (NB) Verde River                                       |              |               |            |                     |               |                      |       | 1992           | 1600 ft Concrete   |                 |
| 76.36          | +0.76                          | A J   | Hiwatha Hood Rd -- [B24]                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 78.21          | M193 +0.62                     | C JB  | Tonto NF leaving Ft. McDowell IR                       |              |               |            |                     |               |                      |       |                |                    |                 |
| 78.59          | +0.99                          | C MD  | Variable Soil Median                                   |              |               |            |                     |               |                      | 5.63  |                |                    |                 |
| 78.75          | M194 +0.15                     | C NB  | <a href="#">Projects spanning M194 to M195</a>         | AC           | MBH           | 2          | 2                   | 24            | 2                    | 4.97  | 91             |                    |                 |
| 83.71          | M199 +0.12                     | A J   | Bush Hwy South -- [R14]                                |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C NB  | <a href="#">Projects spanning M199 to M200</a>         | AC           | MBH           | 2          | 2                   | 36            | 2                    | 0.01  | 91             |                    |                 |
| 83.73          | +0.14                          | C NB  |  | AC           | MBH           | 2          | 4                   | 36            | 20                   | 0.03  | 91             |                    |                 |
| 83.76          | +0.16                          | C NB  |  | AC           | MBH           | 2          | 4                   | 30            | 20                   | 0.09  | 91             |                    |                 |
| 83.85          | +0.26                          | C NB  |  | AC           | MBH           | 2          | 4                   | 24            | 20                   | 0.37  | 91             |                    |                 |
| 84.22          | +0.63                          | C NB  |  | AC           | MBH           | 2          | 2                   | 24            | 2                    | 1.37  | 91             |                    |                 |
|                |                                | C MD  | Variable Soil Median                                   |              |               |            |                     |               |                      | 19.45 |                |                    |                 |
| 85.59          | M200 +0.99                     | C NB  | <a href="#">Projects spanning M200 to M201</a>         | AC           | AC            | 2          | 5                   | 24            | 6                    | 0.11  | 16 Nov 2005    |                    |                 |
| 85.70          | +1.10                          | C NB  |  | AC           | AC            | 2          | 8                   | 24            | 10                   | 1.09  | 16 Nov 2005    |                    |                 |
| 86.78          | M202 +0.19                     | C NB  | <a href="#">Projects spanning M202 to M203</a>         | AC           | AC            | 2          | 4                   | 24            | 10                   | 7.53  | 01 Feb 2000    |                    |                 |
| 94.31          | M209 +0.71                     | C NB  | <a href="#">Projects spanning M209 to M210</a>         | AC           | AC            | 2          | 4                   | 24            | 10                   | 2.41  | 01 Feb 2000    |                    |                 |
| 96.72          | M212 +0.15                     | C NB  | <a href="#">Projects spanning M212 to M213</a>         | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.87  | 01 Feb 2000    |                    |                 |
| 97.12          | +0.55                          | C BR  | (NB) Sycamore Creek                                    |              |               |            |                     |               |                      |       | 1972           | 246 ft Concrete    |                 |
| 97.59          | M213 +0.02                     | C NB  | <a href="#">Projects spanning M213 to M214</a>         | AC           | AC            | 2          | 4                   | 24            | 10                   | 5.02  | 17 Aug 1998    |                    |                 |
| 99.68          | M215 +0.00                     | C EQ  | MP 214+1.10 Back Equals MP 215+0.00 Ahead              |              |               |            |                     |               |                      |       |                |                    |                 |
| 100.63         | M216                           | C EQ  | MP 215+0.95 Back Equals MP 216+0.00 Ahead              |              |               |            |                     |               |                      |       |                |                    |                 |
| 102.00         | M217 +0.35                     | A J   | Forest Rd 1705 -- [L]                                  |              |               |            |                     |               |                      |       |                |                    |                 |
| 102.61         | M218 +0.00                     | A J   | Sycamore Creek Rd Left & Sunflower Rd Right -- [B1234] |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C NB  | <a href="#">Projects spanning M218 to M219</a>         | AC           | AC            | 2          | 4                   | 24            | 2                    | 0.40  | 01 Jun 2001    |                    |                 |
| 102.67         | +0.06                          | C JB  | Leave Tonto NF   |              |               |            |                     |               |                      |       |                |                    |                 |
| 103.01         | +0.40                          | C NB  | <a href="#">Projects spanning M218 to M219</a>         | AC           | AC/SAMI       | 2          | 4                   | 24            | 10                   | 0.57  | 01 Jun 2001    |                    |                 |
|                |                                | C JB  | Enter Tonto NF   |              |               |            |                     |               |                      |       |                |                    |                 |

**S 087 at M218+0.40**

**M218+0.40 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M218+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M218+0.44 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 103.05         | M218 +0.44                     | C   | BR   | (NB) Sycamore Creek                            |               |            |                     |               |                      |       | 2000           | 726 ft Concrete    |                 |
| 103.23         | +0.62                          | A   | J    | Bushnell Tanks Rd -- [R124]                    |               |            |                     |               |                      |       |                |                    |                 |
| 103.58         | +0.97                          | C   | NB   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC/SAMI    | 2                   | 3.5           | 24                   | 10    | 01 Jun 2001    |                    |                 |
| 103.67         | +1.06                          | C   | MD   | Concrete Median Barrier                        |               |            |                     |               |                      | 3.12  |                |                    |                 |
| 103.74         | M219 +0.05                     | C   | J    | (NB) Local Rd -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 104.04         | +0.36                          | A   | BR   | Lower Kitty Joe Creek                          |               |            |                     |               |                      |       | 2000           | 868 ft Concrete    |                 |
| 104.33         | +0.64                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 104.67         | +0.98                          | C   | J    | (NB) Local Rd -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 104.96         | M220 +0.26                     | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 105.07         | +0.37                          | A   | BR   | Whiskey Springs                                |               |            |                     |               |                      |       | 2000           | 494 ft Concrete    |                 |
| 105.28         | +0.59                          | C   | NB   | <a href="#">Projects spanning M220 to M221</a> | AC/SAMI       | AC/SAMI    | 2                   | 3.5           | 24                   | 10    | 04 Oct 2004    |                    |                 |
| 105.85         | M221 +0.16                     | C   | NB   | <a href="#">Projects spanning M221 to M222</a> | AC            | ARSAM      | 2                   | 3.5           | 24                   | 10    | 04 Oct 2004    |                    |                 |
| 106.14         | +0.45                          | A   | BR   | Upper Kitty Joe                                |               |            |                     |               |                      |       | 2001           | 616 ft Concrete    |                 |
| 106.79         | +1.10                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      | 0.91  |                |                    |                 |
| 106.81         | +1.12                          | C   | NB   | <a href="#">Projects spanning M221 to M222</a> | AC            | ARSAM      | 2                   | 3.5           | 24                   | 10    | 04 Oct 2004    |                    |                 |
| 107.33         | +1.64                          | A   | J    | Pine Mounatin Rd -- [B1234]                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 2             | 24                   | 2     |                |                    |                 |
| 107.45         | +1.76                          | C   | TI   | Two-Way Connector to Old S-087 Alignment       | AC            | AC         | 2                   | 2             | 24                   | 2     | 01 Jun 2001    |                    |                 |
| 107.60         | +1.91                          | C   | JB   | Gila County                                    |               |            |                     |               |                      |       |                |                    |                 |
| 107.70         | M223 +0.04                     | C   | MD   | Concrete Median Barrier                        |               |            |                     |               |                      | 2.15  |                |                    |                 |
| 107.74         | +0.08                          | C   | NB   | <a href="#">Projects spanning M223 to M224</a> | AC            | AC         | 2                   | 3.5           | 24                   | 10    | 04 Oct 2004    |                    |                 |
| 107.75         | +0.09                          | C   | NB   |  | AC            | AC         | 2                   | 3.5           | 24                   | 10    | 04 Oct 2004    |                    |                 |
| 107.88         | +0.22                          | A   | BR   | Cottonwood Basin                               |               |            |                     |               |                      |       | 2001           | 270 ft Concrete    |                 |
| 108.31         | +0.64                          | C   | NB   | <a href="#">Projects spanning M223 to M224</a> | AC/SAMI       | AC         | 2                   | 3.5           | 24                   | 10    | 04 Oct 2004    |                    |                 |
| 109.16         | M224 +0.46                     | C   | NB   | <a href="#">Projects spanning M224 to M225</a> | AC/SAMI       | AC/SAMI    | 2                   | 3.5           | 24                   | 10    | 04 Oct 2004    |                    |                 |
| 109.65         | M226 +0.00                     | C   | EQ   | MP 224+0.95 Back Equals MP 226+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 109.72         | +0.07                          | C   | NB   | <a href="#">Projects spanning M226 to M227</a> | AC            | AC         | 2                   | 1             | 24                   | 2     | 78             |                    |                 |
| 109.85         | +0.20                          | C   | NB   |  | AC            | AC         | 2                   | 1             | 24                   | 8     | 1996           |                    |                 |
|                |                                | C   | MD   | 2 ft Concrete Median Barrier                   |               |            |                     |               |                      | 2.28  |                |                    |                 |
| 110.67         | M227 +0.06                     | A   | JB   | Temp Leave Tonto NF                            |               |            |                     |               |                      |       |                |                    |                 |
| 111.15         | +0.55                          | C   | J    | (NB) Local Rd -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 111.38         | +0.78                          | A   | JB   | Reenter Tonto NF                               |               |            |                     |               |                      |       |                |                    |                 |
| 111.49         | +0.89                          | C   | NB   | <a href="#">Projects spanning M227 to M228</a> | AC            | AC         | 2                   | 1             | 24                   | 8     | 21 May 2003    |                    |                 |
| 111.59         | M228 +0.00                     | C   | NB   | <a href="#">Projects spanning M228 to M229</a> | AC            | AC         | 2                   | 1             | 24                   | 8     | 1996           |                    |                 |
| 111.69         | +0.09                          | C   | J    | (NB) Local Rd (unpaved) -- [R]                 |               |            |                     |               |                      |       |                |                    |                 |
| 112.14         | +0.54                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      | 2.95  |                |                    |                 |
| 112.25         | +0.65                          | C   | JB   | Temp Leave Tonto NF                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J    | (NB) Local Rd -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 112.39         | +0.80                          | C   | NB   | <a href="#">Projects spanning M228 to M229</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 21 Aug 2002    |                    |                 |

**S 087 at M228+0.80**

**M228+0.80 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M229+0.02**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M229+0.02 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym  | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|------|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 112.61         | M229+0.02                      | C NB | <a href="#">Projects spanning M229 to M230</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 2.06  | 21 Aug 2002    |                    |                 |
| 112.64         | +0.04                          | A JB | Reenter Tonto NF                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 113.20         | +0.60                          | C J  | (NB) Local Rd -- [R]                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 113.24         | +0.65                          | C J  | (NB) Local Rd -- [R]                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 113.57         | +0.98                          | C J  | (NB) Local Rd -- [R]                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 114.67         | M231+0.10                      | C NB | <a href="#">Projects spanning M231 to M232</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.03  | 21 Aug 2002    |                    |                 |
| 114.70         | +0.13                          | C NB |  | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.09  | 21 Aug 2002    |                    |                 |
| 114.79         | +0.22                          | C NB |  | AC           | AC            | 2          | 4                   | 24            | 10                   | 0.48  | 21 Aug 2002    |                    |                 |
| 115.09         | +0.51                          | C MD | 2 ft Concrete Median Barrier                   |              |               |            |                     |               |                      | 0.36  |                |                    |                 |
| 115.13         | +0.56                          | C J  | (NB) Local Rd -- [R]                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 115.27         | +0.70                          | C NB | <a href="#">Projects spanning M231 to M232</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.44  | 88             |                    |                 |
| 115.45         | +0.88                          | C MD | Variable Soil Median                           |              |               |            |                     |               |                      | 18.60 |                |                    |                 |
| 115.71         | M232+0.20                      | C NB | <a href="#">Projects spanning M232 to M233</a> | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.03  | 21 May 2003    |                    |                 |
| 115.74         | +0.23                          | C NB |  | AC           | MBH           | 2          | 4                   | 24            | 10                   | 3.39  | 88             |                    |                 |
| 119.13         | M235+0.68                      | A J  | S 188 -- [B1234]                               |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C NB | <a href="#">Projects spanning M235 to M236</a> | AC           | MBH           | 2          | 4                   | 36            | 10                   | 0.07  | 88             |                    |                 |
| 119.21         | +0.75                          | C NB |  | AC           | MBH           | 2          | 4                   | 30            | 10                   | 0.13  | 88             |                    |                 |
| 119.34         | +0.89                          | C NB |  | AC           | MBH           | 2          | 4                   | 24            | 10                   | 0.24  | 88             |                    |                 |
| 119.58         | M236+0.14                      | C NB | <a href="#">Projects spanning M236 to M237</a> | AC           | MBH           | 2          | 4                   | 24            | 8                    | 4.88  | 91             |                    |                 |
| 120.99         | M237+0.57                      | C BR | (NB) Deer Creek                                |              |               |            |                     |               |                      |       | 1991           | 145 ft Concrete    |                 |
| 122.89         | M239+0.50                      | C J  | Road to Gisela                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 122.93         | +0.53                          | C BR | (NB) Rye Creek                                 |              |               |            |                     |               |                      |       | 1991           | 326 ft Concrete    |                 |
| 123.38         | M240+0.00                      | C J  | Old Rye Creek -- [B1]                          |              |               |            |                     |               |                      |       |                |                    |                 |
| 124.46         | M241+0.10                      | C NB | <a href="#">Projects spanning M241 to M242</a> | AC           | AC            | 2          | 4                   | 24            | 8                    | 5.84  | 08 Sep 2001    |                    |                 |
| 129.55         | M247+0.00                      | C EQ | MP 246+0.22 Back Equals MP 247+0.00 Ahead      |              |               |            |                     |               |                      |       |                |                    |                 |
| 130.30         | +0.75                          | C NB | <a href="#">Projects spanning M247 to M248</a> | AC           | AC            | 2          | 4                   | 24            | 10                   | 3.21  | 08 Sep 2001    |                    |                 |
| 133.35         | M250+0.79                      | C JB | SCL Payson Elev 4982                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 133.50         | +0.93                          | C J  | Round Valley Rd (Payson) -- [R1]               |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C CG | Curb and Sidewalk to Right                     |              |               |            |                     |               |                      | 0.33  |                |                    |                 |
| 133.51         | +0.94                          | C NB | <a href="#">Projects spanning M250 to M251</a> | AC           | AC            | 2          | 6                   | 24            | 6                    | 0.32  | 08 Sep 2001    |                    |                 |
| 133.83         | M251+0.27                      | C UB | SUB Payson                                     |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C NB | <a href="#">Projects spanning M251 to M252</a> | AC           | AC            | 2          | 6                   | 24            | 6                    | 0.22  | 10 Aug 2002    |                    |                 |
|                |                                | C CG | Curb and Sidewalk to Left and Right            |              |               |            |                     |               |                      | 1.29  |                |                    |                 |
| 134.02         | +0.45                          | C J  | Phoenix Ave -- [B24]                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 134.05         | +0.49                          | C UH | <a href="#">Projects spanning M251 to M252</a> | AC           | AC            | 4          | 6                   | 48            | 6                    | 0.11  | 10 Aug 2002    |                    |                 |
|                |                                | C MD | 12 ft Painted Median                           |              |               |            |                     | 12            |                      | 0.13  |                |                    |                 |
| 134.11         | +0.55                          | C J  | Cedar Ln                                       |              |               |            |                     |               |                      |       |                |                    |                 |
| 134.16         | +0.60                          | C UH | <a href="#">Projects spanning M251 to M252</a> | AC           | AC            | 4          | 6                   | 48            | 6                    | 0.02  | 10 Aug 2002    |                    |                 |
| 134.18         | +0.62                          | C UH |  | AC           | AC            | 4          | 6                   | 48            | 6                    | 0.89  | 10 Aug 2002    |                    |                 |

**S 087 at M251+0.62**

**M251+0.62 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M251+0.64**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M251+0.64 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 134.20         | M251 +0.64                     | C   | J    | Aero Dr -- [B2]  |               |            |                     |               |                      |       |                |                    |                 |
| 134.32         | +0.76                          | C   | J    | Willow Ln -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 134.41         | +0.84                          | C   | J    | Main St -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 134.52         | +0.96                          | C   | J    | Frontier St -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 134.85         | M252 +0.29                     | C   | J    | Bonita Avenue -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 135.07         | +0.52                          | C   | DH   | <a href="#">Projects spanning M252 to M253</a>                       | AC            | AC         | 4                   | 2             | 48                   | 4     | 0.10           | 10 Aug 2002        |                 |
|                |                                | C   | MD   | 4 ft Concrete Curbed Median  |               |            |                     |               |                      |       | 0.10           |                    |                 |
| 135.11         | +0.55                          | C   | TI   | (NB) S 260 (EB) (off)  | AC            | AC         | 1                   | 0             | 16                   | 0     | 0.03           |                    |                 |
| 135.12         | +0.56                          | C   | CG   | Curb and Sidewalk to Left and Right                                  |               |            |                     |               |                      |       | 0.07           | 2005               |                 |
|                | +0.57                          | C   | J    | Longhorn Rd Left & S 260 (SB) and (NB) Right (Signalized) -- [B1234] |               |            |                     |               |                      |       |                | 2005               |                 |
| 135.13         |                                | A   | TI   | (NB/SB) Longhorn Rd  | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.10           | 26 Aug 2003        |                 |
| 135.17         | +0.62                          | C   | UH   | <a href="#">Projects spanning M252 to M253</a>                       | AC            | AC         | 4                   | 6             | 48                   | 6     | 0.99           | 10 Aug 2002        |                 |
| 135.19         | +0.63                          | C   | CG   | Curb and Sidewalk to Left and Right                                  |               |            |                     |               |                      |       | 1.45           |                    |                 |
| 135.42         | +0.86                          | C   | J    | Malibu Dr -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 135.58         | M253 +0.03                     | C   | J    | East Zurich -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 135.78         | +0.23                          | C   | J    | Forest Dr -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 136.10         | +0.55                          | C   | J    | Sherman Rd   |               |            |                     |               |                      |       |                |                    |                 |
| 136.16         | +0.61                          | C   | UH   | <a href="#">Projects spanning M253 to M254</a>                       | AC            | AC         | 4                   | 6             | 48                   | 6     | 0.01           | 10 Aug 2002        |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
| 136.17         | +0.62                          | C   | UH   | <a href="#">Projects spanning M253 to M254</a>                       | AC            | AC         | 4                   | 6             | 48                   | 2     | 0.59           | 10 Aug 2002        |                 |
| 136.25         | +0.70                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
| 136.30         | +0.75                          | C   | J    | Airline Dr   |               |            |                     |               |                      |       |                |                    |                 |
| 136.32         | +0.77                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.24           |                    |                 |
| 136.44         | M254 +0.00                     | C   | EQ   | MP 253+0.89 Back Equals MP 254+0.00 Ahead                            |               |            |                     |               |                      |       |                |                    |                 |
| 136.61         | +0.17                          | C   | J    | Roundup Rd   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.22           |                    |                 |
| 136.63         | +0.19                          | C   | CG   | Curb to Left and Right, Sidewalk to Right                            |               |            |                     |               |                      |       | 0.07           |                    |                 |
| 136.70         | +0.26                          | C   | CG   | Curb and Sidewalk to Right   |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 136.76         | +0.32                          | C   | UH   | <a href="#">Projects spanning M254 to M255</a>                       | AC            | AC         | 4                   | 4             | 48                   | 2     | 0.02           | 10 Aug 2002        |                 |
| 136.78         | +0.34                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.05           | 10 Aug 2002        |                 |
|                |                                | C   | CG   | Curb to Left and Right, Sidewalk to Right                            |               |            |                     |               |                      |       | 0.09           |                    |                 |
| 136.82         | +0.38                          | C   | UH   | <a href="#">Projects spanning M254 to M255</a>                       | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.04           | 200505             |                 |
|                |                                | C   | MD   | Variable 12-6-8 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
| 136.86         | +0.42                          | C   | NB   | <a href="#">Projects spanning M254 to M255</a>                       | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.07           | 200505             |                 |
|                |                                | C   | MD   | 110 ft diameter Curbed Roundabout Median with Soil Islands           |               |            |                     |               | 12                   |       | 0.07           |                    |                 |
| 136.87         | +0.43                          | C   | CG   | Curb and Sidewalk to Left and Right of Roundabout                    |               |            |                     |               |                      |       | 0.05           |                    |                 |
| 136.89         | +0.45                          | A   | TI   | EB cross traffic at Tyler Pkwy Roundabout                            | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.07           | 200505             |                 |
| 136.90         | +0.46                          | A   | TI   | WB cross traffic at Tyler Pkwy Roundabout                            | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.07           | 200505             |                 |
| 136.92         | +0.48                          | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.03           |                    |                 |

**S 087 at M254+0.48**

**M254+0.48 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M254+0.49**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M254+0.49 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder |       | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|----------|-------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Left     | Right |               |                      |       |                |                    |                 |
| 136.93         | M254 +0.49                     | C   | UH   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 4        | 2     | 48            | 2                    | 0.02  | 200505         |                    |                 |
|                |                                | C   | MD   | Variable 8-6-12 ft Painted Median              |               |            |          |       | 12            |                      | 0.04  |                |                    |                 |
| 136.95         | +0.51                          | C   | UH   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 4        | 2     | 48            | 3                    | 0.01  | 200505         |                    |                 |
|                |                                | C   | CG   | Curb to Left                                   |               |            |          |       |               |                      | 0.09  |                |                    |                 |
| 136.96         | +0.52                          | C   | UH   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 3        | 10    | 36            | 3                    | 0.01  | 24 Jul 2002    |                    |                 |
| 136.97         | +0.53                          | C   | UH   |  | AC            | AC         | 3        | 10    | 36            | 4                    | 0.06  | 24 Jul 2002    |                    |                 |
|                |                                | C   | MD   | Variable 8-6-12 ft Painted Median              |               |            |          |       | 12            |                      | 0.02  |                |                    |                 |
| 137.03         | +0.59                          | C   | J    | Houston Mesa Rd -- [R]                         |               |            |          |       |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | NUB Payson                                     |               |            |          |       |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 2        | 10    | 30            | 6                    | 0.03  | 24 Jul 2002    |                    |                 |
| 137.06         | +0.62                          | C   | UH   |  | AC            | AC         | 2        | 8     | 30            | 6                    | 0.13  | 24 Jul 2002    |                    |                 |
| 137.07         | +0.63                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |          |       |               |                      | 0.02  |                |                    |                 |
| 137.09         | +0.65                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |          |       |               |                      | 0.11  |                |                    |                 |
| 137.19         | +0.75                          | C   | UH   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 2        | 6     | 30            | 6                    | 0.01  | 24 Jul 2002    |                    |                 |
| 137.20         | +0.76                          | C   | UH   |  | AC            | AC         | 2        | 6     | 24            | 6                    | 0.11  | 24 Jul 2002    |                    |                 |
| 137.27         | +0.83                          | C   | JB   | NCL Payson                                     |               |            |          |       |               |                      |       |                |                    |                 |
| 137.31         | +0.87                          | C   | UH   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 2        | 1     | 24            | 1                    | 2.60  | 24 Jul 2002    |                    |                 |
| 138.13         | M255 +0.63                     | C   | RA   | NB Rest Areas                                  | Unk           | Unk        | 1        |       | 12            |                      | 0.07  |                |                    |                 |
| 139.40         | M256 +0.92                     | C   | SVP  | NB Slow Vehicle Pullout                        |               |            |          |       |               |                      | 0.03  | 1993           |                    |                 |
| 139.53         | M257 +0.06                     | C   | MD   | Variable 0-12 ft Painted Median                |               |            |          |       | 6             |                      | 0.15  |                |                    |                 |
| 139.68         | +0.20                          | C   | J    | Flowing Springs Dr                             |               |            |          |       |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |          |       | 12            |                      | 0.06  |                |                    |                 |
| 139.74         | +0.26                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |          |       | 6             |                      | 0.09  |                |                    |                 |
| 139.91         | +0.44                          | C   | UH   | <a href="#">Projects spanning M257 to M258</a> | AC            | AC         | 2        | 1     | 24            | 14                   | 0.20  | 24 Jul 2002    |                    |                 |
| 140.11         | +0.64                          | C   | UH   |  | AC            | AC         | 2        | 1     | 24            | 1                    | 0.34  | 24 Jul 2002    |                    |                 |
| 140.28         | +0.80                          | C   | J    | E.Verde Estates Rd -- [L23]                    |               |            |          |       |               |                      |       |                |                    |                 |
| 140.45         | M258 +0.03                     | C   | UH   | <a href="#">Projects spanning M258 to M259</a> | AC            | AC         | 2        | 2     | 24            | 2                    | 0.23  | 24 Jul 2002    |                    |                 |
| 140.68         | +0.26                          | C   | UH   |  | AC            | AC         | 2        | 1     | 24            | 1                    | 3.84  | 24 Jul 2002    |                    |                 |
| 140.71         | +0.29                          | C   | BR   | E Verde River                                  |               |            |          |       |               |                      |       | 1955           | 238 ft Steel       |                 |
| 144.53         | M262 +0.15                     | C   | UH   | <a href="#">Projects spanning M262 to M263</a> | AC            | AC         | 2        | 1     | 30            | 1                    | 0.04  | 24 Jul 2002    |                    |                 |
| 144.57         | +0.19                          | C   | UH   |  | AC            | AC         | 2        | 1     | 36            | 1                    | 0.14  | 24 Jul 2002    |                    |                 |
| 144.71         | +0.33                          | C   | UH   |  | AC            | AC         | 2        | 1     | 48            | 1                    | 0.27  | 24 Jul 2002    |                    |                 |
| 144.98         | +0.60                          | C   | UH   |  | AC            | AC         | 4        | 3     | 72            | 3                    | 0.55  | 24 Jul 2002    |                    |                 |
| 145.51         | M263 +0.17                     | C   | J    | Tonto Natural Bridge State Park                |               |            |          |       |               |                      |       |                |                    |                 |
| 145.53         | +0.19                          | C   | UH   | <a href="#">Projects spanning M263 to M264</a> | AC            | AC         | 4        | 3     | 66            | 3                    | 0.22  | 24 Jul 2002    |                    |                 |
| 145.64         | +0.30                          | C   | MD   | 12 ft Painted Median                           |               |            |          |       | 12            |                      | 0.62  |                |                    |                 |
| 145.75         | +0.41                          | C   | UH   | <a href="#">Projects spanning M263 to M264</a> | AC            | AC         | 4        | 3     | 54            | 3                    | 0.01  | 24 Jul 2002    |                    |                 |
| 145.76         | +0.42                          | C   | UH   |  | AC            | AC         | 4        | 3     | 48            | 3                    | 0.50  | 24 Jul 2002    |                    |                 |
| 146.26         | +0.92                          | C   | UH   |  | AC            | AC         | 2        | 1     | 24            | 1                    | 2.96  | 24 Jul 2002    |                    |                 |

**S 087 at M263+0.92**

**M263+0.92 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M264+0.20**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M264+0.20 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 146.49         | M264 +0.20                     | C   | SVP  | NB Slow Vehicle Pullout                        |               |            |                     |               |                      | 0.17  | 19 Jun 2000    |                    |                 |
| 147.30         | M265 +0.06                     | C   | SVP  | SB Slow Vehicle Pullout                        |               |            |                     |               |                      | 0.26  | 19 Jun 2000    |                    |                 |
| 147.33         | +0.09                          | C   | J    | Control Rd                                     |               |            |                     |               |                      |       |                |                    |                 |
| 149.22         | M267 +0.00                     | C   | UH   | <a href="#">Projects spanning M267 to M268</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.36           | 19 Jun 2000        |                 |
| 149.58         | +0.36                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.34           | 19 Jun 2000        |                 |
| 149.82         | +0.59                          | C   | J    | Hardscrabble Rd (Pine)                         |               |            |                     |               |                      |       |                |                    |                 |
| 149.92         | +0.70                          | C   | UH   | <a href="#">Projects spanning M267 to M268</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.30           | 19 Jun 2000        |                 |
| 150.22         | M268 +0.00                     | C   | UH   | <a href="#">Projects spanning M268 to M269</a> | AC            | MBH        | 2                   | 4             | 24                   | 4     | 0.22           | 19 Jun 2000        |                 |
| 150.44         | +0.22                          | C   | UH   |  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 2.11           | 19 Jun 2000        |                 |
| 150.61         | +0.39                          | C   | X    | Pine (Unincorporated) Elev 5448                |               |            |                     |               |                      |       |                |                    |                 |
| 152.12         | M269 +0.91                     | C   | SVP  | SB Slow Vehicle Pullout                        |               |            |                     |               |                      | 0.60  | 19 Jun 2000    |                    |                 |
| 152.29         | M270 +0.09                     | C   | SVP  | NB Slow Vehicle Pullout                        |               |            |                     |               |                      | 0.48  | 13 Jun 2000    |                    |                 |
| 152.56         | +0.35                          | C   | UH   | <a href="#">Projects spanning M270 to M271</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 7.34           | 91                 |                 |
| 152.90         | +0.70                          | C   | J    | Fossil Creek Rd -- [L]                         |               |            |                     |               |                      |       |                |                    |                 |
| 153.49         | M271 +0.29                     | C   | X    | Strawberry (Unincorporated)                    |               |            |                     |               |                      |       |                |                    |                 |
| 154.95         | M272 +0.76                     | C   | JB   | Coconino County                                |               |            |                     |               |                      |       |                |                    |                 |
| 159.89         | M277 +0.82                     | C   | UH   | <a href="#">Projects spanning M277 to M278</a> | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 0.14           | 63                 |                 |
| 160.03         | +0.96                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.34           | 1997               |                 |
| 160.37         | M278 +0.30                     | C   | UH   | <a href="#">Projects spanning M278 to M279</a> | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.02           | Nov 2002           |                 |
| 160.39         | +0.32                          | C   | UH   |  | AC            | AC         | 2                   | 4.5           | 24                   | 8     | 0.19           | Nov 2002           |                 |
| 160.58         | +0.50                          | C   | J    | S 260 West -- [B1234]                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M278 to M279</a> | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.17           | Nov 2002           |                 |
| 160.75         | +0.68                          | C   | UH   |  | AC            | AC         | 2                   | 2.5           | 24                   | 4.5   | 0.02           | Nov 2002           |                 |
| 160.77         | +0.70                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 11.94          | 1997               |                 |
| 163.22         | M281 +0.10                     | C   | J    | Rim Rd to Heber                                |               |            |                     |               |                      |       |                |                    |                 |
| 172.42         | M290 +0.45                     | C   | J    | Lake Mary Rd -- [L23]                          |               |            |                     |               |                      |       |                |                    |                 |
| 172.71         | +0.75                          | C   | UH   | <a href="#">Projects spanning M290 to M291</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.13           | 28 Aug 1998        |                 |
| 172.73         | +0.76                          | C   | X    | Clints Well (Unincorporated) Elev 7120         |               |            |                     |               |                      |       |                |                    |                 |
| 172.84         | +0.87                          | C   | UH   | <a href="#">Projects spanning M290 to M291</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.23           | 28 Aug 1998        |                 |
| 175.07         | M293 +0.20                     | C   | UH   | <a href="#">Projects spanning M293 to M294</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 10.74          | 28 Aug 1998        |                 |
| 177.03         | M295 +0.14                     | C   | J    | Blue Ridge Reservoir Rd                        |               |            |                     |               |                      |       |                |                    |                 |
| 185.81         | M304 +0.00                     | C   | UH   | <a href="#">Projects spanning M304 to M305</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 12.96          | 04 Sep 1998        |                 |
| 191.64         | M309 +0.84                     | C   | X    | Elks Picnic Grounds                            |               |            |                     |               |                      |       |                |                    |                 |
| 198.50         | M316 +0.71                     | C   | JB   | Leave Coconino NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 198.78         | M317 +0.00                     | C   | UH   | <a href="#">Projects spanning M317 to M318</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.79           | Aug 1998           |                 |
| 199.56         | +0.78                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.28           | Aug 1998           |                 |
| 199.84         | M318 +0.05                     | C   | UH   | <a href="#">Projects spanning M318 to M319</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 3.98           | Aug 1998           |                 |
| 203.83         | M322 +0.10                     | C   | UH   | <a href="#">Projects spanning M322 to M323</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.09           | 69                 |                 |
| 203.92         | +0.19                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.99           | Aug 1999           |                 |

**S 087 at M322+0.19**

**M322+0.19 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M323+0.12**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M323+0.12 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 204.90         | M323 +0.12                     | C   | UH   | <a href="#">Projects spanning M323 to M324</a>                          | AC            | AC         | 2                   | 1             | 24                   | 1     | 1.84           | Aug 1999           |                 |
| 206.74         | M324 +0.97                     | C   | UH   | <a href="#">Projects spanning M324 to M325</a>                          | AC            | AC         | 2                   | 2             | 24                   | 2     | 5.48           | Aug 1999           |                 |
| 211.99         | M330 +0.17                     | C   | BR   | Jacks Canyon  |               |            |                     |               |                      |       |                | 1968               | 155 ft Steel    |
| 212.22         | +0.40                          | C   | UH   | <a href="#">Projects spanning M330 to M331</a>                          | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.61           | Nov 1999           |                 |
| 212.83         | M331 +0.01                     | C   | UH   | <a href="#">Projects spanning M331 to M332</a>                          | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.39           | Nov 1999           |                 |
| 213.22         | +0.40                          | C   | UH   |   | AC            | AC         | 2                   | 2             | 24                   | 2     | 4.67           | Nov 1999           |                 |
| 217.89         | M336 +0.00                     | C   | UH   | <a href="#">Projects spanning M336 to M337</a>                          | AC            | MBH        | 2                   | 2             | 24                   | 2     | 1.15           | Nov 1999           |                 |
| 218.27         | +0.38                          | C   | JB   | Navajo County   |               |            |                     |               |                      |       |                |                    |                 |
| 219.04         | M337 +0.29                     | C   | UH   | <a href="#">Projects spanning M337 to M338</a>                          | AC            | MBH        | 2                   | 8             | 24                   | 8     | 3.39           | Nov 1999           |                 |
| 220.72         | M338 +0.98                     | C   | JB   | SCL Winslow Elev 4880   |               |            |                     |               |                      |       |                |                    |                 |
| 220.73         |                                | C   | UB   | SUB Winslow   |               |            |                     |               |                      |       |                |                    |                 |
| 221.17         | M339 +0.37                     | C   | JB   | Temp leave Winslow  |               |            |                     |               |                      |       |                |                    |                 |
| 222.43         | M340 +0.65                     | C   | UH   | <a href="#">Projects spanning M340 to M341</a>                          | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.13           | Nov 1999           |                 |
| 222.56         | +0.78                          | C   | UH   |   | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.19           | 67                 |                 |
| 222.73         | +0.94                          | C   | J    | S 099 East  |               |            |                     |               |                      |       |                |                    |                 |
| 222.75         | M341 +0.01                     | C   | UH   | <a href="#">Projects spanning M341 to M342</a>                          | BST           | MBH        | 2                   | 8             | 24                   | 8     | 0.63           | 71                 |                 |
| 223.38         | +0.64                          | C   | UH   |   | BST           | Gravel     | 2                   | 1             | 24                   | 1     | 0.34           | 50                 |                 |
| 223.47         | +0.73                          | C   | JB   | Reenter Winslow   |               |            |                     |               |                      |       |                |                    |                 |
| 223.51         | +0.77                          | C   | J    | Washington St   |               |            |                     |               |                      |       |                |                    |                 |
| 223.71         | +0.97                          | C   | J    | Coopertown Rd   |               |            |                     |               |                      |       |                |                    |                 |
| 223.72         | M342 +0.00                     | C   | UH   | <a href="#">Projects spanning M342 to M343</a>                          | MBL           | BST        | 2                   | 1             | 24                   | 1     | 0.23           | 37                 |                 |
| 223.91         | +0.19                          | C   | UP   | Burlington Northern Santa Fe RR   |               |            |                     |               |                      |       |                | 1996               | 14'-09"         |
| 223.95         | +0.23                          | C   | J    | Segment End at SB040(6) EB (2nd St) - Overlaps SB040(6) for 1.323 miles |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J    | Continue Segment on 2-way Road to Non Cardinal SB040(6)                 |               |            |                     |               |                      |       |                |                    |                 |
| 224.20         |                                | C   | UH   | <a href="#">Projects spanning M342 to M343</a>                          | AC            | MBH        | 2                   | 0             | 24                   | 0     | 0.07           | 70                 |                 |
| 224.28         |                                | C   | J    | Segment End S 087 at SB040(6) WB (3rd St)                               |               |            |                     |               |                      |       |                |                    |                 |
| 225.27         | M343 +0.56                     | C   | J    | Continue S 087 at SB040(6) North to I 040 Exit #255 -- [L]              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M343 to M344</a>                          | AC            | MBH        | 2                   | 4             | 24                   | 8     | 1.06           | 70                 |                 |
|                |                                | C   | MD   | Variable Soil Median  |               |            |                     |               |                      |       | 1.06           |                    |                 |
| 226.16         | M344 +0.45                     | C   | UB   | EUB Winslow   |               |            |                     |               |                      |       |                |                    |                 |
| 226.33         | +0.62                          | C   | UH   | <a href="#">Projects spanning M344 to M345</a>                          | AC            | MBH        | 2                   | 12            | 24                   | 12    | 0.17           | 70                 |                 |
|                |                                | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       | 0.24           |                    |                 |
| 226.50         | +0.79                          | C   | UH   | <a href="#">Projects spanning M344 to M345</a>                          | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.73           | 70                 |                 |
| 226.69         | M345 +0.00                     | C   | JB   | ECL Winslow   |               |            |                     |               |                      |       |                |                    |                 |
| 226.72         | +0.04                          | C   | BR   | Little Colorado River   |               |            |                     |               |                      |       |                | 1939               | 801 ft Steel    |
| 227.23         | +0.55                          | C   | UH   | <a href="#">Projects spanning M345 to M346</a>                          | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.50           | 79                 |                 |
| 227.34         | +0.65                          | C   | J    | I 040 Exit #257, Polaca TI -- [R]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 227.47         | +0.78                          | C   | OP   | I 040   |               |            |                     |               |                      |       |                | 1972               | 251 ft Concrete |
| 227.63         | +0.94                          | C   | J    | I 040 Exit #257, Polaca TI -- [L]                                       |               |            |                     |               |                      |       |                |                    |                 |

**S 087 at M345+0.94**

**M345+0.94 on S 087**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 087 at M346+0.05**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M346+0.05 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 227.73         | M346+0.05                      | C   | UH   | <a href="#">Projects spanning M346 to M347</a>                            | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.66           |                    | 88              |
| 228.39         | +0.71                          | C   | UH   |   | AC            | MBH        | 2                   | 2             | 24                   | 2     | 15.14          |                    | 88              |
| 243.19         | M361                           | C   | JB   | Navajo IR   |               |            |                     |               |                      |       |                |                    |                 |
| 243.53         | M362+0.03                      | C   | UH   | <a href="#">Projects spanning M362 to M363</a>                            | BST           | BST        | 2                   | 2             | 24                   | 2     | 0.13           |                    | 63              |
| 243.66         | +0.16                          | C   | UH   |   | AC            | MBH        | 2                   | 2             | 24                   | 2     | 5.80           |                    | 92              |
| 247.24         | M365+0.78                      | C   | J    | BIA 060   |               |            |                     |               |                      |       |                |                    |                 |
| 249.46         | M368+0.01                      | C   | UH   | <a href="#">Projects spanning M368 to M369</a>                            | AC            | AC         | 2                   | 2             | 24                   | 2     | 16.89          | Dec 1999           |                 |
| 256.98         | M375+0.57                      | C   | J    | BIA 015   |               |            |                     |               |                      |       |                |                    |                 |
| 265.61         | M384+0.14                      | C   | J    | BIA 602   |               |            |                     |               |                      |       |                |                    |                 |
| 266.20         | +0.73                          | C   | JB   | Leave Navajo IR / Enter Joint Use   |               |            |                     |               |                      |       |                |                    |                 |
| 266.36         | M385+0.00                      | C   | UH   | <a href="#">Projects spanning M385 to M386</a>                            | AC            | AC         | 2                   | 2             | 24                   | 2     | 8.45           | 13 Oct 1999        |                 |
| 267.57         | M386+0.21                      | C   | JB   | Leave Joint Use / Enter Hopi IR   |               |            |                     |               |                      |       |                |                    |                 |
| 274.81         | M393+0.50                      | C   | UH   | <a href="#">Projects spanning M393 to M394</a>                            | AC            | AC         | 2                   | 2             | 24                   | 2     | 12.48          | Oct 1998           |                 |
| 287.29         | M406+0.04                      | C   | J    | Temporary End S 087 at S 264 near Second Mesa (Next 60 Miles Survey Only) |               |            |                     |               |                      |       |                |                    |                 |



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M115+0.85**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M115+0.85 on S 087**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |  |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|--|
| <b>S 087 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                  |  |
| 1.17  | M115 +0.85                     | N   | CG   | Curb to Right   |               |            |                     |               |                      |       | 0.33           |                    |                  |  |
| 44.31   | M159 +0.50                     | N   | J    | Continue S 087 SB divided centerline South of Chandler                          |               |            |                     |               |                      |       |                |                    |                  |  |
|   |                                | N   | SB   | <a href="#">Projects spanning M159 to M160</a>                                  | AC            | AC         | 1                   | 4             | 12                   | 2     | 0.03           | 04 Oct 2001        |                  |  |
| 44.34   | +0.53                          | N   | SB   |   | AC            | AC         | 1                   | 4             | 16                   | 2     | 0.09           | 04 Oct 2001        |                  |  |
| 44.43   | +0.62                          | N   | J    | S 087 return to single centerline   |               |            |                     |               |                      |       |                |                    |                  |  |
| 44.48   | +0.66                          | N   | J    | Continue S 087 SB centerline at Hunt Highway S of Chandler                      |               |            |                     |               |                      |       |                |                    |                  |  |
|   |                                | N   | SB   | <a href="#">Projects spanning M159 to M160</a>                                  | AC            | AC         | 2                   | 10            | 24                   | 2     | 0.15           | 04 Oct 2001        |                  |  |
| 44.63   |                                | N   | SB   |   | AC            | AC         | 2                   | 10            | 24                   | 2     | 2.86           | 1996               |                  |  |
| 47.49   | M162 +0.68                     | N   | J    | S 087 return to single centerline   |               |            |                     |               |                      |       |                |                    |                  |  |
| 56.26   | M171 +0.43                     | N   | J    | Continue S 087 SB in Mesa   |               |            |                     |               |                      |       |                |                    |                  |  |
|   |                                | N   | SB   | <a href="#">Projects spanning M171 to M172</a>                                  | AC            | Unk        | 3                   | 0             | 36                   | 0     | 0.29           | 89                 |                  |  |
| 56.55   | +0.75                          | N   | X    | S 087 Transferred to City of Mesa in Apr. 1997 from Baseline Rd to McKellips Rd |               |            |                     |               |                      |       |                |                    |                  |  |
| 56.94   | M172 +0.33                     | N   | J    | Continue S 087 with U 060 Right-of-Way at Iron Ave in Mesa                      |               |            |                     |               |                      |       |                |                    |                  |  |
|   |                                | N   | SB   | <a href="#">Projects spanning M172 to M173</a>                                  | AC            | Unk        | 3                   | 0             | 36                   | 0     | 0.24           | 89                 |                  |  |
| 57.18   | +0.57                          | N   | J    | S 087 return to single centerline   |               |            |                     |               |                      |       |                |                    |                  |  |
| 62.73   | M177 +0.89                     | N   | J    | Continue S 087 SB N of McDowell Rd, N of Mesa                                   |               |            |                     |               |                      |       |                |                    |                  |  |
|   |                                | N   | SB   | <a href="#">Projects spanning M177 to M178</a>                                  | AC            | AC         | 2                   | 10            | 24                   | 2     | 3.79           | 1996               |                  |  |
| 66.52   | M181 +0.83                     | N   | SB   | <a href="#">Projects spanning M181 to M182</a>                                  | AC            | AC         | 2                   | 10            | 30                   | 2     | 0.27           | 1996               |                  |  |
| 66.79   | M182 +0.09                     | N   | SB   | <a href="#">Projects spanning M182 to M183</a>                                  | AC            | AC         | 2                   | 10            | 36                   | 2     | 0.17           | 1996               |                  |  |
| 66.95   | +0.26                          | N   | SB   |   | AC            | AC         | 2                   | 10            | 30                   | 2     | 0.07           | 1996               |                  |  |
| 67.02   | +0.33                          | N   | SB   |   | AC            | AC         | 2                   | 10            | 24                   | 2     | 1.85           | 1996               |                  |  |
| 68.87   | M184 +0.16                     | N   | SB   | <a href="#">Projects spanning M184 to M185</a>                                  | AC            | AC         | 2                   | 10            | 24                   | 2     | 4.50           | 1996               |                  |  |
| 73.37   | M188 +0.62                     | N   | SB   | <a href="#">Projects spanning M188 to M189</a>                                  | AC            | AC         | 2                   | 10            | 24                   | 2     | 0.14           | 55                 |                  |  |
| 73.51   | +0.76                          | N   | SB   |   | AC            | AC         | 2                   | 10            | 24                   | 2     | 1.88           | 55                 |                  |  |
| 75.39   | M190 +0.65                     | N   | SB   | <a href="#">Projects spanning M190 to M191</a>                                  | AC            | AC         | 2                   | 10            | 30                   | 2     | 0.14           | 55                 |                  |  |
| 75.53   | +0.79                          | N   | SB   |   | AC            | AC         | 2                   | 10            | 36                   | 2     | 0.05           | 55                 |                  |  |
| 75.58   | +0.84                          | N   | SB   |   | AC            | AC         | 2                   | 10            | 24                   | 2     | 2.90           | 55                 |                  |  |
| 75.99   | M191 +0.24                     | N   | BR   | (SB) Verde River  |               |            |                     |               |                      |       |                | 1993               | 1600 ft Concrete |  |
| 78.48   | M193 +0.74                     | N   | SB   | <a href="#">Projects spanning M193 to M194</a>                                  | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.07           | 55                 |                  |  |
| 78.55   | +0.81                          | N   | SB   |   | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.23           | 71                 |                  |  |
| 78.78   | M194 +0.04                     | N   | SB   | <a href="#">Projects spanning M194 to M195</a>                                  | AC            | MBH        | 2                   | 7             | 24                   | 7     | 4.88           | 71                 |                  |  |
| 83.66   | M198 +0.94                     | N   | SB   | <a href="#">Projects spanning M198 to M199</a>                                  | AC            | MBH        | 2                   | 7             | 30                   | 7     | 0.10           | 71                 |                  |  |
| 83.76   | M199 +0.07                     | N   | SB   | <a href="#">Projects spanning M199 to M200</a>                                  | AC            | MBH        | 2                   | 7             | 36                   | 7     | 0.04           | 71                 |                  |  |
| 83.80   | +0.11                          | N   | SB   |   | AC            | MBH        | 2                   | 7             | 24                   | 7     | 1.55           | 71                 |                  |  |
| 85.36   | M200 +0.68                     | N   | SB   | <a href="#">Projects spanning M200 to M201</a>                                  | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.82           | 16 Nov 2005        |                  |  |
| 87.17   | M202 +0.49                     | N   | SB   | <a href="#">Projects spanning M202 to M203</a>                                  | AC            | AC         | 2                   | 10            | 24                   | 4     | 10.47          | 01 Feb 2000        |                  |  |
| 97.20   | M212 +0.56                     | N   | BR   | (SB) Sycamore Creek   |               |            |                     |               |                      |       |                | 1997               | 365 ft Concrete  |  |

**S 087 at M212+0.56**

**M212+0.56 on S 087**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 087 at M212+1.02**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M212+1.02 on S 087**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 97.65          | M212 +1.02                     | N   | SB   | <a href="#">Projects spanning M212 to M213</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 4.16           | 17 Aug 1998        |                 |
| 101.81         | M217 +0.32                     | N   | SB   | <a href="#">Projects spanning M217 to M218</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.12           | 08 Sep 2004        |                 |
| 101.92         | +0.44                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.54           | 17 Aug 1998        |                 |
| 102.46         | +0.98                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.21           | 01 Jun 2001        |                 |
| 102.67         | M218 +0.20                     | N   | SB   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.41           | 01 Jun 2001        |                 |
| 102.92         | +0.44                          | N   | BR   | (SB) Sycamore Creek                            |               |            |                     |               |                      |       |                | 2000               | 726 ft Concrete |
| 103.08         | +0.60                          | N   | SB   | <a href="#">Projects spanning M218 to M219</a> | AC            | ARSAM      | 2                   | 10            | 24                   | 4     | 0.36           | 01 Jun 2001        |                 |
| 103.43         | +0.96                          | N   | SB   |  | AC            | ARSAM      | 2                   | 10            | 24                   | 3.5   | 3.22           | 01 Jun 2001        |                 |
| 104.40         | M219 +0.87                     | N   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 104.51         | +0.98                          | N   | J    | (SB) Local Rd -- [L]                           |               |            |                     |               |                      |       |                |                    |                 |
| 104.78         | M220 +0.25                     | N   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 106.66         | M222 +0.12                     | N   | SB   | <a href="#">Projects spanning M222 to M223</a> | AC            | ARSAM      | 2                   | 10            | 24                   | 4     | 0.95           | 01 Jun 2001        |                 |
| 107.61         | M223 +0.08                     | N   | SB   | <a href="#">Projects spanning M223 to M224</a> | AC            | ARSAM      | 2                   | 10            | 24                   | 3.5   | 0.01           | 01 Jun 2001        |                 |
|                | +0.09                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 3.5   | 0.86           | 01 Jun 2001        |                 |
| 108.48         | +0.95                          | N   | SB   |  | AC/SAMI       | AC         | 2                   | 10            | 24                   | 3.5   | 0.27           | 04 Oct 2004        |                 |
| 108.74         | M224 +0.18                     | N   | SB   | <a href="#">Projects spanning M224 to M225</a> | AC            | AC         | 2                   | 10            | 24                   | 3.5   | 0.78           | 01 Jun 2001        |                 |
| 109.52         | M226 +0.00                     | N   | SB   | <a href="#">Projects spanning M226 to M227</a> | AC            | AC         | 2                   | 10            | 24                   | 3.5   | 0.07           | 1996               |                 |
| 109.58         | +0.06                          | N   | SB   |  | AC            | AC         | 2                   | 1             | 24                   | 7     | 1.57           | 1996               |                 |
| 111.16         | M227 +0.69                     | N   | SB   | <a href="#">Projects spanning M227 to M228</a> | AC            | AC         | 2                   | 1             | 24                   | 7     | 0.04           | 21 May 2003        |                 |
| 111.20         | +0.73                          | N   | SB   |  | AC            | AC         | 2                   | 1             | 24                   | 7     | 0.76           | 1996               |                 |
| 111.96         | M228 +0.50                     | N   | SB   | <a href="#">Projects spanning M228 to M229</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.66           | 21 Aug 2002        |                 |
| 112.19         | +0.73                          | N   | JB   | Temp Leave Tonto NF                            |               |            |                     |               |                      |       |                |                    |                 |
| 113.02         | M229 +0.58                     | N   | J    | (SB) Local Rd -- [L]                           |               |            |                     |               |                      |       |                |                    |                 |
| 113.62         | M230 +0.17                     | N   | SB   | <a href="#">Projects spanning M230 to M231</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.82           | 21 Aug 2002        |                 |
| 113.69         | +0.24                          | N   | J    | (SB) Local Rd -- [L]                           |               |            |                     |               |                      |       |                |                    |                 |
| 114.44         | M231 +0.04                     | N   | SB   | <a href="#">Projects spanning M231 to M232</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.66           | 21 Aug 2002        |                 |
| 115.09         | +0.70                          | N   | SB   |  | AC            | MBH        | 2                   | 10            | 24                   | 4     | 0.71           | 84                 |                 |
| 115.80         | M232 +0.43                     | N   | SB   | <a href="#">Projects spanning M232 to M233</a> | AC            | MBH        | 2                   | 10            | 24                   | 4     | 3.23           | 88                 |                 |
| 116.21         | +0.84                          | N   | J    | (SB) Local Rd -- [L]                           |               |            |                     |               |                      |       |                |                    |                 |
| 119.03         | M235 +0.78                     | N   | SB   | <a href="#">Projects spanning M235 to M236</a> | AC            | MBH        | 2                   | 8             | 24                   | 4     | 1.56           | 88                 |                 |
| 120.59         | M237 +0.35                     | N   | SB   | <a href="#">Projects spanning M237 to M238</a> | AC            | MBH        | 2                   | 8             | 24                   | 4     | 3.57           | 91                 |                 |
| 120.80         | +0.56                          | N   | BR   | (SB) Deer Creek                                |               |            |                     |               |                      |       |                | 1991               | 145 ft Concrete |
| 122.74         | M239 +0.54                     | N   | BR   | (SB) Rye Creek                                 |               |            |                     |               |                      |       |                | 1991               | 326 ft Concrete |
| 124.16         | M241 +0.00                     | N   | SB   | <a href="#">Projects spanning M241 to M242</a> | AC            | AC         | 2                   | 8             | 24                   | 4     | 0.20           | 03 Jul 2001        |                 |
| 124.36         | +0.20                          | N   | SB   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 2.19           | 03 Jul 2001        |                 |
| 126.55         | M243 +0.52                     | N   | SB   | <a href="#">Projects spanning M243 to M244</a> | AC            | AC         | 2                   | 8             | 24                   | 5     | 2.65           | 03 Jul 2001        |                 |
| 129.20         | M246 +0.23                     | N   | SB   | <a href="#">Projects spanning M246 to M247</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 4.89           | 03 Jul 2001        |                 |
| 133.75         | M250 +0.93                     | N   | CG   | Curb to Left                                   |               |            |                     |               |                      |       | 0.28           |                    |                 |
| 134.05         | M251 +0.24                     | N   | CG   | Curb and Sidewalk to Left                      |               |            |                     |               |                      |       | 0.03           |                    |                 |

**S 087 at M251+0.24**

**M251+0.24 on S 087**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 087 at M251+0.27**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M251+0.27 on S 087**

| GIS<br>Route<br>Mile                          | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type  | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles         | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|---------------|----------------|-----------------------|--------------------|
| 134.09  | M251 +0.27                           | N   | J    | S 087 return to single centerline at Ridge Ln East             |                  |               |                           |                  |                            |               |                |                       |                    |
| 137.12  | M254 +0.42                           | N   | SB   | <a href="#">Projects spanning M254 to M255</a>                 |                  |               |                           |                  |                            |               |                |                       |                    |
| 225.60  | M343 +0.56                           | N   | J    | Continue S 087 SB at SB040(6) North to I 040 Exit #255 -- [L1] |                  |               |                           |                  |                            |               |                |                       |                    |
|   |                                      | N   | SB   | <a href="#">Projects spanning M343 to M344</a>                 |                  |               |                           |                  |                            |               |                |                       |                    |
| 226.66  | M344 +0.61                           | N   | J    | S 087 return to single centerline                              |                  |               |                           |                  |                            |               |                |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b>     |                                      |     |      |  |                  | <b>565.05</b> | <b>3.20</b>               | <b>25.02</b>     | <b>4.44</b>                | <b>272.33</b> | <b>1995.9</b>  | 77.61 Miles of Median |                    |
| <b>Non-Cardinal Mainline Averages/Totals:</b> |                                      |     |      |  |                  | <b>152.77</b> | <b>8.04</b>               | <b>24.16</b>     | <b>3.81</b>                | <b>76.18</b>  | <b>1992.0</b>  |                       |                    |
| <b>Frontage Roads Averages/Totals:</b>        |                                      |     |      |  |                  | <b>0.76</b>   | <b>2.00</b>               | <b>24.00</b>     | <b>2.00</b>                | <b>0.38</b>   |                |                       |                    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 088 at M193+0.85**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M193+0.85 on S 088**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 0.00           | M193 +0.85                     | C   | J    | Begin S 088 at U 060 Exit #195 A & G-ramp in Apache Jct |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | DH   | <a href="#">Projects spanning M193 to M194</a>          | AC            | AC         | 4                   | 4             | 48                   | 6     | 0.17           | 1996               |                 |
|                |                                | C   | MD   | 4 ft Concrete Curbed Median                             |               |            |                     |               |                      |       | 0.17           |                    |                 |
| 0.04           | +0.89                          | C   | UP   | U 060 Exit #196   |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 0.05           | +0.90                          | C   | UB   | Inside Phoenix-Mesa Urbanized Area                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Inside Apache Junction, Pinal County                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.11           | +0.96                          | C   | J    | U 060 Exit #195 J & C-ramp -- [L2]                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.17           | M194 +0.02                     | C   | UH   | <a href="#">Projects spanning M194 to M195</a>          | AC            | AC         | 4                   | 2             | 48                   | 2     | 2.18           | 1993               |                 |
|                |                                | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.29           |                    |                 |
| 0.52           | +0.37                          | C   | J    | Southern Ave -- [B24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 0.56           | +0.41                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.40           |                    |                 |
| 1.01           | +0.86                          | C   | J    | 16th Ave -- [B24]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 1.06           | +0.91                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.39           |                    |                 |
| 1.29           | M195 +0.14                     | C   | J    | 12th Ave -- [R3]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.51           | +0.36                          | C   | J    | Broadway Ave -- [B24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 1.56           | +0.41                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.23           |                    |                 |
| 1.85           | +0.70                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.02           |                    |                 |
| 1.87           | +0.72                          | C   | J    | Old West Hwy -- [B24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 1.93           | +0.78                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.28           |                    |                 |
| 2.29           | M196 +0.13                     | C   | J    | Idaho Rd & Apache Trail -- [B24]                        |               |            |                     |               |                      |       |                |                    |                 |
| 2.35           | +0.19                          | C   | UH   | <a href="#">Projects spanning M196 to M197</a>          | AC            | Unk        | 2                   | 1             | 24                   | 1     | 4.76           | 1996               |                 |
| 4.26           | M198 +0.14                     | C   | J    | Lost Dutchman Rd -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 5.21           | M199 +0.11                     | C   | JB   | NCL Apache Junction                                     |               |            |                     |               |                      |       |                |                    |                 |
| 5.41           | +0.31                          | C   | J    | Mountain View Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 6.37           | M200 +0.26                     | C   | J    | Mammoth Mine Rd -- [L23]                                |               |            |                     |               |                      |       |                |                    |                 |
| 7.11           | M201 +0.01                     | C   | UH   | <a href="#">Projects spanning M201 to M202</a>          | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.01           | 31 Dec 2003        |                 |
| 7.12           | +0.02                          | C   | UH   |   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.21           | 31 Dec 2003        |                 |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                         |               |            |                     |               | 6                    |       | 0.08           |                    |                 |
| 7.20           | +0.10                          | C   | J    | Lost Dutchman State Park -- [R14]                       |               |            |                     |               |                      |       |                | 31 Dec 2003        |                 |
| 7.32           | +0.22                          | C   | UH   | <a href="#">Projects spanning M201 to M202</a>          | AC            | AC         | 2                   | 1.5           | 24                   | 1     | 0.01           | 31 Dec 2003        |                 |
| 7.33           | +0.23                          | C   | UH   |   | AC            | Unk        | 2                   | 1             | 24                   | 1     | 11.57          | 1996               |                 |
| 7.34           | +0.24                          | C   | JB   | Maricopa County   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Enter Tonto NF  |               |            |                     |               |                      |       |                |                    |                 |
| 7.36           | +0.26                          | C   | UB   | NUB Phoenix-Mesa  |               |            |                     |               |                      |       |                |                    |                 |
| 7.54           | +0.44                          | C   | J    | First Water Trailhead -- [R1]                           |               |            |                     |               |                      |       |                |                    |                 |
| 13.02          | M207 +0.07                     | C   | EQ   | MP 207+0.07 Back Equals MP 208-0.64 Ahead               |               |            |                     |               |                      |       |                |                    |                 |
| 14.06          | M208 +0.39                     | C   | RA   | EB Look Out   | Unk           | Unk        | 1                   |               | 12                   |       | 0.06           |                    |                 |

**S 088 at M208+0.39**

**M208+0.39 on S 088**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 088 at M209+0.52**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M209+0.52 on S 088**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--------------|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| 15.17                                     | M209 +0.52                     | C   | BR   |              |               |              |                     |               |                      |              | 1969           | 180 ft Steel         |                 |
| 16.57                                     | M211 +0.01                     | C   | BR   |              |               |              |                     |               |                      |              | 1937           | 488 ft Steel         |                 |
| 16.59                                     | +0.04                          | C   | J    |              |               |              |                     |               |                      |              |                |                      |                 |
| 18.86                                     | M213 +0.30                     | C   | J    |              |               |              |                     |               |                      |              |                |                      |                 |
| 18.91                                     | +0.35                          | C   | UH   | AC           | Unk           | 2            | 0                   | 24            | 0                    | 5.40         | 1998           |                      |                 |
| 22.02                                     | M216 +0.45                     | C   | EQ   |              |               |              |                     |               |                      |              |                |                      |                 |
| 24.30                                     | M220 +0.20                     | C   | UH   | Gravel       | Unk           | 2            | 0                   | 24            | 0                    | 19.91        | 36             |                      |                 |
| 27.64                                     | M223 +0.64                     | C   | BR   |              |               |              |                     |               |                      |              | 1928           | 74 ft Steel          |                 |
| 28.81                                     | M224 +0.75                     | C   | BR   |              |               |              |                     |               |                      |              | 1922           | 59 ft Steel          |                 |
| 29.47                                     | M225 +0.54                     | C   | BR   |              |               |              |                     |               |                      |              | 1928           | 32 ft Steel          |                 |
| 33.11                                     | M229 +0.20                     | C   | J    |              |               |              |                     |               |                      |              |                |                      |                 |
| 36.09                                     | M232 +0.29                     | C   | BR   |              |               |              |                     |               |                      |              | 1939           | 80 ft Concrete       |                 |
| 44.21                                     | M240 +0.53                     | C   | UH   | MBH          | Unk           | 2            | 0                   | 24            | 0                    | 1.02         | 36             |                      |                 |
| 45.23                                     | M241 +0.58                     | C   | UH   | AC           | Unk           | 2            | 0                   | 24            | 0                    | 0.06         | 36             |                      |                 |
| 45.29                                     | M242 +0.01                     | C   | UH   | AC           | MBH           | 2            | 5                   | 24            | 5                    | 0.38         | 91             |                      |                 |
| 45.57                                     | +0.29                          | C   | BR   |              |               |              |                     |               |                      |              | 1991           | 231 ft Concrete      |                 |
| 45.67                                     | M244 +0.14                     | C   | J    |              |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |              |               | <b>95.38</b> | <b>0.51</b>         | <b>25.15</b>  | <b>0.51</b>          | <b>45.51</b> | <b>1968.4</b>  | 1.86 Miles of Median |                 |

**S 088 at M244+0.14**

**M244+0.14 on S 088**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 089 at M258+0.09**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M258+0.09 on S 089**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 089 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M258 +0.09                     | C   | J    | Begin S 089 at U 093 NW of Wickenburg          |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Yavapai County                          |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | <a href="#">Projects spanning M258 to M259</a> | AC            | AC         | 1                   | 2             | 12                   | 5     | 0.35           | 09 Oct 2001        |                 |
|  |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.31           |                    |                 |
| 0.31   | +0.40                          | C   | MD   | Variable ?-0 ft Painted Median                 |               |            |                     | 6             |                      |       | 0.04           |                    |                 |
| 0.35   | +0.44                          | C   | UH   | <a href="#">Projects spanning M258 to M259</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 9.25           | 09 Oct 2001        |                 |
| 9.61   | M267 +0.72                     | C   | UH   | <a href="#">Projects spanning M267 to M268</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.27           | 09 Oct 2001        |                 |
| 9.88   | M268 +0.01                     | C   | J    | S 071 -- [L14]                                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M268 to M269</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.09           | 27 Jun 2000        |                 |
| 9.97   | +0.10                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M268 to M269</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.07           | 03 Sep 2004        |                 |
| 10.77  | +0.90                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 10.99  | M269 +0.10                     | C   | BR   | Martinez Creek                                 |               |            |                     |               |                      |       |                | 1969               | 278 ft Concrete |
| 11.04  | +0.15                          | C   | UH   | <a href="#">Projects spanning M269 to M270</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.06           | 03 Sep 2004        |                 |
| 11.09  | +0.21                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.29           | 03 Sep 2004        |                 |
| 11.31  | +0.43                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 11.39  | +0.51                          | C   | UH   | <a href="#">Projects spanning M269 to M270</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.13           | 03 Sep 2004        |                 |
| 11.40  | +0.52                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 11.43  | +0.55                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 11.52  | +0.64                          | C   | UH   | <a href="#">Projects spanning M269 to M270</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.89           | 03 Sep 2004        |                 |
| 11.70  | +0.81                          | C   | J    | Date Creek Rd -- [L]                           |               |            |                     |               |                      |       |                |                    |                 |
| 11.73  | +0.84                          | C   | J    | Stanton Rd -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 12.41  | M270 +0.53                     | C   | UH   | <a href="#">Projects spanning M270 to M271</a> | AC            | AC         | 2.5                 | 2             | 30                   | 2     | 0.11           | 03 Sep 2004        |                 |
| 12.52  | +0.63                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 2     | 1.32           | 03 Sep 2004        |                 |
| 13.01  | M271 +0.15                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 13.84  | +0.98                          | C   | NB   | <a href="#">Projects spanning M271 to M272</a> | AC            | AC         | 2                   | 4             | 24                   | 12    | 3.00           | 03 Sep 2004        |                 |
|  |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 3.67           |                    |                 |
| 16.84  | M274 +0.96                     | C   | NB   | <a href="#">Projects spanning M274 to M275</a> | AC            | AC         | 2                   | 4             | 30                   | 12    | 0.03           | 03 Sep 2004        |                 |
| 16.87  | +0.99                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 36                   | 12    | 0.11           | 03 Sep 2004        |                 |
| 16.94  | M275 +0.06                     | C   | J    | (NB) Local Rd -- [U2]                          |               |            |                     |               |                      |       |                | 03 Sep 2004        |                 |
| 16.98  | +0.10                          | C   | NB   | <a href="#">Projects spanning M275 to M276</a> | AC            | AC         | 2                   | 4             | 30                   | 12    | 0.03           | 03 Sep 2004        |                 |
| 17.01  | +0.13                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 12    | 0.50           | 03 Sep 2004        |                 |
| 17.51  | +0.63                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.30           | 03 Sep 2004        |                 |
| 17.81  | +0.93                          | C   | UH   |  | AC            | AC         | 4                   | 6             | 48                   | 6     | 0.03           | 03 Sep 2004        |                 |
| 17.84  | +0.96                          | C   | UH   |  | AC            | AC         | 3.5                 | 6             | 42                   | 6     | 0.09           | 03 Sep 2004        |                 |
| 17.93  | M276 +0.04                     | C   | UH   | <a href="#">Projects spanning M276 to M277</a> | AC            | AC         | 3                   | 6             | 36                   | 6     | 0.11           | 03 Sep 2004        |                 |
| 18.04  | +0.15                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.11           | 03 Sep 2004        |                 |

**S 089 at M276+0.15**

**M276+0.15 on S 089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 089 at M276+0.26**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M276+0.26 on S 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.15          | M276+0.26                      | C   | UH   | <a href="#">Projects spanning M276 to M277</a> | AC            | AC         | 2.5                 | 8             | 30                   | 8     | 0.08           | 03 Sep 2004        |                 |
| 18.23          | +0.34                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.40           | 01 Jul 2002        |                 |
| 18.63          | +0.74                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.64           | 01 Jul 2002        |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.64           |                    |                 |
| 19.01          | M277+0.15                      | C   | X    | Yarnell (Unincorporated) Elev 4783             |               |            |                     |               |                      |       |                |                    |                 |
| 19.16          | +0.30                          | C   | J    | Rd to St Joseph Shrine                         |               |            |                     |               |                      |       |                |                    |                 |
| 19.27          | +0.41                          | C   | UH   | <a href="#">Projects spanning M277 to M278</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.65           | 01 Jul 2002        |                 |
| 19.92          | M278+0.06                      | C   | UH   | <a href="#">Projects spanning M278 to M279</a> | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.13           | 01 Jul 2002        |                 |
| 20.05          | +0.20                          | C   | UH   |  | AC            | Unk        | 2                   | 0             | 24                   | 0     | 2.19           | 78                 |                 |
| 22.24          | M280+0.30                      | C   | UH   | <a href="#">Projects spanning M280 to M281</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.09           | 78                 |                 |
| 22.33          | +0.39                          | C   | UH   |  | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.02           | 78                 |                 |
| 22.35          | +0.41                          | C   | UH   |  | AC            | Unk        | 2                   | 8             | 24                   | 8     | 0.12           | 78                 |                 |
| 22.47          | +0.53                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.33           | 14 Apr 2004        |                 |
| 22.50          | +0.56                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      |       | 0.05           |                    |                 |
| 22.53          | +0.60                          | C   | MD   | Variable 12-10 ft Painted Median               |               |            |                     | 11            |                      |       | 0.04           |                    |                 |
| 22.81          | +0.87                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.28           |                    |                 |
| 22.86          | +0.92                          | C   | J    | Hays Ranch Rd & Peeples Valley Rd -- [L23]     |               |            |                     |               |                      |       |                |                    |                 |
| 22.99          | M281+0.10                      | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.13           |                    |                 |
| 23.05          | +0.16                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6             |                      |       | 0.06           |                    |                 |
| 23.34          | +0.45                          | C   | BR   | Model Creek                                    |               |            |                     |               |                      |       |                | 14 Apr 2004        | 67 ft Concrete  |
| 23.80          | +0.92                          | C   | UH   | <a href="#">Projects spanning M281 to M282</a> | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.75           | 78                 |                 |
| 24.55          | M282+0.63                      | C   | UH   | <a href="#">Projects spanning M282 to M283</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 3.14           | 78                 |                 |
| 27.69          | M285+0.87                      | C   | UH   | <a href="#">Projects spanning M285 to M286</a> | AC            | MBH        | 2                   | 8             | 24                   | 4.5   | 0.05           | 78                 |                 |
| 27.74          | +0.92                          | C   | UH   |  | AC            | MBH        | 2                   | 4.5           | 24                   | 4.5   | 0.17           | 78                 |                 |
| 27.91          | M286+0.07                      | C   | UH   | <a href="#">Projects spanning M286 to M287</a> | AC            | MBH        | 2                   | 1             | 24                   | 4.5   | 0.04           | 78                 |                 |
| 27.95          | +0.11                          | C   | UH   |  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 3.51           | 78                 |                 |
| 29.56          | M287+0.71                      | C   | BR   | Kirkland Creek                                 |               |            |                     |               |                      |       |                | 1940               | 160 ft Concrete |
| 30.66          | M288+0.85                      | C   | J    | Wagoner Rd -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 30.88          | M289+0.02                      | C   | J    | Kirkland Valley Rd -- [L]                      |               |            |                     |               |                      |       |                |                    |                 |
| 31.16          | +0.30                          | C   | J    | Kirkland Valley Rd -- [L]                      |               |            |                     |               |                      |       |                |                    |                 |
| 31.46          | +0.60                          | C   | UH   | <a href="#">Projects spanning M289 to M290</a> | AC            | MBH        | 2                   | 4.5           | 24                   | 4.5   | 0.09           | 78                 |                 |
| 31.55          | +0.69                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.49           | 78                 |                 |
| 32.04          | M290+0.21                      | C   | UH   | <a href="#">Projects spanning M290 to M291</a> | AC            | MBH        | 2                   | 3             | 24                   | 3     | 4.79           | 78                 |                 |
| 36.83          | M295+0.00                      | C   | UH   | <a href="#">Projects spanning M295 to M296</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 2.95           | 25 Oct 2002        |                 |
| 37.05          | +0.21                          | C   | JB   | Enter Prescott NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 39.78          | M297+0.95                      | C   | UH   | <a href="#">Projects spanning M297 to M298</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 1.02           | 77                 |                 |
| 40.80          | M298+0.97                      | C   | UH   | <a href="#">Projects spanning M298 to M299</a> | AC            | MBH        | 2                   | 4             | 24                   | 4     | 2.88           | 77                 |                 |
| 43.67          | M301+0.85                      | C   | UH   | <a href="#">Projects spanning M301 to M302</a> | AC            | Unk        | 3                   | 0             | 48                   | 0     | 0.10           | 77                 |                 |
| 43.77          | +0.95                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 36                   | 4     | 0.02           | 77                 |                 |

**S 089 at M301+0.95**

**M301+0.95 on S 089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 089 at M302+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M302+0.00 on S 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |   |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 43.79          | M302 +0.00                     | C   | UH   | <a href="#">Projects spanning M302 to M303</a>                            | AC            | AC         | 2          | 4             | 36                   | 4     | 0.23           |                    | 25 Oct 2002     |
| 44.02          | +0.22                          | C   | UH   |   | AC            | AC         | 2          | 4             | 24                   | 4     | 1.66           |                    | 25 Oct 2002     |
| 45.68          | M303 +0.88                     | C   | UH   | <a href="#">Projects spanning M303 to M304</a>                            | AC            | AC         | 2          | 4             | 30                   | 4     | 0.03           |                    | 25 Oct 2002     |
| 45.71          | +0.91                          | C   | UH   |   | AC            | AC         | 2          | 4             | 36                   | 4     | 0.16           |                    | 25 Oct 2002     |
| 45.87          | M304 +0.12                     | C   | UH   | <a href="#">Projects spanning M304 to M305</a>                            | AC            | AC         | 2          | 4             | 30                   | 4     | 0.05           |                    | 25 Oct 2002     |
| 45.92          | +0.17                          | C   | UH   |   | AC            | AC         | 2          | 5             | 30                   | 5     | 0.04           |                    | 25 Oct 2002     |
| 45.96          | +0.22                          | C   | UH   |   | AC            | AC         | 2          | 5             | 24                   | 5     | 0.05           |                    | 25 Oct 2002     |
| 46.01          | +0.27                          | C   | UH   |   | AC            | AC         | 2          | 5             | 30                   | 5     | 0.05           |                    | 25 Oct 2002     |
| 46.07          | +0.32                          | C   | UH   |   | AC            | AC         | 2          | 5             | 36                   | 5     | 0.04           |                    | 25 Oct 2002     |
| 46.11          | +0.36                          | C   | UH   |   | AC            | AC         | 2          | 5             | 48                   | 5     | 0.14           |                    | 25 Oct 2002     |
| 46.25          | +0.50                          | C   | UH   |   | AC            | AC         | 2          | 2             | 48                   | 2     | 0.08           |                    | 25 Oct 2002     |
| 46.33          | +0.59                          | C   | UH   |   | AC            | AC         | 2          | 2             | 42                   | 2     | 0.05           |                    | 25 Oct 2002     |
| 46.38          | +0.64                          | C   | UH   |   | AC            | AC         | 2          | 2             | 36                   | 2     | 0.06           |                    | 25 Oct 2002     |
| 46.45          | +0.70                          | C   | UH   |   | AC            | AC         | 2          | 2             | 30                   | 2     | 0.17           |                    | 25 Oct 2002     |
| 46.62          | +0.87                          | C   | UH   |   | AC            | AC         | 2          | 2             | 24                   | 2     | 0.02           |                    | 25 Oct 2002     |
| 46.64          | +0.89                          | C   | UH   |   | AC            | AC         | 2          | 2             | 30                   | 2     | 0.06           |                    | 25 Oct 2002     |
| 46.70          | +0.95                          | C   | UH   |   | AC            | AC         | 2          | 2             | 36                   | 2     | 0.02           |                    | 25 Oct 2002     |
| 46.72          | +0.97                          | C   | UH   |   | AC            | AC         | 2          | 2             | 48                   | 2     | 0.20           |                    | 25 Oct 2002     |
| 46.91          | M305 +0.16                     | C   | UH   | <a href="#">Projects spanning M305 to M306</a>                            | AC            | AC         | 2          | 2             | 42                   | 2     | 0.04           |                    | 25 Oct 2002     |
| 46.95          | +0.20                          | C   | UH   |   | AC            | AC         | 2          | 2             | 36                   | 2     | 0.03           |                    | 25 Oct 2002     |
| 46.99          | +0.24                          | C   | UH   |   | AC            | AC         | 2          | 2             | 30                   | 2     | 0.03           |                    | 25 Oct 2002     |
| 47.02          | +0.27                          | C   | UH   |   | AC            | AC         | 2          | 2             | 24                   | 2     | 0.09           |                    | 25 Oct 2002     |
| 47.11          | +0.36                          | C   | UH   |   | AC            | AC         | 2          | 6             | 24                   | 6     | 3.64           |                    | 25 Oct 2002     |
| 49.34          | M307 +0.60                     | C   | J    | Ponderosa Park Rd   |               |            |            |               |                      |       |                |                    |                 |
| 50.67          | M308 +0.93                     | C   | UB   | SUB Prescott  |               |            |            |               |                      |       |                |                    |                 |
| 50.68          | +0.94                          | C   | JB   | Leave Prescott NF, SCL Prescott Elev 5410                                 |               |            |            |               |                      |       |                |                    |                 |
| 50.72          | +0.98                          | C   | J    | Hidden Valley Rd  |               |            |            |               |                      |       |                |                    |                 |
| 50.75          | M309 +0.00                     | C   | UH   | <a href="#">Projects spanning M309 to M310</a>                            | AC            | MBH        | 2          | 6             | 24                   | 6     | 0.11           |                    | 73              |
| 50.85          | +0.10                          | C   | UH   |   | AC            | MBH        | 2          | 3             | 24                   | 3     | 0.81           |                    | 73              |
| 51.66          | +0.91                          | C   | UH   |   | AC            | MBH        | 2          | 3             | 24                   | 3     | 0.34           |                    | 86              |
| 52.00          | M310 +0.29                     | C   | J    | Segment End S089 at Copper Basin Rd/Brookside Blvd -- [B24]               |               |            |            |               |                      |       |                |                    |                 |
|                |                                | C   | X    | Brookside Dr to Mp 311.10 on S089 transferred to City of Prescott in 2001 |               |            |            |               |                      |       |                |                    |                 |
| 52.78          | +1.07                          | C   | X    | Mp 311.10 to Mp 311.74 on S 089 transferred to City of Prescott in 1999   |               |            |            |               |                      |       |                |                    |                 |
| 53.42          | +1.71                          | C   | X    | Mp 311.74 to Aven Dr on S 089 transferred to City of Prescott in 2001     |               |            |            |               |                      |       |                |                    |                 |
| 54.11          | M312 +0.38                     | C   | J    | Continue S 089 at Aven Dr (SY089)   |               |            |            |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Inside Prescott CL/Prescott UB  |               |            |            |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median  |               |            |            |               | 12                   |       | 0.29           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M312 to M313</a>                            | AC            | AC         | 4          | 0             | 48                   | 4     | 0.23           |                    | Jun 2002        |
| 54.13          | +0.39                          | C   | CG   | Curb to Left and Right  |               |            |            |               |                      |       | 1.74           |                    |                 |

**S 089 at M312+0.39**

**M312+0.39 on S 089**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 089 at M312+0.49**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M312+0.49 on S 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 54.22          | M312 +0.49                     | C   | J    | Corner Sheldon St/Gurley St -- [L34]                           |               |            |                     |               |                      |       |                |                    |                 |
| 54.27          | +0.54                          | C   | EQ   | Historic MP 312.54 Ahead = MP 312.43 Back                      |               |            |                     |               |                      |       |                |                    |                 |
| 54.34          | +0.60                          | C   | UH   | <a href="#">Projects spanning M312 to M313</a>                 | AC            | AC         | 3                   | 0             | 36                   | 4     | 0.06           | Jun 2002           |                 |
| 54.40          | +0.66                          | C   | NB   |  | AC            | AC         | 2                   | 2             | 24                   | 0     | 0.08           | Jun 2002           |                 |
|                |                                | C   | MD   | 4 ft Concrete Curbed Median                                    |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 54.47          | +0.74                          | C   | NB   | <a href="#">Projects spanning M312 to M313</a>                 | AC            | AC         | 1                   | 2             | 12                   | 0     | 0.30           | Jun 2002           |                 |
|                |                                | C   | TI   | (NB) S 069 NB (off)  | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.06           | Aug 2002           |                 |
| 54.52          | +0.79                          | C   | MD   | Variable 4-16 ft Concrete Curbed Median                        |               |            |                     |               |                      |       | 0.17           |                    |                 |
| 54.53          |                                | C   | JB   | Leave Prescott enter Military Res                              |               |            |                     |               |                      |       |                |                    |                 |
| 54.54          | +0.80                          | A   | UP   | S 069 NB   |               |            |                     |               |                      |       | 1952           |                    | ??'-??"         |
| 54.69          | +0.95                          | C   | MD   | 16 ft Concrete Curbed Median                                   |               |            |                     |               |                      |       | 1.19           |                    |                 |
| 54.77          | +1.04                          | C   | NB   | <a href="#">Projects spanning M312 to M313</a>                 | AC            | AC         | 2                   | 2             | 24                   | 0     | 0.43           | Jun 2002           |                 |
|                |                                | C   | TI   | (NB) from S 069 (on)   |               |            |                     |               |                      |       |                |                    |                 |
| 55.02          | M313 +0.14                     | C   | JB   | Leave Military Res reenter Prescott                            |               |            |                     |               |                      |       |                |                    |                 |
| 55.19          | +0.31                          | C   | OP   | (NB) Burlington Northern Santa Fe RR (Inactive)                |               |            |                     |               |                      |       | 1956           | 121 ft Concrete    |                 |
| 55.20          | +0.33                          | C   | NB   | <a href="#">Projects spanning M313 to M314</a>                 | AC            | AC         | 1                   | 2             | 12                   | 0     | 0.11           | Jun 2002           |                 |
| 55.28          | +0.40                          | C   | BR   | (NB) Granite Creek   |               |            |                     |               |                      |       | 1956           | 211 ft Steel       |                 |
| 55.32          | +0.44                          | C   | NB   | <a href="#">Projects spanning M313 to M314</a>                 | AC            | AC         | 1                   | 2             | 12                   | 4     | 0.18           | Jun 2002           |                 |
| 55.49          | +0.62                          | C   | NB   |  | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.39           | Jun 2002           |                 |
| 55.66          | +0.78                          | C   | J    | Sundog Ranch Rd -- [R14]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 55.88          | +1.00                          | C   | NB   | <a href="#">Projects spanning M313 to M314</a>                 | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.12           | Jun 2002           |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                                |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 56.00          | M314 +0.12                     | C   | NB   | <a href="#">Projects spanning M314 to M315</a>                 | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.10           | Jun 2002           |                 |
| 56.10          | +0.21                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 23                   | 8     | 0.21           | Jun 2002           |                 |
| 56.31          | +0.43                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.21           | Jun 2002           |                 |
| 56.53          | +0.64                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.11           | Jun 2002           |                 |
| 56.63          | +0.75                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.02           | Jun 2002           |                 |
| 56.66          | +0.77                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 42                   | 8     | 0.15           | Jun 2002           |                 |
| 56.81          | +0.93                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 48                   | 8     | 0.08           | Jun 2002           |                 |
| 56.85          | +0.97                          | C   | J    | Prescott Lake Pkwy/Prescott Lakes Blvd (Signalized) -- [B1234] |               |            |                     |               |                      |       |                |                    |                 |
| 56.89          | M315 +0.01                     | C   | NB   | <a href="#">Projects spanning M315 to M316</a>                 | AC            | AC         | 2                   | 8             | 42                   | 8     | 0.16           | Jun 2002           |                 |
| 57.05          | +0.17                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.04           | Jun 2002           |                 |
| 57.09          | +0.21                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.06           | Jun 2002           |                 |
| 57.15          | +0.27                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.30           | Jun 2002           |                 |
| 57.21          | +0.34                          | C   | J    | Hope Highlands Dr -- [L]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 57.24          | +0.36                          | C   | J    | Rosser Rd -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 57.45          | +0.57                          | C   | NB   | <a href="#">Projects spanning M315 to M316</a>                 | AC            | AC         | 2                   | 8             | 23                   | 8     | 0.29           | Jun 2002           |                 |
| 57.74          | +0.86                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 23                   | 5     | 0.07           | Jun 2002           |                 |
| 57.81          | +0.93                          | C   | NB   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.02           | Jun 2002           |                 |

**S 089 at M315+0.93**

**M315+0.93 on S 089**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 089 at M316+0.03**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M316+0.03 on S 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 57.89          | M316+0.03                      | C   | J    | Willow Lake Rd/Watson Lake Park Rd -- [B1234]  |               |            |                     |               |                      |       |                |                    |                 |
| 58.12          | +0.26                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.72  |                |                    |                 |
| 58.73          | +0.87                          | C   | J    | Granite Dells Dr. -- [R]                       |               |            |                     |               |                      |       |                |                    |                 |
| 58.83          | +0.97                          | C   | NB   | <a href="#">Projects spanning M316 to M317</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.01           | 16 Oct 1999        |                 |
| 58.84          | +0.98                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.11           | 16 Oct 1999        |                 |
| 59.40          | M317+0.56                      | C   | J    | Old SR-89A                                     |               |            |                     |               |                      |       |                |                    |                 |
| 59.95          | M318+0.07                      | C   | NB   | <a href="#">Projects spanning M318 to M319</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.22           | 16 Oct 1999        |                 |
| 60.17          | +0.29                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.29           | 16 Oct 1999        |                 |
| 60.46          | +0.58                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.20           | 16 Oct 1999        |                 |
| 60.66          | +0.78                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.11           | 16 Oct 1999        |                 |
| 60.77          | +0.89                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 60                   | 0     | 0.18           | 16 Oct 1999        |                 |
| 60.96          | M319+0.06                      | C   | UH   | <a href="#">Projects spanning M319 to M320</a> | AC            | AC         | 4                   | 0             | 66                   | 0     | 0.06           | 16 Oct 1999        |                 |
| 61.01          | +0.11                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 66                   | 8     | 0.03           | 16 Oct 1999        |                 |
| 61.04          | +0.14                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 54                   | 8     | 0.07           | 16 Oct 1999        |                 |
| 61.11          | +0.21                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 60                   | 8     | 0.04           | 16 Oct 1999        |                 |
| 61.15          | +0.25                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 60                   | 8     | 0.06           | 16 Oct 1999        |                 |
| 61.21          | +0.31                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 54                   | 8     | 0.06           | 16 Oct 1999        |                 |
| 61.27          | +0.37                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 48                   | 8     | 1.73           | 16 Oct 1999        |                 |
| 61.90          | M320+0.04                      | C   | J    | Willow Creek Rd                                |               |            |                     |               |                      |       |                |                    |                 |
| 61.91          | +0.05                          | C   | JB   | NCL Prescott                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | NUB Prescott                                   |               |            |                     |               |                      |       |                |                    |                 |
| 61.95          | +0.09                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.06  |                |                    |                 |
| 62.10          | +0.24                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.05  |                |                    |                 |
| 63.00          | M321+0.14                      | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 4                   | 8             | 60                   | 8     | 0.08           | 16 Oct 1999        |                 |
| 63.08          | +0.22                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 60                   | 4     | 0.77           | 16 Oct 1999        |                 |
| 63.85          | +0.99                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 48                   | 4     | 0.09           | 16 Oct 1999        |                 |
| 63.94          | M322+0.08                      | C   | UH   | <a href="#">Projects spanning M322 to M323</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 1.35           | 16 Oct 1999        |                 |
| 65.29          | M323+0.38                      | C   | UH   | <a href="#">Projects spanning M323 to M324</a> | AC            | AC         | 4                   | 8             | 54                   | 8     | 0.27           | 16 Oct 1999        |                 |
| 65.56          | +0.65                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 60                   | 8     | 0.59           | 16 Oct 1999        |                 |
| 66.16          | M324+0.29                      | C   | UH   | <a href="#">Projects spanning M324 to M325</a> | AC            | AC         | 4                   | 8             | 54                   | 8     | 0.12           | 16 Oct 1999        |                 |
|                | +0.30                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      | 0.13  |                |                    |                 |
| 66.28          | +0.41                          | C   | UH   | <a href="#">Projects spanning M324 to M325</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.01           | 16 Oct 1999        |                 |
| 66.29          | +0.42                          | C   | UH   |  | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.12           | 25 Mar 2002        |                 |
| 66.39          | +0.52                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.61  |                |                    |                 |
| 66.41          | +0.54                          | C   | UH   | <a href="#">Projects spanning M324 to M325</a> | AC            | AC         | 4                   | 4.5           | 48                   | 4.5   | 0.08           | 25 Mar 2002        |                 |
| 66.49          | +0.62                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.23           | 25 Mar 2002        |                 |
| 66.72          | +0.85                          | C   | UH   |  | AC            | AC         | 4                   | 5             | 48                   | 2     | 0.23           | 25 Mar 2002        |                 |
| 66.95          | M325+0.08                      | C   | UH   | <a href="#">Projects spanning M325 to M326</a> | AC            | AC         | 4                   | 5             | 48                   | 5     | 0.06           | 25 Mar 2002        |                 |
| 67.01          | +0.13                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 48                   | 5     | 0.11           | 25 Mar 2002        |                 |

**S 089 at M325+0.13**

**M325+0.13 on S 089**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 089 at M325+0.17**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M325+0.17 on S 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 67.05          | M325 +0.17                     | C   | JB   | SCL Chino Valley Elev 4500                      |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.18                          | C   | J    | Road 4 South -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | SUB Chino Valley                                |               |            |                     |               |                      |       |                |                    |                 |
| 67.11          | +0.24                          | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      | 0.45  |                |                    |                 |
| 67.12          |                                | C   | UH   | <a href="#">Projects spanning M325 to M326</a>  | AC            | AC         | 4                   | 5             | 48                   | 5     | 0.04           | 25 Mar 2002        |                 |
| 67.16          | +0.29                          | C   | UH   |   | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.82           | 25 Mar 2002        |                 |
| 67.55          | +0.68                          | C   | J    | Road 3 South -- [R4]                            |               |            |                     |               |                      |       |                |                    |                 |
| 67.61          | +0.74                          | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      | 0.88  |                |                    |                 |
| 67.74          | +0.87                          | C   | J    | Parkside Village Dr -- [R1]                     |               |            |                     |               |                      |       |                |                    |                 |
| 67.98          | M326 +0.11                     | C   | UH   | <a href="#">Projects spanning M326 to M327</a>  | AC            | AC         | 4                   | 2             | 48                   | 3     | 0.02           | 25 Mar 2002        |                 |
| 68.00          | +0.13                          | C   | UH   |   | AC            | AC         | 4                   | 2             | 48                   | 4     | 0.05           | 25 Mar 2002        |                 |
| 68.05          | +0.19                          | C   | J    | Road 2 South -- [B1234]                         |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M326 to M327</a>  | AC            | AC         | 4                   | 4             | 48                   | 2     | 0.05           | 25 Mar 2002        |                 |
| 68.11          | +0.24                          | C   | UH   |   | AC            | AC         | 4                   | 3             | 48                   | 2     | 0.02           | 25 Mar 2002        |                 |
| 68.12          | +0.26                          | C   | UH   |   | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.71           | 25 Mar 2002        |                 |
| 68.55          | +0.69                          | C   | J    | Road 1 South -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 68.61          | +0.74                          | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      | 0.38  |                |                    |                 |
| 68.83          | +0.97                          | C   | CG   | Curb to Left and Right                          |               |            |                     |               |                      | 2.35  |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M326 to M327</a>  | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.14           | 25 Mar 2002        |                 |
| 68.97          | M327 +0.11                     | C   | UH   | <a href="#">Projects spanning M327 to M328</a>  | AC            | AC         | 4                   | 4             | 48                   | 3     | 0.02           | 25 Mar 2002        |                 |
| 68.99          | +0.13                          | C   | UH   |   | AC            | AC         | 4                   | 4             | 48                   | 2     | 0.06           | 25 Mar 2002        |                 |
| 69.05          | +0.19                          | C   | J    | Center St (Chino Valley - Signalized) -- [B124] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M327 to M328</a>  | AC            | AC         | 4                   | 4             | 48                   | 4     | 2.13           | 25 Mar 2002        |                 |
| 69.12          | +0.26                          | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      | 0.41  |                |                    |                 |
| 69.55          | +0.69                          | C   | J    | Road 1 North -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      | 0.44  |                |                    |                 |
| 70.06          | M328 +0.19                     | C   | J    | Road 2 North (Signalized) -- [B24]              |               |            |                     |               |                      |       |                |                    |                 |
| 70.11          | +0.25                          | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      | 0.64  |                |                    |                 |
| 70.15          | +0.28                          | C   | J    | Safeway Entrance -- [R1]                        |               |            |                     |               |                      |       |                |                    |                 |
| 70.80          | +0.94                          | C   | J    | Perkinsville Rd -- [B24]                        |               |            |                     |               |                      |       |                |                    |                 |
| 70.87          | M329 +0.01                     | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      | 0.13  |                |                    |                 |
| 71.05          | +0.20                          | C   | J    | Road 3 North (Signalized) -- [B24]              |               |            |                     |               |                      |       |                |                    |                 |
| 71.12          | +0.26                          | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      | 0.09  |                |                    |                 |
| 71.18          | +0.32                          | C   | UH   | <a href="#">Projects spanning M329 to M330</a>  | AC            | AC         | 4                   | 4             | 48                   | 5     | 0.03           | 25 Mar 2002        |                 |
| 71.21          | +0.35                          | C   | MD   | Variable 12-0 ft Painted Median                 |               |            |                     | 6             |                      | 0.05  |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M329 to M330</a>  | AC            | AC         | 2                   | 4             | 24                   | 5     | 0.15           | 25 Mar 2002        |                 |
| 71.36          | +0.50                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 5.80           | 04 Oct 2002        |                 |
| 72.06          | M330 +0.20                     | C   | J    | Road 4 North -- [B]                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | NUB Chino Valley                                |               |            |                     |               |                      |       |                |                    |                 |

**S 089 at M330+0.20**

**M330+0.20 on S 089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 089 at M333+0.21**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M333+0.21 on S 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 75.07          | M333 +0.21                     | C   | BR   | Del Rio Ranch                                  |               |            |                     |               |                      |       | 1967           | 172 ft Concrete    |                 |
| 75.43          | +0.57                          | C   | JB   | NCL Chino Valley                               |               |            |                     |               |                      |       |                |                    |                 |
| 77.16          | M335 +0.29                     | C   | J    | Rolling Hills Rd -- [L23]                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M335 to M336</a> | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.07           | 04 Oct 2002        |                 |
| 77.17          | +0.31                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6             |                      |       | 0.07           |                    |                 |
| 77.22          | +0.36                          | C   | UH   | <a href="#">Projects spanning M335 to M336</a> | AC            | AC         | 2                   | 6             | 24                   | 8     | 0.03           | 04 Oct 2002        |                 |
| 77.25          | +0.39                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.11           | 04 Oct 2002        |                 |
| 77.81          | +0.95                          | C   | BR   | Verde River                                    |               |            |                     |               |                      |       | 1967           | 289 ft Steel       |                 |
| 78.36          | M336 +0.50                     | C   | UH   | <a href="#">Projects spanning M336 to M337</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.08           | 04 Oct 2002        |                 |
| 78.44          | +0.58                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 5     | 0.03           | 04 Oct 2002        |                 |
| 78.46          | +0.61                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.08           | 04 Oct 2002        |                 |
| 78.54          | +0.68                          | C   | J    | Local Rd -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M336 to M337</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.07           | 04 Oct 2002        |                 |
| 78.61          | +0.76                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 5     | 0.03           | 04 Oct 2002        |                 |
| 78.64          | +0.78                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.08           | 04 Oct 2002        |                 |
| 78.72          | +0.86                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.13           | 04 Oct 2002        |                 |
| 79.55          | M337 +0.69                     | C   | J    | Big Chino Rd -- [L23]                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6             |                      |       | 0.09           |                    |                 |
| 79.58          | +0.72                          | C   | UP   | Burlington Northern Santa Fe RR                |               |            |                     |               |                      |       | 1962           |                    | 18'-04"         |
| 79.85          | M338 +0.00                     | C   | UH   | <a href="#">Projects spanning M338 to M339</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 7.69           | 08 Apr 2000        |                 |
| 81.60          | M339 +0.74                     | C   | JB   | Enter Prescott NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 87.55          | M345 +0.69                     | C   | UH   | <a href="#">Projects spanning M345 to M346</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.26           | 68                 |                 |
| 87.60          | +0.74                          | C   | BR   | Hell Canyon                                    |               |            |                     |               |                      |       | 1956           | 585 ft Steel       |                 |
| 87.80          | +0.94                          | C   | UH   | <a href="#">Projects spanning M345 to M346</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.01           | 79                 |                 |
| 87.81          | +0.95                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 6.10           | 1995               |                 |
| 88.55          | M346 +0.68                     | C   | EQ   | MP 346+0.68 Back Equals MP 348-0.10 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 89.02          | M348 +0.40                     | C   | OP   | Burlington Northern Santa Fe RR                |               |            |                     |               |                      |       | 1953           | 204 ft Steel       |                 |
| 93.78          | M353 +0.17                     | C   | JB   | Leave Prescott NF Enter Kaibab NF              |               |            |                     |               |                      |       |                |                    |                 |
| 93.92          | +0.31                          | C   | UH   | <a href="#">Projects spanning M353 to M354</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 8.78           | 30 Oct 2003        |                 |
| 98.66          | M358 +0.03                     | C   | BR   | Meath Wash                                     |               |            |                     |               |                      |       |                | 44 ft Concrete     |                 |
| 100.61         | M360 +0.00                     | C   | VMS  | (NB) Variable Message Sign #69 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 102.70         | M362 +0.04                     | C   | UH   | <a href="#">Projects spanning M362 to M363</a> | AC            | AC         | 2                   | 6.5           | 24                   | 6.5   | 0.02           | 30 Oct 2003        |                 |
| 102.72         | +0.07                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.58           | 30 Oct 2003        |                 |
| 103.10         | +0.44                          | C   | J    | Wheeler Access -- [R]                          |               |            |                     |               |                      |       |                |                    |                 |
| 103.61         | +0.96                          | C   | JB   | Leave Kaibab NF                                |               |            |                     |               |                      |       |                |                    |                 |
| 104.01         | M363 +0.37                     | C   | J    | Juniper Ranch Realty Access -- [L]             |               |            |                     |               |                      |       |                |                    |                 |
| 104.30         | +0.66                          | C   | UH   | <a href="#">Projects spanning M363 to M364</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.11           | 30 Oct 2003        |                 |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      |       | 0.12           |                    |                 |
| 104.41         | +0.77                          | C   | UH   | <a href="#">Projects spanning M363 to M364</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.12           | 79                 |                 |

**S 089 at M363+0.77**

**M363+0.77 on S 089**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 089 at M363+0.78**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M363+0.78 on S 089**

| GIS<br>Route<br>Mile | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                                | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|----------------------|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|-------|----------------|-----------------------|--------------------|
| 104.42               | M363 +0.78                           | C   | J    | I 040 Exit #146 A & G-ramp in Ash Fork -- [L2] |                  |               |                           |                  |                            |       |                |                       |                    |
|                      |                                      | C   | MD   | 2 ft Concrete Curbed Median                    |                  |               |                           |                  |                            |       |                |                       | 0.11               |
| 104.52               | +0.89                                | C   | J    | End S 089 at I 040 Exit #146 J & C-ramp        |                  |               |                           |                  |                            |       |                |                       |                    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 089 at M258+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M258+0.44 on S 089**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|-----------------------|-----------------|
| <b>S 089 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |               |                     |               |                      |               |                |                       |                 |
| 0.00  | M258 +0.44                     | N   | J    | Begin S 089 SB at U 093 NW of Wickenburg        |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M258 to M259</a>  | AC            | AC            | 1                   | 5             | 12                   | 2             | 0.23           | 09 Oct 2001           |                 |
| 0.23  | +0.65                          | N   | J    | S 089 return to single centerline               |               |               |                     |               |                      |               |                |                       |                 |
| 13.72   | M271 +0.98                     | N   | J    | Continue S 089 SB South of Yarnell              |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M271 to M272</a>  | AC            | AC            | 1.5                 | 5             | 18                   | 5             | 0.11           | 03 Sep 2004           |                 |
| 13.83   | M272 +0.07                     | N   | SB   | <a href="#">Projects spanning M272 to M273</a>  | AC            | AC            | 2                   | 5             | 24                   | 5             | 0.36           | 03 Sep 2004           |                 |
| 14.19   | +0.43                          | N   | SB   |   | AC            | AC            | 1.5                 | 5             | 18                   | 5             | 0.07           | 03 Sep 2004           |                 |
| 14.25   | +0.50                          | N   | SB   |   | AC            | AC            | 1                   | 5             | 12                   | 5             | 0.25           | 03 Sep 2004           |                 |
| 14.50   | +0.75                          | N   | SB   |   | AC            | AC            | 1                   | 8             | 12                   | 2             | 1.31           | 03 Sep 2004           |                 |
| 14.69   | +0.93                          | N   | SVP  | SB Paved Slow Vehicle Pullout                   |               |               |                     |               |                      |               | 0.04           |                       |                 |
| 15.81   | M274 +0.09                     | N   | SB   | <a href="#">Projects spanning M274 to M275</a>  | AC            | AC            | 1.5                 | 8             | 18                   | 2             | 0.12           | 03 Sep 2004           |                 |
| 15.94   | +0.22                          | N   | SB   |   | AC            | AC            | 2                   | 8             | 24                   | 2             | 0.09           | 03 Sep 2004           |                 |
| 16.00   | +0.28                          | N   | SVP  | SB Paved Slow Vehicle Pullout                   |               |               |                     |               |                      |               | 0.03           |                       |                 |
| 16.03   | +0.31                          | N   | SB   | <a href="#">Projects spanning M274 to M275</a>  | AC            | AC            | 1.5                 | 8             | 18                   | 2             | 0.07           | 03 Sep 2004           |                 |
| 16.10   | +0.38                          | N   | SB   |   | AC            | AC            | 1                   | 8             | 12                   | 2             | 0.40           | 03 Sep 2004           |                 |
| 16.50   | +0.78                          | N   | SB   |   | AC            | AC            | 1.5                 | 8             | 18                   | 2             | 0.10           | 03 Sep 2004           |                 |
| 16.56   | +0.84                          | N   | X    | Scenic Viewpoint                                |               |               |                     |               |                      |               |                |                       |                 |
| 16.61   | +0.89                          | N   | SB   | <a href="#">Projects spanning M274 to M275</a>  | AC            | AC            | 2                   | 8             | 24                   | 2             | 0.12           | 03 Sep 2004           |                 |
| 16.72   | +1.00                          | N   | J    | (SB) Local Rd -- [U2]                           |               |               |                     |               |                      |               |                |                       | 03 Sep 2004     |
| 16.73   |                                | N   | SB   | <a href="#">Projects spanning M274 to M275</a>  | AC            | AC            | 1.5                 | 8             | 18                   | 2             | 0.04           | 03 Sep 2004           |                 |
| 16.77   | M275 +0.02                     | N   | SB   | <a href="#">Projects spanning M275 to M276</a>  | AC            | AC            | 1                   | 8             | 12                   | 2             | 0.31           | 03 Sep 2004           |                 |
| 17.06   | +0.31                          | N   | SVP  | SB Slow Vehicle Pullout                         |               |               |                     |               |                      |               | 0.04           |                       |                 |
| 17.08   | +0.33                          | N   | SB   | <a href="#">Projects spanning M275 to M276</a>  | AC            | AC            | 1.5                 | 8             | 18                   | 2             | 0.09           | 03 Sep 2004           |                 |
| 17.17   | +0.42                          | N   | SB   |   | AC            | AC            | 2                   | 8             | 24                   | 2             | 0.07           | 03 Sep 2004           |                 |
| 17.24   | +0.49                          | N   | J    | S 089 return to single centerline               |               |               |                     |               |                      |               |                |                       |                 |
| 54.14   | M312 +0.67                     | N   | J    | Continue S 089 SB in Prescott near S 069        |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M312 to M313</a>  | AC            | AC            | 1                   | 8             | 12                   | 2             | 0.37           | Jun 2002              |                 |
|   |                                | N   | CG   | Curb to Left and Right                          |               |               |                     |               |                      |               | 1.48           |                       |                 |
| 54.50   | +0.88                          | N   | SB   | <a href="#">Projects spanning M312 to M313</a>  | AC            | AC            | 1                   | 8             | 12                   | 2             | 0.26           | Jun 2002              |                 |
| 54.76   | M313 +0.16                     | N   | SB   | <a href="#">Projects spanning M313 to M314</a>  | AC            | AC            | 2                   | 8             | 24                   | 2             | 0.36           | Jun 2002              |                 |
| 54.92   | +0.32                          | N   | OP   | (SB) Burlington Northern Santa Fe RR (Inactive) |               |               |                     |               |                      |               |                | 1956                  | 121 ft Concrete |
| 55.01   | +0.41                          | N   | BR   | (SB) Granite Creek                              |               |               |                     |               |                      |               |                | 1956                  | 211 ft Steel    |
| 55.13   | +0.53                          | N   | SB   | <a href="#">Projects spanning M313 to M314</a>  | AC            | AC            | 2                   | 8             | 24                   | 2             | 0.32           | Jun 2002              |                 |
| 55.44   | +0.84                          | N   | SB   |   | AC            | AC            | 2                   | 6             | 24                   | 2             | 0.17           | Jun 2002              |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |   |               | <b>228.68</b> | <b>5.62</b>         | <b>27.46</b>  | <b>5.90</b>          | <b>102.41</b> | <b>1996.4</b>  | 11.86 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |   |               | <b>7.01</b>   | <b>7.35</b>         | <b>16.11</b>  | <b>2.45</b>          | <b>5.22</b>   | <b>2003.3</b>  |                       |                 |

**S 089 at M313+0.84**

**M313+0.84 on S 089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 090 at M289+0.54**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M289+0.54 on S 090**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 090 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M289 +0.54                     | C   | J    | Begin SR-90 at I-10 Exit #302 at Frontage N of TI |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Benson, Cochise County                     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M289 to M290</a>    | AC            | MBH        | 4                   | 8             | 48                   | 8     | 1.32           | 2000               |                 |
| 0.03   | +0.57                          | C   | J    | WB Ramps of I 010                                 |               |            |                     |               |                      |       |                |                    |                 |
| 0.06   | +0.60                          | C   | UP   | I 010 WB  |               |            |                     |               |                      |       | 1967           |                    | 15'-05"         |
| 0.08   | +0.62                          | C   | UP   | I 010 EB  |               |            |                     |               |                      |       | 1967           |                    | 15'-05"         |
| 0.11   | +0.65                          | C   | J    | EB Ramps of I 010                                 |               |            |                     |               |                      |       |                |                    |                 |
| 1.32   | M290 +0.81                     | C   | EB   | <a href="#">Projects spanning M290 to M291</a>    | AC            | AC         | 2                   | 4             | 24                   | 10    | 7.70           | 2000               |                 |
|  |                                | C   | MD   | Variable Soil Median                              |               |            |                     |               | 12                   |       | 20.64          |                    |                 |
| 4.49   | M293 +0.99                     | A   | J    | Post Ranch Rd -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 5.50   | M295 +0.00                     | C   | VMS  | (NB) Variable Message Sign #93 (Proposed)         |               |            |                     |               |                      |       |                |                    |                 |
| 8.99   | M298 +0.46                     | C   | J    | Kartchner Caverns State Park Ent Rd -- [R14]      |               |            |                     |               |                      |       |                |                    |                 |
| 9.01   | +0.48                          | C   | EB   | <a href="#">Projects spanning M298 to M299</a>    | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.20           | 2000               |                 |
| 9.21   | +0.68                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.03           | 2000               |                 |
| 9.24   | +0.71                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 9.28           | 2003               |                 |
| 10.23  | M299 +0.73                     | C   | JB   | Temp Leave Benson                                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | SCL Benson  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Reenter Benson                                    |               |            |                     |               |                      |       |                |                    |                 |
| 17.29  | M306 +0.79                     | C   | J    | Camino De Tundra                                  |               |            |                     |               |                      |       |                |                    |                 |
| 18.52  | M308 +0.02                     | C   | EB   | <a href="#">Projects spanning M308 to M309</a>    | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.03           | 2000               |                 |
| 18.89  | +0.39                          | C   | J    | S 082   |               |            |                     |               |                      |       |                |                    |                 |
| 19.55  | M309 +0.05                     | C   | EB   | <a href="#">Projects spanning M309 to M310</a>    | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.14           | 2000               |                 |
| 19.69  | +0.19                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.10           | 2000               |                 |
| 19.79  | +0.29                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.63           | 2000               |                 |
| 20.50  | M310 +0.00                     | C   | VMS  | (NB) Variable Message Sign #92 (Proposed)         |               |            |                     |               |                      |       |                |                    |                 |
| 21.43  | +0.92                          | C   | EB   | <a href="#">Projects spanning M310 to M311</a>    | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.15           | 2000               |                 |
| 21.58  | M311 +0.08                     | C   | EB   | <a href="#">Projects spanning M311 to M312</a>    | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.09           | 2000               |                 |
| 21.67  | +0.17                          | C   | EB   |   | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.29           | 2000               |                 |
| 21.96  | +0.45                          | C   | UH   |   | AC            | MBH        | 4                   | 8             | 48                   | 8     | 1.89           | 92                 |                 |
| 22.32  | +0.82                          | C   | UB   | NUB Sierra Vista                                  |               |            |                     |               |                      |       |                |                    |                 |
| 22.33  | +0.83                          | C   | JB   | NCL Huachuca City Elev 4343                       |               |            |                     |               |                      |       |                |                    |                 |
| 22.46  | +0.96                          | C   | J    | Yuma St   |               |            |                     |               |                      |       |                |                    |                 |
| 23.67  | M313 +0.36                     | C   | J    | Pershing St -- [B3]                               |               |            |                     |               |                      |       |                |                    |                 |
| 23.80  | +0.48                          | C   | J    | Patton St -- [B3]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 23.84  | +0.53                          | C   | UH   | <a href="#">Projects spanning M313 to M314</a>    | AC            | MBH        | 4                   | 0             | 48                   | 11    | 0.21           | 92                 |                 |
|  |                                | C   | MD   | 14 ft Painted Median                              |               |            |                     |               | 14                   |       | 0.60           |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right                            |               |            |                     |               |                      |       | 0.21           |                    |                 |

**S 090 at M313+0.53**

**M313+0.53 on S 090**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 090 at M313+0.60**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M313+0.60 on S 090**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 23.91          | M313+0.60                      | C   | J    | North Gate                                     |               |            |                     |               |                      |       |                |                    |                 |
| 24.05          | +0.74                          | C   | UH   | <a href="#">Projects spanning M313 to M314</a> | AC            | MBH        | 4                   | 11            | 48                   | 11    | 0.39           | 92                 |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.21           |                    |                 |
| 24.27          | M314+0.00                      | C   | EQ   | MP 313+0.96 Back Equals MP 314+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 24.44          | +0.17                          | C   | UH   | <a href="#">Projects spanning M314 to M315</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 2.62           | 92                 |                 |
| 24.49          | +0.22                          | C   | JB   | SCL Huachuca City, NCL Sierra Vista            |               |            |                     |               |                      |       |                |                    |                 |
| 26.16          | M315+0.86                      | C   | J    | Airport Ave -- [R14]                           |               |            |                     |               |                      |       |                |                    |                 |
| 27.06          | M316+0.76                      | C   | UH   | <a href="#">Projects spanning M316 to M317</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.04           | 23 Aug 2001        |                 |
| 27.10          | +0.80                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.26           | 23 Aug 2001        |                 |
| 27.35          | M317+0.07                      | C   | UH   | <a href="#">Projects spanning M317 to M318</a> | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.51           | 23 Aug 2001        |                 |
| 27.48          | +0.19                          | C   | J    | SS090(1) & (2)                                 |               |            |                     |               |                      |       |                |                    |                 |
| 27.86          | +0.57                          | C   | UH   | <a href="#">Projects spanning M317 to M318</a> | AC            | AC         | 3                   | 4             | 36                   | 4     | 1.14           | 23 Aug 2001        |                 |
| 28.41          | M318+0.00                      | C   | EQ   | MP 317+1.12 Back Equals MP 318+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 29.01          | +0.60                          | C   | UH   | <a href="#">Projects spanning M318 to M319</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.39           | 23 Aug 2001        |                 |
| 29.39          | +0.98                          | C   | UH   |  | AC            | AC         | 2                   | 10            | 24                   | 10    | 1.85           | 23 Aug 2001        |                 |
| 29.41          | M319+0.00                      | C   | J    | Winrow Ave                                     |               |            |                     |               |                      |       |                |                    |                 |
| 31.06          | M320+0.64                      | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.51           |                    |                 |
| 31.24          | +0.83                          | C   | UH   | <a href="#">Projects spanning M320 to M321</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.21           | 23 Aug 2001        |                 |
| 31.45          | M321+0.07                      | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.18           | 23 Aug 2001        |                 |
| 31.63          | +0.24                          | C   | J    | Charleston Rd -- [B24]                         |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.12           | 23 Aug 2001        |                 |
| 31.67          | +0.28                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
| 31.71          | +0.32                          | C   | MD   | Variable 2-12 ft Concrete Curbed Median        |               |            |                     |               |                      |       | 0.19           |                    |                 |
| 31.75          | +0.36                          | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.15           | 23 Aug 2001        |                 |
| 31.90          | +0.52                          | C   | J    | S 092 / Fry Rd -- [B1234]                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.14           | 23 Aug 2001        |                 |
| 31.96          | +0.58                          | C   | MD   | 10 ft Painted Median                           |               |            |                     |               | 10                   |       | 0.02           |                    |                 |
| 32.04          | +0.66                          | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 4                   | 0             | 60                   | 0     | 0.13           | 23 Aug 2001        |                 |
| 32.07          | +0.69                          | C   | MD   | 10 ft Painted Median                           |               |            |                     |               | 10                   |       | 0.61           |                    |                 |
| 32.14          | +0.76                          | C   | J    | Unknown Rd -- [B23]                            |               |            |                     |               |                      |       |                |                    |                 |
| 32.16          | +0.78                          | C   | CG   | Begin Curb to Left and Right                   |               |            |                     |               |                      |       | 0.14           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 4                   | 0             | 54                   | 0     | 0.13           | 23 Aug 2001        |                 |
| 32.22          | +0.84                          | C   | J    | Unknown Rd -- [R3]                             |               |            |                     |               |                      |       |                |                    |                 |
| 32.29          | +0.91                          | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.12           | 23 Aug 2001        |                 |
| 32.40          | M322+0.00                      | C   | UH   | <a href="#">Projects spanning M322 to M323</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 1.90           | 23 Aug 2001        |                 |
| 32.44          | +0.03                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.24           |                    |                 |
| 32.68          | +0.27                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.15           |                    |                 |
| 32.88          | +0.47                          | C   | J    | Giulio Cesare Ave                              |               |            |                     |               |                      |       |                |                    |                 |
| 32.93          | +0.52                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.46           |                    |                 |

**S 090 at M322+0.52**

**M322+0.52 on S 090**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 090 at M323+0.05**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M323+0.05 on S 090**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 33.45          | M323 +0.05                     | C   | MD   |              |               |            |                     | 12            |                      | 0.81  |                |                    |                 |
| 33.89          | +0.48                          | C   | JB   |              |               |            |                     |               |                      |       |                |                    |                 |
| 34.30          | +0.90                          | C   | UH   | AC           | AC            | 2          | 4                   | 24            | 4                    | 0.39  | 10 Sep 2003    |                    |                 |
| 34.38          | +0.97                          | C   | JB   |              |               |            |                     |               |                      |       |                |                    |                 |
| 34.69          | M324 +0.30                     | C   | UH   | AC           | AC            | 2          | 5                   | 24            | 5                    | 4.33  | 10 Sep 2003    |                    |                 |
| 35.39          | +0.99                          | C   | MD   |              |               |            |                     |               |                      | 0.07  |                |                    |                 |
| 35.90          | M325 +0.50                     | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   |              |               |            |                     |               |                      |       |                |                    |                 |
| 35.91          | +0.51                          | C   | JB   |              |               |            |                     |               |                      |       |                |                    |                 |
| 38.78          | M328 +0.38                     | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 39.02          | +0.62                          | C   | UH   | MBL          | MBH           | 2          | 5                   | 24            | 5                    | 0.22  | 1998           |                    |                 |
| 39.04          | +0.63                          | C   | BR   |              |               |            |                     |               |                      |       | 1954           | 280 ft Steel       |                 |
| 39.24          | +0.84                          | C   | UH   | AC           | AC            | 2          | 5                   | 24            | 5                    | 0.89  | 1998           |                    |                 |
| 39.63          | M329 +0.24                     | C   | OP   |              |               |            |                     |               |                      |       | 1956           | 113 ft Concrete    |                 |
| 40.13          | +0.74                          | C   | UH   | AC           | AC            | 2          | 5                   | 24            | 5                    | 0.39  | 15 Jun 2003    |                    |                 |
| 40.36          | +0.97                          | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 40.52          | M330 +0.13                     | C   | UH   | AC           | AC            | 2          | 5                   | 24            | 5                    | 5.98  | 1998           |                    |                 |
| 46.50          | M336 +0.03                     | C   | UH   | MBL          | MBH           | 2          | 5                   | 24            | 5                    | 0.27  | 57             |                    |                 |
| 46.70          | +0.23                          | C   | TI   | AC           | AC            | 1          |                     | 12            |                      | 0.11  |                |                    |                 |
| 46.73          | +0.26                          | C   | TI   |              |               |            |                     |               |                      |       |                |                    |                 |
| 46.77          | +0.40                          | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |

**S 090 at M336+0.40**

**M336+0.40 on S 090**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 090 at M290+0.81**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M290+0.81 on S 090**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|--------------|----------------|-----------------------|-----------------|
| <b>S 090 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |               |                     |               |                      |              |                |                       |                 |
| 1.32  | M290 +0.81                     | N   | J    | Begin S 090 WB divided centerline in Benson    |               |               |                     |               |                      |              |                |                       |                 |
|   |                                | N   | WB   | AC   | AC            | 2             | 10                  | 24            | 4                    | 7.46         | 26 May 2000    |                       |                 |
| 8.77  | M298 +0.24                     | N   | WB   | <a href="#">Projects spanning M290 to M291</a> |               |               |                     |               |                      |              |                |                       |                 |
|   |                                | N   | WB   | AC   | AC            | 2             | 10                  | 30            | 4                    | 0.11         | 26 May 2000    |                       |                 |
| 8.88  | +0.35                          | N   | WB   | <a href="#">Projects spanning M298 to M299</a> |               |               |                     |               |                      |              |                |                       |                 |
|   |                                | N   | WB   | AC   | AC            | 2             | 10                  | 36            | 4                    | 0.14         | 26 May 2000    |                       |                 |
| 9.03  | +0.49                          | N   | WB   | AC   | AC            | 2             | 10                  | 24            | 4                    | 12.93        | 26 May 2000    |                       |                 |
| 21.95   | M311 +0.46                     | N   | J    | S 090 return to single centerline              |               |               |                     |               |                      |              |                |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>113.95</b> | <b>5.04</b>         | <b>29.41</b>  | <b>7.73</b>          | <b>46.81</b> | <b>1999.7</b>  | 24.10 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>41.28</b>  | <b>10.00</b>        | <b>24.11</b>  | <b>4.00</b>          | <b>20.64</b> | <b>2000.0</b>  |                       |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 092 at M321+0.21**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M321+0.21 on S 092**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 092 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M321 +0.21                     | C   | J    | Begin S 092 in Sierra Vista at S 090 to Bisbee -- [B12] |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Sierra Vista Urbanized Area                      |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Sierra Vista, Cochise County                     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | DH   | <a href="#">Projects spanning M321 to M322</a>          | AC            | AC         | 4                   | 2             | 48                   | 4     | 0.73           | 23 Aug 2001        |                 |
|  |                                | C   | MD   | Variable 2-12 ft Concrete Curbed Median                 |               |            |                     |               |                      |       | 0.73           |                    |                 |
| 0.41   | +0.62                          | C   | J    | Busby Dr -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.64   | +0.84                          | C   | J    | East Foothill Dr  |               |            |                     |               |                      |       |                |                    |                 |
| 0.73   | +0.94                          | C   | UH   | <a href="#">Projects spanning M321 to M322</a>          | AC            | AC         | 4                   | 2             | 48                   | 4     | 0.67           | 23 Aug 2001        |                 |
|  |                                | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.19           |                    |                 |
| 0.98   | M322 +0.18                     | C   | J    | Snyder Blvd -- [B23]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.99   | +0.20                          | C   | J    | Greenbrier Rd   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.41           |                    |                 |
| 1.41   | +0.61                          | C   | DH   | <a href="#">Projects spanning M322 to M323</a>          | AC            | AC         | 4                   | 2             | 48                   | 4     | 0.46           | 23 Aug 2001        |                 |
|  |                                | C   | MD   | Variable 2-12 ft Concrete Curbed Median                 |               |            |                     |               |                      |       | 0.46           |                    |                 |
| 1.50   | +0.71                          | C   | J    | Avenida Cochise -- [B23]                                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb and Sidewalk to Right                              |               |            |                     |               |                      |       | 0.49           |                    |                 |
| 1.87   | M323 +0.07                     | C   | UH   | <a href="#">Projects spanning M323 to M324</a>          | AC            | AC         | 4                   | 2             | 48                   | 4     | 4.12           | 23 Aug 2001        |                 |
| 1.89   | +0.09                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.10           |                    |                 |
| 1.99   | +0.20                          | C   | CG   | Sidewalk to Right                                       |               |            |                     |               |                      |       | 0.49           |                    |                 |
| 2.05   | +0.25                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.45           |                    |                 |
| 2.48   | +0.68                          | C   | CG   | Curb and Sidewalk to Right                              |               |            |                     |               |                      |       | 0.05           |                    |                 |
| 2.51   | +0.71                          | C   | J    | St. Andrews Dr (Signalized) -- [R14]                    |               |            |                     |               |                      |       |                |                    |                 |
| 2.53   | +0.73                          | C   | CG   | Sidewalk to Right                                       |               |            |                     |               |                      |       | 0.49           |                    |                 |
| 2.56   | +0.76                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.41           |                    |                 |
| 3.02   | M324 +0.22                     | C   | J    | Buffalo Soldier Trail/Garden Dr -- [B24]                |               |            |                     |               |                      |       |                |                    |                 |
| 3.10   | +0.30                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.33           |                    |                 |
| 3.51   | +0.72                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.47           |                    |                 |
| 3.64   | +0.84                          | C   | J    | To Golden Acre Estates                                  |               |            |                     |               |                      |       |                |                    |                 |
| 4.01   | M325 +0.21                     | C   | JB   | SCL Sierra Vista  |               |            |                     |               |                      |       |                |                    |                 |
| 4.02   | +0.22                          | C   | J    | Glenn Ave -- [B1]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 4.05   | +0.25                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.41           |                    |                 |
| 4.56   | +0.76                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.46           |                    |                 |
| 5.02   | M326 +0.22                     | C   | J    | Yaqui St/Camino Principal -- [B24]                      |               |            |                     |               |                      |       |                |                    |                 |
| 5.06   | +0.26                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.29           |                    |                 |
| 5.39   | +0.59                          | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.57           |                    |                 |
| 5.99   | M327 +0.19                     | C   | UH   | <a href="#">Projects spanning M327 to M328</a>          | AC            | AC         | 2                   | 2             | 24                   | 4     | 1.20           | 23 Aug 2001        |                 |
| 6.02   | +0.22                          | C   | J    | Ramsey Canyon Rd  |               |            |                     |               |                      |       |                |                    |                 |

**S 092 at M327+0.22**

**M327+0.22 on S 092**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 092 at M327+0.26**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M327+0.26 on S 092**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 6.06           | M327 +0.26                     | C   | MD   |  |               |            |                     | 12            |                      | 1.13  |                |                    |                 |
| 7.02           | M328 +0.22                     | C   | JB   |  |               |            |                     |               |                      |       |                |                    |                 |
| 7.19           | +0.40                          | C   | UH   | <a href="#">Projects spanning M328 to M329</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 3.28           | 70                 |                 |
| 7.56           | +0.76                          | C   | JB   | Leave Coronado NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 8.23           | M329 +0.43                     | C   | J    | Hereford Rd East                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | SUB Sierra Vista                               |               |            |                     |               |                      |       |                |                    |                 |
| 10.39          | M331 +0.59                     | C   | J    | Three Canyons Rd                               |               |            |                     |               |                      |       |                |                    |                 |
| 10.47          | +0.68                          | C   | UH   | <a href="#">Projects spanning M331 to M332</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 8.72           | 05 Nov 2001        |                 |
| 11.52          | M332 +0.72                     | C   | JB   | Enter Coronado NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 12.02          | M333 +0.23                     | C   | JB   | Leave Coronado NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 13.58          | M334 +0.78                     | C   | J    | Montezuma Canyon Rd                            |               |            |                     |               |                      |       |                |                    |                 |
| 15.58          | M336 +0.80                     | C   | J    | Kings Ranch Rd                                 |               |            |                     |               |                      |       |                |                    |                 |
| 18.59          | M339                           | C   | J    | Palominos Rd                                   |               |            |                     |               |                      |       |                |                    |                 |
| 19.19          | M340 +0.50                     | C   | UH   | <a href="#">Projects spanning M340 to M341</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 11.27          | 12 Mar 1999        |                 |
| 19.26          | +0.56                          | C   | BR   | San Pedro River                                |               |            |                     |               |                      |       |                | 1955               | 316 ft Steel    |
| 22.43          | M343 +0.74                     | C   | J    | Hereford Rd North                              |               |            |                     |               |                      |       |                |                    |                 |
| 22.93          | M344 +0.24                     | C   | OP   | San Pedro & South Western RR                   |               |            |                     |               |                      |       |                | 1961               | 169 ft Steel    |
| 28.85          | M350 +0.17                     | C   | JB   | WCL Bisbee Elev 5350                           |               |            |                     |               |                      |       |                |                    |                 |
| 30.25          | M351 +0.57                     | C   | J    | Melody Ln (Bisbee)                             |               |            |                     |               |                      |       |                |                    |                 |
| 30.26          | +0.59                          | C   | UB   | WUB Bisbee                                     |               |            |                     |               |                      |       |                |                    |                 |
| 30.46          | +0.78                          | C   | UH   | <a href="#">Projects spanning M351 to M352</a> | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.72           | 12 Mar 1999        |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.10           |                    |                 |
| 31.18          | M352 +0.48                     | C   | J    | Bisbee/Naco Hwy                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M352 to M353</a> | AC            | AC         | 4                   | 10            | 60                   | 10    | 0.03           | 12 Mar 1999        |                 |
| 31.21          | +0.51                          | C   | UH   |  | AC            | AC         | 4                   | 10            | 54                   | 10    | 0.09           | 12 Mar 1999        |                 |
| 31.30          | +0.60                          | C   | UH   |  | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.26           | 12 Mar 1999        |                 |
| 31.56          | +0.86                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.68           | 12 Mar 1999        |                 |
| 32.24          | M353 +0.57                     | C   | UH   | <a href="#">Projects spanning M353 to M354</a> | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.61           | 12 Mar 1999        |                 |
| 32.31          | +0.64                          | C   | J    | Toureville Rd -- [R14]                         |               |            |                     |               |                      |       |                |                    |                 |
| 32.85          | M354 +0.18                     | C   | UH   | <a href="#">Projects spanning M354 to M355</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.71           | 12 Mar 1999        |                 |
| 33.23          | +0.56                          | C   | J    | School Terrace Rd -- [R4]                      |               |            |                     |               |                      |       |                |                    |                 |
| 33.56          | +0.89                          | C   | UH   | <a href="#">Projects spanning M354 to M355</a> | AC            | AC         | 2                   | 0             | 24                   | 12    | 0.15           | 12 Mar 1999        |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.21           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.35           |                    |                 |
| 33.69          | M355 +0.02                     | C   | UP   | Pedestrian Haul Rd                             |               |            |                     |               |                      |       |                | 1936               | 15'-08"         |
| 33.71          | +0.04                          | C   | UH   | <a href="#">Projects spanning M355 to M356</a> | AC            | AC         | 2                   | 0             | 24                   | 12    | 0.06           | 01 Sep 2002        |                 |
| 33.77          | +0.10                          | C   | EB   |  | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.14           | 01 Sep 2002        |                 |
|                |                                | C   | MD   | Variable Curbed Soil Median                    |               |            |                     |               |                      |       | 0.14           |                    |                 |
| 33.83          | +0.16                          | C   | J    | S 080 EB and Warren Rd SB                      |               |            |                     |               |                      |       |                |                    |                 |

**S 092 at M355+0.16**

**M355+0.16 on S 092**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 092 at M355+0.20**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M355+0.20 on S 092**

| GIS<br>Route<br>Mile | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type  | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|----------------------|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|-------|----------------|-----------------------|--------------------|
| 33.87                | M355 +0.20                           | C   | J    | S 080 EB and Warren Rd NB                                    |                  |               |                           |                  |                            |       |                |                       |                    |
| 33.91                | +0.11                                | C   | J    | End S 092 EB at S 080 WB tangent of traffic circle in Bisbee |                  |               |                           |                  |                            |       |                |                       |                    |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 092 at M355+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M355+0.10 on S 092**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 092 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 33.77   | M355 +0.10                     | N   | J    | Begin S 092 WB divided centerline in Bisbee                  |               |              |                     |               |                      |              |                |                      |                 |
|   |                                | N   | WB   | AC   | AC            | 2            | 0                   | 24            | 0                    | 0.14         | 01 Sep 2002    |                      |                 |
|   |                                | N   | CG   | Curb to Left and Right                                       |               |              |                     |               |                      |              |                |                      |                 |
|   |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 33.91   | +0.11                          | N   | J    | End S 092 WB at S 080 WB tangent of traffic circle in Bisbee |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>77.20</b> | <b>6.85</b>         | <b>28.35</b>  | <b>7.29</b>          | <b>32.71</b> | <b>1997.0</b>  | 6.76 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>0.28</b>  | <b>0.00</b>         | <b>24.00</b>  | <b>0.00</b>          | <b>0.14</b>  | <b>2002.0</b>  |                      |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 095 at M109+0.04**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M109+0.04 on S 095**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 095 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M109 +0.04                     | C   | J    | Begin S 095 at SB010 and U 095 in Quartzsite (Signalized) -- [B24] |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EQ   | MP 104+0.51 Back Equals MP 109.10 Ahead                            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Quartzsite, La Paz County                                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC   | AC            | 4          | 4                   | 48            | 4                    | 1.55  | 13 Sep 2002    |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
| 0.49   | +0.59                          | C   | VMS  | (NB) Variable Message Sign #304 (Proposed)                         |               |            |                     |               |                      |       |                |                    |                 |
| 0.58   | +0.68                          | C   | BR   | Plomosa Wash   |               |            |                     |               |                      |       |                |                    |                 |
| 1.55   | M110 +0.60                     | C   | UH   | AC   | AC            | 4          | 4                   | 48            | 4                    | 0.05  | 16 Jul 2004    | 83 ft Concrete     |                 |
| 1.57   | +0.61                          | C   | J    | Tyson Dr -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.60   | +0.64                          | C   | UH   | AC   | AC            | 3.5        | 4                   | 42            | 4                    | 0.04  | 16 Jul 2004    |                    |                 |
| 1.64   | +0.68                          | C   | UH   | AC   | AC            | 3.5        | 4                   | 42            | 3                    | 0.01  | 16 Jul 2004    |                    |                 |
| 1.65   | +0.70                          | C   | UH   | AC   | AC            | 3.5        | 3                   | 42            | 3                    | 0.02  | 16 Jul 2004    |                    |                 |
| 1.68   | +0.72                          | C   | UH   | AC   | AC            | 3          | 3                   | 36            | 3                    | 0.01  | 16 Jul 2004    |                    |                 |
| 1.69   | +0.73                          | C   | UH   | AC   | AC            | 2.5        | 3                   | 30            | 3                    | 0.16  | 16 Jul 2004    |                    |                 |
| 1.85   | +0.89                          | C   | UH   | AC   | MBH           | 2          | 2                   | 24            | 2                    | 0.31  | 16 Jul 2004    |                    |                 |
| 2.16   | M111 +0.20                     | C   | UH   | AC   | MBH           | 2          | 4                   | 24            | 4                    | 0.04  | 16 Jul 2004    |                    |                 |
| 2.20   | +0.24                          | C   | UH   | AC   | MBH           | 2          | 1                   | 24            | 1                    | 0.27  | 16 Jul 2004    |                    |                 |
| 2.30   | +0.34                          | C   | J    | Refuse Transfer Station -- [L2]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 2.47   | +0.51                          | C   | UH   | AC   | MBH           | 2          | 2                   | 24            | 2                    | 4.41  | 16 Jul 2004    |                    |                 |
| 3.06   | M112 +0.09                     | C   | JB   | NCL Quartzsite   |               |            |                     |               |                      |       |                |                    |                 |
| 5.47   | M114 +0.49                     | C   | BR   | Climax Wash  |               |            |                     |               |                      |       |                |                    |                 |
| 5.60   | +0.61                          | C   | J    | Plomosa Rd & Bouse Community Park -- [R14]                         |               |            |                     |               |                      |       |                |                    |                 |
| 6.88   | M115 +0.90                     | C   | UH   | AC   | MBH           | 2          | 2                   | 24            | 2                    | 0.01  | 1995           |                    |                 |
| 6.89   | +0.91                          | C   | UH   | AC   | BST           | 2          | 2                   | 24            | 2                    | 0.18  | 1995           |                    |                 |
| 7.07   | M116 +0.05                     | C   | UH   | AC   | BST           | 2          | 2                   | 36            | 2                    | 0.04  | 1995           |                    |                 |
| 7.11   | +0.10                          | C   | UH   | AC   | AC            | 2          | 2                   | 36            | 2                    | 1.40  | Jul 2000       |                    |                 |
| 8.51   | M117 +0.50                     | C   | UH   | AC   | AC            | 2          | 2                   | 24            | 2                    | 0.49  | Jul 2000       |                    |                 |
| 9.00   | M118 +0.01                     | C   | UH   | AC   | AC            | 2          | 2                   | 36            | 2                    | 1.50  | Jul 2000       |                    |                 |
| 10.50  | M119 +0.51                     | C   | UH   | AC   | AC            | 2          | 2                   | 24            | 2                    | 6.46  | Jul 2000       |                    |                 |
| 12.61  | M121 +0.63                     | C   | J    | Local Rd -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 16.96  | M126 +0.00                     | C   | UH   | AC   | BST           | 2          | 2                   | 24            | 2                    | 4.97  | 16 Jul 2004    |                    |                 |
| 19.01  | M128 +0.05                     | C   | J    | Landfill Rd -- [R14]   |               |            |                     |               |                      |       |                |                    |                 |
| 21.92  | M130 +0.97                     | C   | UH   | AC   | MBH           | 2          | 5                   | 24            | 5                    | 0.52  | 16 Jul 2004    |                    |                 |
| 22.01  | M131 +0.06                     | C   | JB   | SCL Parker (South Annexed Island)                                  |               |            |                     |               |                      |       |                |                    |                 |
| 22.28  | +0.33                          | C   | BR   | Bouse Wash   |               |            |                     |               |                      |       |                |                    |                 |
| 22.44  | +0.50                          | C   | UH   | AC   | AC            | 2          | 5                   | 24            | 5                    | 1.47  | Jun 2000       | 584 ft Concrete    |                 |

**S 095 at M131+0.50**

**M131+0.50 on S 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 095 at M131+0.68**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M131+0.68 on S 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 22.63          | M131 +0.68                     | C   | J    | S 072 to Hope (Signalized) -- [B234]                               |               |            |                     |               |                      |       |                |                    |                 |
| 23.74          | M132 +0.79                     | C   | J    | Local Rd -- [R14]  |               |            |                     |               |                      |       |                |                    |                 |
| 23.91          | +0.96                          | C   | UH   | <a href="#">Projects spanning M132 to M133</a>                     | AC            | AC         | 2                   | 3             | 24                   | 3     | 9.16           | Jun 2000           |                 |
| 25.55          | M134 +0.61                     | C   | JB   | WCL Parker (South Island) Enter Colorado River IR                  |               |            |                     |               |                      |       |                |                    |                 |
| 33.08          | M142 +0.15                     | C   | UH   | <a href="#">Projects spanning M142 to M143</a>                     | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.48           | 04 Jun 2001        |                 |
| 33.32          | +0.39                          | C   | J    | University of Arizona La Paz County Cooperative Extension -- [B24] |               |            |                     |               |                      |       |                |                    |                 |
| 33.56          | +0.63                          | C   | UH   | <a href="#">Projects spanning M142 to M143</a>                     | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.41           | Jun 2000           |                 |
| 33.83          | +0.90                          | C   | J    | Poston Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 33.96          | M143 +0.03                     | C   | UH   | <a href="#">Projects spanning M143 to M144</a>                     | MBL           | AC         | 4                   | 8             | 48                   | 8     | 0.01           | Jun 2000           |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.62           |                    |                 |
| 33.97          | +0.04                          | C   | UH   | <a href="#">Projects spanning M143 to M144</a>                     | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.05           | Jun 2000           |                 |
| 33.98          | +0.05                          | C   | JB   | SCL Parker Elev 420  |               |            |                     |               |                      |       |                |                    |                 |
| 34.03          | +0.10                          | C   | UH   | <a href="#">Projects spanning M143 to M144</a>                     | AC            | MBH        | 4                   | 8             | 48                   | 8     | 0.20           | 1995               |                 |
| 34.09          | +0.16                          | C   | J    | 20th St -- [B134]  |               |            |                     |               |                      |       |                |                    |                 |
| 34.22          | +0.29                          | C   | UH   | <a href="#">Projects spanning M143 to M144</a>                     | AC            | MBH        | 4                   | 10            | 48                   | 10    | 0.61           | 1995               |                 |
|                |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.61           |                    |                 |
| 34.63          | +0.70                          | C   | J    | Arizona Ave -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.15           |                    |                 |
| 34.82          | +0.88                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.02           |                    |                 |
| 34.83          | +0.90                          | C   | UH   | <a href="#">Projects spanning M143 to M144</a>                     | AC            | MBH        | 5                   | 4             | 60                   | 4     | 0.05           | 1995               |                 |
|                |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.05           |                    |                 |
| 34.86          | +0.93                          | C   | J    | SS095(1) to Colorado River Bridge -- [B1234]                       |               |            |                     |               |                      |       |                |                    |                 |
| 34.88          | +0.95                          | C   | UH   | <a href="#">Projects spanning M143 to M144</a>                     | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.62           | 1995               |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.81           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.51           |                    |                 |
| 35.42          | M144 +0.48                     | C   | J    | Bronco Ave   |               |            |                     |               |                      |       |                |                    |                 |
| 35.43          |                                | C   | JB   | ECL Parker   |               |            |                     |               |                      |       |                |                    |                 |
| 35.50          | +0.56                          | C   | UH   | <a href="#">Projects spanning M144 to M145</a>                     | AC            | MBH        | 3                   | 4             | 36                   | 2     | 0.19           | 1995               |                 |
| 35.69          | +0.75                          | C   | J    | Airport Rd -- [B4]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M144 to M145</a>                     | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.15           | 1995               |                 |
| 35.84          | +0.90                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.34           | 04 Jun 2002        |                 |
| 36.30          | M145 +0.37                     | C   | J    | Local Rd -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 38.02          | M147 +0.09                     | C   | BR   | Osborne Wash   |               |            |                     |               |                      |       |                | 1971               | 269 ft Concrete |
| 38.18          | +0.25                          | C   | UH   | <a href="#">Projects spanning M147 to M148</a>                     | AC            | AC         | 2                   | 10            | 24                   | 10    | 0.39           | 04 Jun 2002        |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.23           |                    |                 |
| 38.46          | +0.53                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.17           |                    |                 |
| 38.47          | +0.54                          | C   | J    | Local Rd -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 38.57          | +0.64                          | C   | UH   | <a href="#">Projects spanning M147 to M148</a>                     | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.05           | 04 Jun 2002        |                 |
| 38.62          | +0.68                          | C   | UH   |  | AC            | AC         | 3                   | 6             | 36                   | 6     | 0.05           | 04 Jun 2002        |                 |

**S 095 at M147+0.68**

**M147+0.68 on S 095**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 095 at M147+0.70**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M147+0.70 on S 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 38.63          | M147+0.70                      | C   | J    | Local Rd -- [L24]   |               |            |                     |               |                      |       |                |                    |                 |
| 38.66          | +0.73                          | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      | 0.25  |                |                    |                 |
| 38.67          |                                | C   | UH   | <a href="#">Projects spanning M147 to M148</a>                      | AC            | AC         | 4                   | 48            | 6                    | 0.42  | 04 Jun 2002    |                    |                 |
| 38.96          | M148+0.02                      | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      | 0.21  |                |                    |                 |
|                | +0.03                          | C   | J    | Local Rd -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 39.08          | +0.15                          | C   | UH   | <a href="#">Projects spanning M148 to M149</a>                      | AC            | AC         | 4                   | 48            | 2                    | 0.13  | 04 Jun 2002    |                    |                 |
| 39.10          | +0.17                          | C   | JB   | Leave Colorado River IR   |               |            |                     |               |                      |       |                |                    |                 |
| 39.21          | +0.28                          | C   | UH   | <a href="#">Projects spanning M148 to M149</a>                      | AC            | AC         | 4                   | 60            | 2                    | 0.02  | 04 Jun 2002    |                    |                 |
| 39.23          | +0.30                          | C   | J    | Old SB095/Riverside Dr Left & Beacon Dr Right (Signalized) -- [B24] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M148 to M149</a>                      | AC            | MBH        | 4                   | 60            | 6                    | 0.14  | 16 Jul 2004    |                    |                 |
| 39.36          | +0.43                          | C   | OP   | Rio Vista Rd  |               |            |                     |               |                      |       | 1986           | 171 ft Concrete    |                 |
| 39.37          | +0.44                          | C   | UH   | <a href="#">Projects spanning M148 to M149</a>                      | AC            | MBH        | 2.5                 | 42            | 6                    | 0.07  | 16 Jul 2004    |                    |                 |
| 39.44          | +0.51                          | C   | UH   |   | AC            | MBH        | 2                   | 36            | 6                    | 0.85  | 16 Jul 2004    |                    |                 |
| 40.28          | M149+0.35                      | C   | J    | The Bar in the Desert Rd -- [R]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 40.30          | +0.36                          | C   | UH   | <a href="#">Projects spanning M149 to M150</a>                      | AC            | MBH        | 2                   | 42            | 6                    | 0.18  | 16 Jul 2004    |                    |                 |
| 40.48          | +0.54                          | C   | UH   |   | AC            | MBH        | 2                   | 48            | 6                    | 0.65  | 16 Jul 2004    |                    |                 |
| 41.13          | M150+0.19                      | C   | UH   | <a href="#">Projects spanning M150 to M151</a>                      | AC            | MBH        | 2                   | 42            | 6                    | 0.15  | 16 Jul 2004    |                    |                 |
| 41.28          | +0.34                          | C   | UH   |   | AC            | MBH        | 2                   | 42            | 7                    | 0.04  | 16 Jul 2004    |                    |                 |
| 41.32          | +0.38                          | C   | UH   |   | AC            | MBH        | 2                   | 36            | 7                    | 2.66  | 16 Jul 2004    |                    |                 |
| 42.44          | M151+0.50                      | C   | J    | Golf Course Dr -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 42.47          | +0.53                          | C   | JB   | Enter State Park  |               |            |                     |               |                      |       |                |                    |                 |
| 43.69          | M152+0.75                      | C   | JB   | Leave State Park  |               |            |                     |               |                      |       |                |                    |                 |
| 43.98          | M153+0.04                      | C   | UH   | <a href="#">Projects spanning M153 to M154</a>                      | AC            | MBH        | 2                   | 36            | 4                    | 0.21  | 16 Jul 2004    |                    |                 |
| 44.19          | +0.25                          | C   | UH   |   | AC            | MBH        | 2                   | 30            | 4                    | 0.05  | 16 Jul 2004    |                    |                 |
| 44.24          | +0.30                          | C   | UH   |   | AC            | MBH        | 2                   | 24            | 4                    | 0.02  | 16 Jul 2004    |                    |                 |
| 44.26          | +0.32                          | C   | UH   |   | AC            | MBH        | 2                   | 24            | 8                    | 0.77  | 16 Jul 2004    |                    |                 |
| 44.71          | +0.77                          | C   | J    | Spur Resort Rd Unofficial SS095 to Old SB095 -- [L23]               |               |            |                     |               |                      |       |                |                    |                 |
| 45.03          | +1.09                          | C   | UH   | <a href="#">Projects spanning M153 to M154</a>                      | AC            | MBH        | 2                   | 30            | 8                    | 0.21  | 16 Jul 2004    |                    |                 |
| 45.16          | M154+0.06                      | C   | JB   | Enter State Park  |               |            |                     |               |                      |       |                |                    |                 |
| 45.24          | +0.14                          | C   | UH   | <a href="#">Projects spanning M154 to M155</a>                      | AC            | MBH        | 2                   | 36            | 8                    | 0.58  | 16 Jul 2004    |                    |                 |
| 45.81          | +0.71                          | C   | J    | Old SB095 and Buckskin Mtn State Park -- [L2]                       |               |            |                     |               |                      |       |                |                    |                 |
| 45.82          | +0.72                          | C   | UH   | <a href="#">Projects spanning M154 to M155</a>                      | AC            | MBH        | 2                   | 24            | 8                    | 0.09  | 16 Jul 2004    |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      | 0.09  |                |                    |                 |
| 45.90          | +0.80                          | C   | UH   | <a href="#">Projects spanning M154 to M155</a>                      | AC            | MBH        | 2                   | 24            | 5                    | 1.04  | 1997           |                    |                 |
| 45.95          | +0.85                          | C   | OP   | Buckskin Pedestrian   |               |            |                     |               |                      |       | 1994           | 140 ft Concrete    |                 |
| 46.00          | +0.90                          | C   | J    | Local Rd -- [L23]   |               |            |                     |               |                      |       |                |                    |                 |
| 46.57          | M155+0.56                      | C   | JB   | Temp Leave State Park   |               |            |                     |               |                      |       |                |                    |                 |
| 46.70          | +0.69                          | C   | JB   | Reenter State Park  |               |            |                     |               |                      |       |                |                    |                 |
| 46.95          | +0.94                          | C   | UH   | <a href="#">Projects spanning M155 to M156</a>                      | AC            | AC         | 2                   | 24            | 5                    | 0.25  | 29 Mar 2004    |                    |                 |

**S 095 at M155+0.94**

**M155+0.94 on S 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 095 at M156+0.13**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M156+0.13 on S 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|
| 47.19          | M156 +0.13                     | C   | J    | Buckskin Mountain State Park -- [L2]                      |               |            |                     |               |                      |       | 29 Mar 2004    |                    |                  |
|                |                                | C   | UH   | <a href="#">Projects spanning M156 to M157</a>            | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.13           |                    |                  |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                           |               |            |                     | 6             |                      |       | 0.13           |                    |                  |
| 47.33          | +0.26                          | C   | J    | Buckskin Mountain State Park Maintenance Access Rd -- [L] |               |            |                     |               |                      |       | 29 Mar 2004    |                    |                  |
|                |                                | C   | UH   | <a href="#">Projects spanning M156 to M157</a>            | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.01           |                    |                  |
| 47.34          | +0.27                          | C   | UH   |   | AC            | MBH        | 2                   | 5             | 24                   | 5     | 2.41           |                    | 1997             |
| 47.92          | +0.85                          | C   | JB   | Temp Leave State Park                                     |               |            |                     |               |                      |       |                |                    |                  |
| 48.43          | M157 +0.33                     | C   | JB   | Reenter State Park  |               |            |                     |               |                      |       |                |                    |                  |
| 48.90          | +0.80                          | C   | JB   | Leave State Park  |               |            |                     |               |                      |       |                |                    |                  |
| 49.65          | M158 +0.58                     | C   | MD   | 12 ft Painted Median                                      |               |            |                     | 12            |                      |       | 0.10           |                    |                  |
| 49.75          | +0.68                          | C   | NB   | <a href="#">Projects spanning M158 to M159</a>            | AC            | MBH        | 1                   | 1             | 12                   | 1     | 0.10           |                    | 1997             |
|                |                                | C   | MD   | Variable Concrete Curbed Median                           |               |            |                     |               |                      |       | 0.16           |                    |                  |
| 49.84          | +0.77                          | C   | J    | SS095(2) to Dam -- [L2]                                   |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | C   | NB   | <a href="#">Projects spanning M158 to M159</a>            | AC            | AC         | 1                   | 1             | 12                   | 2     | 0.06           |                    | 07 Apr 2004      |
| 49.90          | +0.83                          | C   | UH   |   | AC            | MBH        | 2                   | 6             | 24                   | 6     | 2.99           |                    | 1997             |
| 52.82          | M161 +0.63                     | C   | BR   | Bill Williams River                                       |               |            |                     |               |                      |       |                | 1967               | 1126 ft Concrete |
| 52.89          | +0.70                          | C   | UH   | <a href="#">Projects spanning M161 to M162</a>            | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.25           |                    | Apr 2001         |
| 52.91          | +0.72                          | C   | JB   | Mohave County   |               |            |                     |               |                      |       |                |                    |                  |
| 53.15          | M162 +0.08                     | C   | UH   | <a href="#">Projects spanning M162 to M163</a>            | AC            | AC         | 2                   | 5             | 24                   | 5     | 6.14           |                    | Apr 2001         |
| 58.73          | M167 +0.66                     | C   | J    | SS095(3) Cattail Cove Rd -- [L23]                         |               |            |                     |               |                      |       |                |                    |                  |
| 59.28          | M168 +0.22                     | C   | UH   | <a href="#">Projects spanning M168 to M169</a>            | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.06           |                    | 27 May 2004      |
| 59.34          | +0.27                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 36                   | 5     | 2.49           |                    | 27 May 2004      |
| 61.25          | M170 +0.18                     | C   | J    | Scenic Viewpoint -- [L2]                                  |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | C   | MD   | 12 ft Painted Median                                      |               |            |                     | 12            |                      |       | 0.06           |                    |                  |
| 61.27          | +0.20                          | C   | RA   | Scenic Viewpoint Left (No Services)                       | AC            | AC         | 2                   |               | 24                   |       | 0.03           |                    | 27 May 2004      |
| 61.29          | +0.22                          | C   | RA   | Scenic Viewpoint Left                                     | AC            | AC         | 2                   |               | 24                   |       | 0.03           |                    | 27 May 2004      |
| 61.31          | +0.24                          | C   | J    | Scenic Viewpoint -- [L3]                                  |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | C   | RA   | Scenic Viewpoint Left (No Services)                       | AC            | AC         | 2                   |               | 24                   |       | 0.03           |                    | 27 May 2004      |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                           |               |            |                     | 6             |                      |       | 0.03           |                    |                  |
| 61.83          | +0.76                          | C   | UH   | <a href="#">Projects spanning M170 to M171</a>            | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.15           |                    | 27 May 2004      |
| 61.98          | +0.91                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.47           |                    | 27 May 2004      |
| 62.45          | M171 +0.39                     | C   | UH   | <a href="#">Projects spanning M171 to M172</a>            | AC            | AC         | 2                   | 5             | 24                   | 5     | 5.35           |                    | Apr 2001         |
| 67.81          | M176 +0.74                     | C   | UH   | <a href="#">Projects spanning M176 to M177</a>            | AC            | AC         | 2.5                 | 4.5           | 30                   | 5     | 0.13           |                    | 25 Jun 2004      |
| 67.93          | +0.86                          | C   | UH   |   | AC            | AC         | 3                   | 4             | 36                   | 5     | 0.01           |                    | 25 Jun 2004      |
| 67.94          | +0.87                          | C   | UH   |   | AC            | AC         | 3.5                 | 4             | 42                   | 5     | 0.06           |                    | 25 Jun 2004      |
| 68.00          | +0.93                          | C   | UB   | SUB Lake Havasu City                                      |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | C   | JB   | SCL Lake Havasu City                                      |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | C   | UH   | <a href="#">Projects spanning M176 to M177</a>            | AC            | AC         | 4                   | 0             | 48                   | 5     | 0.09           |                    | 25 Jun 2004      |
|                |                                | C   | CG   | Curb to Left and Right                                    |               |            |                     |               |                      |       | 10.57          |                    | 25 Jun 2004      |

**S 095 at M176+0.93**

**M176+0.93 on S 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 095 at M177+0.03**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M177+0.03 on S 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 68.09          | M177 +0.03                     | C   | UH   | <a href="#">Projects spanning M177 to M178</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 4.70           | 25 Jun 2004        |                 |
|                |                                | C   | J    | McCulloch Blvd South (Signalized) -- [B124]    |               |            |                     |               |                      |       |                |                    |                 |
| 68.14          | +0.07                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 10.55          |                    |                 |
| 69.01          | +0.95                          | C   | J    | Oro Grande (Signalized) -- [B1234]             |               |            |                     |               |                      |       |                |                    |                 |
| 69.32          | M178 +0.27                     | C   | BR   | Mockingbird Wash                               |               |            |                     |               |                      |       | 1982           | 163 ft Concrete    |                 |
| 70.04          | +0.99                          | C   | J    | Acoma Blvd South (Signalized) -- [B1234]       |               |            |                     |               |                      |       |                |                    |                 |
| 71.05          | M180 +0.00                     | C   | VMS  | (SB) Variable Message Sign #82 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 71.54          | +0.49                          | C   | J    | Aqua Safety Center -- [L23]                    |               |            |                     |               |                      |       |                |                    |                 |
| 72.46          | M181 +0.42                     | C   | J    | Mulberry Ave (Signalized) -- [B1234]           |               |            |                     |               |                      |       |                |                    |                 |
| 72.68          | +0.63                          | C   | J    | Park Ave -- [L23]                              |               |            |                     |               |                      |       |                |                    |                 |
| 72.79          | +0.75                          | C   | UH   | <a href="#">Projects spanning M181 to M182</a> | AC            | AC         | 4                   | 0             | 53                   | 0     | 0.12           | 25 Jun 2004        |                 |
| 72.91          | +0.87                          | C   | J    | Smoketree Ave (Signalized) -- [B124]           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M181 to M182</a> | AC            | AC         | 4                   | 0             | 52                   | 0     | 0.39           | 25 Jun 2004        |                 |
| 73.30          | M182 +0.26                     | C   | J    | Swanson Ave (Signalized) -- [B124]             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M182 to M183</a> | AC            | AC         | 4                   | 0             | 53                   | 0     | 0.82           | 25 Jun 2004        |                 |
| 73.41          | +0.36                          | C   | UP   | McCulloch Blvd                                 |               |            |                     |               |                      |       | 1977           |                    | 16'-06"         |
| 73.52          | +0.48                          | C   | J    | Mesquite Ave (Signalized) -- [B1234]           |               |            |                     |               |                      |       |                |                    |                 |
| 74.13          | M183 +0.08                     | C   | J    | Palo Verde Blvd South (Signalized) -- [B1234]  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M183 to M184</a> | AC            | AC         | 4                   | 0             | 52                   | 0     | 0.75           | 25 Jun 2004        |                 |
| 74.87          | +0.83                          | C   | J    | Industrial Blvd (Signalized) -- [B1234]        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M183 to M184</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 3.68           | 25 Jun 2004        |                 |
| 75.05          | M184 +0.00                     | C   | J    | Acoma Blvd West (Signalized) -- [B124]         |               |            |                     |               |                      |       |                |                    |                 |
| 75.53          | +0.48                          | C   | J    | Kiowa Blvd (Signalized) -- [B124]              |               |            |                     |               |                      |       |                |                    |                 |
| 76.51          | M185 +0.46                     | C   | J    | Palo Verde Blvd North (Signalized) -- [B1234]  |               |            |                     |               |                      |       |                |                    |                 |
| 77.26          | M186 +0.21                     | C   | BR   | Fallen Springs Wash                            |               |            |                     |               |                      |       | 1982           | 226 ft Concrete    |                 |
| 77.63          | +0.59                          | C   | J    | Jacobs Row (Signalized) -- [L23]               |               |            |                     |               |                      |       |                |                    |                 |
| 77.81          | +0.76                          | C   | J    | Lake Dr -- [L2]                                |               |            |                     |               |                      |       |                |                    |                 |
| 77.84          | +0.79                          | C   | JB   | Temp Leave Lake Havasu City                    |               |            |                     |               |                      |       |                |                    |                 |
| 77.96          | +0.91                          | C   | J    | Unknown Rd -- [L23]                            |               |            |                     |               |                      |       |                |                    |                 |
| 78.43          | M187 +0.38                     | C   | J    | Hyde Park -- [L2]                              |               |            |                     |               |                      |       |                |                    |                 |
| 78.55          | +0.51                          | C   | JB   | Reenter Lake Havasu City                       |               |            |                     |               |                      |       |                |                    |                 |
| 78.56          |                                | C   | J    | Chenoweth Dr (Signalized) -- [B1234]           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | NUB Lake Havasu City                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | NUB Lake Havasu City                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M187 to M188</a> | AC            | AC         | 4                   | 7             | 48                   | 6     | 0.13           | 25 Jun 2004        |                 |
| 78.69          | +0.64                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 8     | 2.23           | 25 Jun 2004        |                 |
|                |                                | C   | MD   | Variable 0-22 ft Soil Median                   |               |            |                     |               |                      |       | 0.27           |                    |                 |
| 78.96          | +0.92                          | C   | MD   | 22 ft Soil Median                              |               |            |                     |               |                      |       | 1.79           |                    |                 |
| 79.08          | M188 +0.03                     | A   | J    | Price Dr -- [L23]                              |               |            |                     |               |                      |       |                |                    |                 |

**S 095 at M188+0.03**

**M188+0.03 on S 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 095 at M188+0.70**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M188+0.70 on S 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 79.75          | M188 +0.70                     | A   | J    | Retail Centre Blvd -- [L23]  |               |            |                     |               |                      |       |                |                    |                 |
| 80.07          | M189 +0.02                     | A   | J    | Airport Centre Blvd -- [L23]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 80.48          | +0.43                          | A   | J    | Centre Loop -- [L23]   |               |            |                     |               |                      |       |                |                    |                 |
| 80.75          | +0.70                          | C   | MD   | Variable 22-0 ft Soil Median                                       |               |            |                     |               |                      | 0.08  |                |                    |                 |
| 80.92          | +0.87                          | C   | UH   | <a href="#">Projects spanning M189 to M190</a>                     | AC            | AC         | 4                   | 7             | 48                   | 8     | 0.04           | 25 Jun 2004        |                 |
|                |                                | C   | J    | Old London Bridge Rd -- [L23]                                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                                    |               |            |                     | 6             |                      |       | 0.22           |                    |                 |
| 80.96          | +0.91                          | C   | UH   | <a href="#">Projects spanning M189 to M190</a>                     | AC            | AC         | 3.5                 | 7             | 42                   | 8     | 0.04           | 25 Jun 2004        |                 |
| 81.00          | +0.94                          | C   | UH   |  | AC            | AC         | 3                   | 7             | 36                   | 8     | 0.15           | 25 Jun 2004        |                 |
| 81.15          | M190 +0.09                     | C   | UH   | <a href="#">Projects spanning M190 to M191</a>                     | AC            | AC         | 2                   | 7             | 24                   | 8     | 0.02           | 25 Jun 2004        |                 |
| 81.17          | +0.12                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 3.57           | 31 May 2001        |                 |
| 81.67          | +0.62                          | C   | JB   | NCL Lake Havasu City   |               |            |                     |               |                      |       |                |                    |                 |
| 81.74          | M191 +0.00                     | C   | EQ   | MP 190+0.69 Back Equals MP 191+0.00 Ahead                          |               |            |                     |               |                      |       |                |                    |                 |
| 84.74          | M194                           | C   | UH   | <a href="#">Projects spanning M194 to M195</a>                     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.53           | 77                 |                 |
| 85.27          | +0.53                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 36                   | 2     | 0.83           | 77                 |                 |
| 86.10          | M195 +0.35                     | C   | UH   | <a href="#">Projects spanning M195 to M196</a>                     | AC            | AC         | 2                   | 2             | 36                   | 2     | 0.65           | 31 May 2002        |                 |
| 86.75          | M196 +0.00                     | C   | UH   | <a href="#">Projects spanning M196 to M197</a>                     | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.55           | 31 May 2002        |                 |
| 88.30          | M197 +0.55                     | C   | UH   | <a href="#">Projects spanning M197 to M198</a>                     | AC            | AC         | 2                   | 8             | 36                   | 8     | 2.70           | 07 Jun 2002        |                 |
| 90.75          | M200 +0.00                     | C   | VMS  | (NB) Variable Message Sign #104 (Proposed)                         |               |            |                     |               |                      |       |                |                    |                 |
| 91.00          | +0.25                          | C   | UH   | <a href="#">Projects spanning M200 to M201</a>                     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.41           | 07 Jun 2002        |                 |
| 91.41          | +0.66                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.19           | 31 May 2002        |                 |
| 92.60          | M201 +0.84                     | C   | UH   | <a href="#">Projects spanning M201 to M202</a>                     | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.21           | 31 May 2002        |                 |
| 92.71          | +0.95                          | C   | J    | I 040 Exit #9 A & G-Ramp -- [R1]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 92.74          | +0.98                          | A   | OP   | I 040  |               |            |                     |               |                      |       |                | Unknown            |                 |
| 92.81          | M202 +0.06                     | C   | J    | Segment End at I 040 Exit #9 J & C-Ramp -- [R]                     |               |            |                     |               |                      |       |                |                    |                 |
| 111.43         | M226 +0.08                     | C   | J    | Continue S 095 at AZ/CA Line on Colorado River Bridge near Needles |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M226 to M227</a>                     | AC            | AC         | 2                   | 10            | 24                   | 6     | 0.07           | 78                 |                 |
| 111.51         | +0.15                          | C   | UH   |  | AC            | AC         | 2                   | 10            | 24                   | 6     | 0.06           | 25 Mar 2003        |                 |
| 111.56         | +0.21                          | C   | J    | Dike Rd -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M226 to M227</a>                     | AC            | AC         | 2                   | 7             | 24                   | 0     | 0.08           | 25 Mar 2003        |                 |
| 111.65         | +0.29                          | C   | J    | Levee Rd -- [B1]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M226 to M227</a>                     | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.92           | 25 Mar 2003        |                 |
| 111.73         | +0.37                          | C   | J    | Vacation Dr -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 111.85         | +0.49                          | C   | J    | Honduras Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 111.94         | +0.59                          | C   | J    | Empire Rd -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 112.17         | +0.81                          | C   | J    | Plantation Dr -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 112.20         | +0.84                          | C   | J    | Jamaica Dr -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 112.26         | +0.90                          | C   | J    | Hamilton Dr -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 112.57         | M227 +0.22                     | C   | J    | Barrackman Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |

**S 095 at M227+0.22**

**M227+0.22 on S 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 095 at M227+0.22**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M227+0.22 on S 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 112.57         | M227 +0.22                     | C   | UH   | <a href="#">Projects spanning M227 to M228</a>              | AC            | AC         | 2                   | 6             | 24                   | 5     | 0.06           | 25 Mar 2003        |                 |
| 112.63         | +0.27                          | C   | UH   |   | BST           | MBH        | 2                   | 1             | 24                   | 2     | 0.03           | 90                 |                 |
| 112.66         | +0.31                          | C   | UH   |   | AC            | AC         | 4                   | 2             | 48                   | 2     | 1.91           | Sep 2000           |                 |
| 112.68         | +0.32                          | C   | J    | Mohave Valley Rd/ Courtwright Rd (Ex-S 095 South) -- [B234] |               |            |                     |               |                      |       |                |                    |                 |
| 112.89         | +0.53                          | C   | VMS  | (SB) Variable Message Sign #81 (Proposed)                   |               |            |                     |               |                      |       |                |                    |                 |
| 114.57         | M229 +0.19                     | C   | UH   | <a href="#">Projects spanning M229 to M230</a>              | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.10           | 30 Jun 2002        |                 |
| 114.66         | +0.28                          | C   | J    | Laguna Rd (Signalized) -- [B124]                            |               |            |                     |               |                      |       |                |                    |                 |
| 114.67         | +0.29                          | C   | UH   | <a href="#">Projects spanning M229 to M230</a>              | AC            | AC         | 4                   | 2             | 48                   | 2     | 8.01           | Sep 2000           |                 |
| 114.72         | +0.34                          | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.88           |                    |                 |
| 115.66         | M230 +0.30                     | C   | J    | Willow Dr -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 116.66         | M231                           | C   | J    | King St (Signalized) -- [B234]                              |               |            |                     |               |                      |       |                |                    |                 |
| 117.16         | +0.80                          | C   | J    | Cimarron Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 119.21         | M233 +0.88                     | C   | J    | Jerome Ave -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 119.69         | M234 +0.37                     | C   | J    | Boundary Cone Rd -- [B24]                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | SUB Bullhead City   |               |            |                     |               |                      |       |                |                    |                 |
| 120.50         | M235 +0.19                     | C   | MD   | Variable 0-12 ft Painted Median                             |               |            |                     | 6             |                      |       | 0.19           |                    |                 |
| 120.70         | +0.38                          | C   | J    | Lipan Blvd -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 120.76         | +0.44                          | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.22           |                    |                 |
| 120.99         | +0.67                          | C   | J    | Solano Place -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 121.05         | +0.73                          | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.13           |                    |                 |
| 121.19         | +0.88                          | C   | J    | Pinion Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 121.25         | M236 +0.01                     | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.45           |                    |                 |
| 121.44         | +0.20                          | C   | J    | Chaparral Dr  |               |            |                     |               |                      |       |                |                    |                 |
| 121.69         | +0.45                          | C   | J    | Joy Ln -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 121.76         | +0.51                          | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.93           |                    |                 |
| 122.50         | M237 +0.21                     | C   | CG   | Curb to Right   |               |            |                     |               |                      |       | 0.18           |                    |                 |
| 122.68         | +0.39                          | C   | UH   | <a href="#">Projects spanning M237 to M238</a>              | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.03           | 13 Feb 2004        |                 |
|                |                                | C   | CG   | Curb to Left and Right                                      |               |            |                     |               |                      |       | 0.03           |                    |                 |
| 122.69         | +0.40                          | C   | J    | El Rodeo Rd (Signalized) -- [R4]                            |               |            |                     |               |                      |       |                |                    |                 |
| 122.70         | +0.41                          | C   | UH   | <a href="#">Projects spanning M237 to M238</a>              | AC            | AC         | 4                   | 2             | 48                   | 2     | 2.56           | Sep 2000           |                 |
| 122.75         | +0.46                          | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.32           |                    |                 |
| 123.14         | +0.85                          | C   | J    | Aztec Rd -- [B234]  |               |            |                     |               |                      |       |                |                    |                 |
| 123.19         | +0.90                          | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.44           |                    |                 |
| 123.29         | M238 +0.01                     | C   | J    | El Rodeo Rd -- [R14]  |               |            |                     |               |                      |       |                |                    |                 |
| 123.69         | +0.41                          | C   | J    | Camp Mohave Rd -- [B24]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 123.76         | +0.48                          | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.38           |                    |                 |
| 124.20         | +0.92                          | C   | J    | Valencia Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 124.27         | M239 +0.02                     | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.85           |                    |                 |
| 124.80         | +0.55                          | C   | JB   | SCL Bullhead City Elev 540                                  |               |            |                     |               |                      |       |                |                    |                 |

**S 095 at M239+0.55**

**M239+0.55 on S 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 095 at M239+0.83**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M239+0.83 on S 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 125.08         | M239 +0.83                     | C   | J    | Corwin Rd -- [R14]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 125.18         | +0.93                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 2.14  |                |                    |                 |
| 125.23         | +0.98                          | C   | CG   | Curb to Right  |               |            |                     |               |                      | 0.04  |                |                    |                 |
| 125.27         | M240 +0.01                     | C   | UH   | <a href="#">Projects spanning M240 to M241</a>         | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.13           | Sep 2000           |                 |
|                |                                | C   | CG   | Curb and sidewalk to Left and Right                    |               |            |                     |               |                      |       | 0.66           |                    |                 |
| 125.35         | +0.09                          | C   | J    | Central Ave -- [B]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 125.40         | +0.15                          | C   | UH   | <a href="#">Projects spanning M240 to M241</a>         | AC            | AC         | 4                   | 0             | 48                   | 0     | 2.82           | 30 Apr 1999        |                 |
| 125.64         | +0.38                          | C   | J    | Richardo Ave -- [R]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 125.77         | +0.51                          | C   | J    | North Ave -- [B]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 125.88         | +0.63                          | C   | J    | Rising Sun Rd -- [L2]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 125.92         | +0.67                          | C   | J    | Central Ave -- [B13]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 125.93         | +0.68                          | C   | J    | Bullhead Pkwy -- [R14]                                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb and sidewalk to right Curb to left                |               |            |                     |               |                      |       | 0.92           |                    |                 |
| 126.36         | M241 +0.14                     | C   | J    | Local Rd -- [R14]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 126.49         | +0.27                          | C   | J    | Bullhead Parkway South -- [R1]                         |               |            |                     |               |                      |       |                |                    |                 |
| 126.86         | +0.64                          | C   | J    | Rainbow Dr   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb and sidewalk to Left and Right                    |               |            |                     |               |                      |       | 0.51           |                    |                 |
| 126.97         | +0.75                          | C   | J    | Mohave Community College -- [B14]                      |               |            |                     |               |                      |       |                |                    |                 |
| 127.33         | M242 +0.12                     | C   | J    | Easy St -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 127.36         | +0.16                          | C   | J    | Meadows Dr -- [L23]                                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 1.18  |                |                    |                 |
|                |                                | C   | CG   | Curb and sidewalk to Right Curb to Left                |               |            |                     |               |                      |       | 0.60           |                    |                 |
| 127.40         | +0.20                          | C   | J    | Cottontail Ln -- [R]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 127.96         | +0.75                          | C   | J    | Mohave Dr  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb and sidewalk to Left and Right                    |               |            |                     |               |                      |       | 7.11           |                    |                 |
| 128.08         | +0.88                          | C   | J    | Bluff Cir to left and Marble Canyon Dr to right -- [B] |               |            |                     |               |                      |       |                |                    |                 |
| 128.22         | M243 +0.04                     | C   | J    | Newberry Dr -- [B]                                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M243 to M244</a>         | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.84           | 30 Apr 1999        |                 |
| 128.32         | +0.15                          | C   | J    | Horseshoe Ln -- [L]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 128.34         | +0.17                          | C   | J    | Cedar Break Way -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 128.60         | +0.43                          | C   | J    | Riverview Dr -- [B24]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 128.64         | +0.47                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.38  |                |                    |                 |
| 129.06         | +0.88                          | C   | UH   | <a href="#">Projects spanning M243 to M244</a>         | AC            | AC         | 4                   | 4             | 48                   | 4     | 5.84           | 22 Oct 2002        |                 |
| 129.10         | +0.92                          | C   | J    | Marina Blvd (Signalized) -- [B24]                      |               |            |                     |               |                      |       |                |                    |                 |
| 129.16         | +0.99                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.11  |                |                    |                 |
| 129.27         | M244 +0.05                     | C   | J    | Miracle Mile -- [B124]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 129.31         | +0.09                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.09  |                |                    |                 |
| 129.44         | +0.21                          | C   | J    | Thunderstruck Dr (signalized) -- [R4]                  |               |            |                     |               |                      |       |                |                    |                 |
| 129.56         | +0.34                          | C   | J    | Hancock Rd & Alta Vista Rd (Signalized) -- [B234]      |               |            |                     |               |                      |       |                |                    |                 |

**S 095 at M244+0.34**

**M244+0.34 on S 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 095 at M244+0.38**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M244+0.38 on S 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 129.60         | M244 +0.38                     | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.46  |                |                    |                 |
| 130.10         | +0.88                          | C   | J    | Ramar Rd (signalized) -- [B24]                         |               |            |                     |               |                      |       |                |                    |                 |
| 130.14         | +0.92                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.63  |                |                    |                 |
| 130.82         | M245 +0.61                     | C   | J    | Plata Dr & East Shore Villas Dr (Signalized) -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 130.86         | +0.65                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.35  |                |                    |                 |
| 131.25         | M246 +0.10                     | C   | J    | Silver Creek Rd (Signalized) -- [R24]                  |               |            |                     |               |                      |       |                |                    |                 |
| 131.29         | +0.13                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.36  |                |                    |                 |
| 131.65         | +0.50                          | C   | J    | Rancho Colorado Blvd (Signalized) -- [R4]              |               |            |                     |               |                      |       |                |                    |                 |
| 131.68         | +0.53                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.09  |                |                    |                 |
| 131.76         | +0.61                          | C   | J    | Merrill Ave -- [R4]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 131.82         | +0.67                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.97  |                |                    |                 |
| 132.83         | M247                           | C   | J    | 1st St -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.08  |                |                    |                 |
| 132.95         | +0.79                          | C   | J    | 2nd St -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 133.00         | +0.84                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.04  |                |                    |                 |
| 133.07         | +0.91                          | C   | J    | 3rd St (Signalized) -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.09  |                |                    |                 |
| 133.20         | M248 +0.10                     | C   | J    | 4th St -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.09  |                |                    |                 |
| 133.33         | +0.22                          | C   | J    | 5th St -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 133.37         | +0.26                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.04  |                |                    |                 |
| 133.45         | +0.34                          | C   | J    | 6th St -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 133.49         | +0.38                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.04  |                |                    |                 |
| 133.57         | +0.47                          | C   | J    | 7th St (Signalized) -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 133.62         | +0.51                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.55  |                |                    |                 |
| 134.25         | M249 +0.14                     | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.08  |                |                    |                 |
| 134.48         | +0.38                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     | 12            |                      | 0.14  |                |                    |                 |
| 134.90         | +0.80                          | C   | J    | S 068 & Bullhead Parkway North (Signalized) -- [B1234] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | WUB Bullhead City                                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M249 to M250</a>         | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.19           | 22 Oct 2002        |                 |
| 134.96         | +0.86                          | C   | MD   | Variable 0-12 ft Painted Median                        |               |            |                     | 6             |                      | 0.13  |                |                    |                 |
| 135.10         | M250 +0.00                     | C   | X    | End S 095 at Colorado River Bridge                     |               |            |                     |               |                      |       |                |                    |                 |

**S 095 at M250+0.00**

**M250+0.00 on S 095**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 095 at M158+0.68**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M158+0.68 on S 095**

| GIS<br>Route<br>Mile  | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type  | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles         | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|---------------|----------------|-----------------------|--------------------|
| <b>S 095 - Non-cardinal (from low to high for divided hwy segments)</b> |                                      |     |      |  |                  |               |                           |                  |                            |               |                |                       |                    |
| 49.75   | M158 +0.68                           | N   | J    | Begin S 095 SB divided centerline south of SS095(2)      |                  |               |                           |                  |                            |               |                |                       |                    |
|   |                                      | N   | SB   | AC   | MBH              | 1             | 1                         | 13               | 1                          | 0.10          | 1997           |                       |                    |
| 49.85   | +0.77                                | N   | SB   | AC   | AC               | 1             | 2                         | 13               | 0                          | 0.06          | 07 Apr 2004    |                       |                    |
| 49.91   | +0.84                                | N   | J    | S 095 return to single centerline                        |                  |               |                           |                  |                            |               |                |                       |                    |
| 78.69   | M187 +0.64                           | N   | J    | Continue S 095 SB divided centerline in Lake Havasu City |                  |               |                           |                  |                            |               |                |                       |                    |
|   |                                      | N   | SB   | AC   | AC               | 2             | 10                        | 24               | 4                          | 2.23          | 25 Jun 2004    |                       |                    |
| 80.92   | M189 +0.87                           | N   | J    | End S 095 SB   |                  |               |                           |                  |                            |               |                |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                      |     |      |  |                  | <b>307.66</b> | <b>3.77</b>               | <b>33.45</b>     | <b>3.84</b>                | <b>116.46</b> | <b>2001.1</b>  | 30.26 Miles of Median |                    |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                      |     |      |  |                  | <b>4.62</b>   | <b>9.42</b>               | <b>23.26</b>     | <b>3.77</b>                | <b>2.39</b>   | <b>2003.7</b>  |                       |                    |



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 096 at M004+0.02**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M004+0.02 on S 096**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                             | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |  |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|--|
| <b>S 096 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |  |
| 0.00   | M004 +0.02                     | C   | J    | Begin S 096 at S 097                     |               |              |                     |               |                      |              |                |                      |                 |  |
|  |                                | C   | JB   | Inside Yavapai County                    |               |              |                     |               |                      |              |                |                      |                 |  |
|  |                                | C   | UH   | AC                                       | MBH           | 2            | 5                   | 24            | 5                    | 4.06         | 76             |                      |                 |  |
| 0.05   | +0.07                          | C   | EQ   | MP 4.02+0.07 Back Equals MP 5-0.59 Ahead |               |              |                     |               |                      |              |                |                      |                 |  |
| 4.06   | M008 +0.36                     | C   | UH   | AC                                       | Unk           | 2            | 0                   | 24            | 0                    | 0.06         | 1995           |                      |                 |  |
| 4.12   | +0.42                          | C   | UH   | BST                                      | Gravel        | 2            | 2                   | 24            | 2                    | 0.34         | 39             |                      |                 |  |
| 4.46   | +0.76                          | C   | UH   | AC                                       | AC            | 2            | 5                   | 24            | 5                    | 0.60         | 1995           |                      |                 |  |
| 5.06   | M009 +0.42                     | C   | UH   | AC                                       | Unk           | 2            | 0                   | 24            | 0                    | 1.50         | 1995           |                      |                 |  |
| 6.56   | M010 +0.91                     | C   | UH   | AC                                       | AC            | 2            | 5                   | 24            | 5                    | 1.10         | 1995           |                      |                 |  |
| 7.66   | M012 +0.02                     | C   | UH   | AC                                       | AC            | 2            | 1                   | 24            | 1                    | 2.72         | 1995           |                      |                 |  |
| 10.38  | M014 +0.73                     | C   | UH   | AC                                       | AC            | 2            | 1                   | 30            | 1                    | 0.04         | 1995           |                      |                 |  |
| 10.42  | +0.77                          | C   | UH   | AC                                       | AC            | 2            | 1                   | 36            | 1                    | 0.72         | 1995           |                      |                 |  |
| 10.45  | +0.80                          | C   | BR   | Santa Maria River                        |               |              |                     |               |                      |              | 1939           | 392 ft Steel         |                 |  |
| 11.14  | M015 +0.50                     | C   | UH   | AC                                       | AC            | 2            | 1                   | 30            | 1                    | 0.23         | 1995           |                      |                 |  |
| 11.37  | +0.73                          | C   | UH   | AC                                       | AC            | 2            | 1                   | 24            | 1                    | 6.41         | 1995           |                      |                 |  |
| 17.77  | M021 +0.92                     | C   | J    | End S 096 North of Hillside at "T"       |               |              |                     |               |                      |              |                |                      |                 |  |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>35.56</b> | <b>2.23</b>         | <b>24.58</b>  | <b>2.23</b>          | <b>17.78</b> | <b>1989.6</b>  | 0.00 Miles of Median |                 |  |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 097 at M155+0.52**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M155+0.52 on S 097**

| GIS<br>Route<br>Mile                                     | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                                | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles        | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|--|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|--------------|----------------|-----------------------|--------------------|
| <b>S 097 - Cardinal (low to higher reference marker)</b> |                                      |     |      |  |                  |               |                           |                  |                            |              |                |                       |                    |
| 0.00   | M155+0.52                            | C   | J    | Begin S 097 at (SB) U 093 -- [B]               |                  |               |                           |                  |                            |              |                |                       |                    |
|  |                                      | C   | JB   | Inside Yavapai County                          |                  |               |                           |                  |                            |              |                |                       |                    |
|  |                                      | C   | UH   | <a href="#">Projects spanning M155 to M156</a> |                  |               |                           |                  |                            |              |                |                       |                    |
| 0.02   | +0.54                                | C   | J    | AC   | AC               | 2             | 8                         | 24               | 8                          | 0.53         | 26 Nov 2003    |                       |                    |
| 0.31   | +0.83                                | C   | J    | (NB) U 093 -- [B]                              |                  |               |                           |                  |                            |              |                |                       |                    |
|  |                                      | C   | SVP  | SB Paved 1437' long 10' wide                   |                  |               |                           |                  |                            |              |                |                       |                    |
| 0.53   | M156+0.03                            | C   | UH   | <a href="#">Projects spanning M156 to M157</a> |                  |               |                           |                  |                            |              |                |                       |                    |
| 10.90  | M166+0.97                            | C   | J    | AC   | MBH              | 2             | 2                         | 24               | 2                          | 10.37        | 88             |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                      |     |      |  |                  | <b>21.80</b>  | <b>2.29</b>               | <b>24.00</b>     | <b>2.29</b>                | <b>10.90</b> | <b>1988.7</b>  | 0.00 Miles of Median  |                    |

**S 097 at M166+0.97**

**M166+0.97 on S 097**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 098 at M294+0.67**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M294+0.67 on S 098**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 098 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M294 +0.67                     | C   | J    | Begin S 098 at U 089 in Page                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Page, Coconino County                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M294 to M295</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 2.82           | 1995               |                 |
| 2.60   | M297 +0.24                     | C   | J    | Copper Mine Rd -- [B1234]                      |               |            |                     |               |                      |       |                |                    |                 |
| 2.82   | +0.46                          | C   | UH   | <a href="#">Projects spanning M297 to M298</a> | BST           | BST        | 2                   | 5             | 24                   | 5     | 2.07           | 72                 |                 |
| 3.74   | M298 +0.41                     | C   | JB   | ECL Page, Enter Navajo IR                      |               |            |                     |               |                      |       |                |                    |                 |
| 4.58   | M299 +0.27                     | C   | BR   | Antelope Wash                                  |               |            |                     |               |                      |       |                | 1972               | 120 ft Concrete |
| 4.89   | +0.57                          | C   | UH   | <a href="#">Projects spanning M299 to M300</a> | BST           | BST        | 2                   | 5             | 30                   | 5     | 0.06           | 72                 |                 |
| 4.95   | +0.63                          | C   | UH   |  | BST           | BST        | 2                   | 5             | 36                   | 5     | 0.17           | 72                 |                 |
| 5.12   | +0.80                          | C   | UH   |  | BST           | BST        | 2                   | 5             | 30                   | 5     | 0.15           | 72                 |                 |
| 5.27   | +0.95                          | C   | UH   |  | BST           | BST        | 2                   | 5             | 24                   | 5     | 0.56           | 72                 |                 |
| 5.83   | M300 +0.54                     | C   | UH   | <a href="#">Projects spanning M300 to M301</a> | BST           | BST        | 2                   | 5             | 30                   | 5     | 0.14           | 72                 |                 |
| 5.96   | +0.68                          | C   | UH   |  | BST           | BST        | 2                   | 5             | 36                   | 5     | 0.04           | 72                 |                 |
| 6.00   | +0.72                          | C   | UH   |  | BST           | BST        | 2                   | 5             | 24                   | 5     | 28.83          | 72                 |                 |
| 6.18   | +0.90                          | C   | J    | Glen Canyon Gen Station                        |               |            |                     |               |                      |       |                |                    |                 |
| 34.83  | M329 +0.53                     | C   | UH   | <a href="#">Projects spanning M329 to M330</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 3.11           | 1993               |                 |
| 35.06  | +0.76                          | C   | J    | Kaibito Rd South                               |               |            |                     |               |                      |       |                |                    |                 |
| 35.49  | M330 +0.18                     | C   | SVP  | EB Paved                                       |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 36.32  | M331 +0.05                     | C   | J    | Kaibito School Rd                              |               |            |                     |               |                      |       |                |                    |                 |
| 37.94  | M332 +0.69                     | C   | UH   | <a href="#">Projects spanning M332 to M333</a> | BST           | BST        | 2                   | 5             | 24                   | 5     | 0.79           | 72                 |                 |
| 38.73  | M333 +0.44                     | C   | UH   | <a href="#">Projects spanning M333 to M334</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 5.00           | 1993               |                 |
| 43.73  | M338                           | C   | UH   | <a href="#">Projects spanning M338 to M339</a> | BST           | BST        | 2                   | 5             | 24                   | 5     | 0.49           | 72                 |                 |
| 44.22  | +0.93                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.08           | 1993               |                 |
| 45.30  | M340 +0.00                     | C   | UH   | <a href="#">Projects spanning M340 to M341</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 8.39           | 03 Oct 2004        |                 |
| 51.39  | M346 +0.09                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 03 Oct 2005        |                 |
| 53.62  | M348 +0.31                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                | 03 Oct 2005        |                 |
| 53.69  | +0.39                          | C   | UH   | <a href="#">Projects spanning M348 to M349</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 13.11          | 03 Oct 2005        |                 |
| 54.46  | M349 +0.18                     | C   | SVP  | WB Bus Pullout Paved 124' long 0-14' wide      |               |            |                     |               |                      |       | 0.02           | 03 Oct 2005        |                 |
| 54.49  | +0.20                          | C   | SVP  | WB Bus Pullout Paved 154' long 14'             |               |            |                     |               |                      |       | 0.03           | 03 Oct 2005        |                 |
| 54.52  | +0.23                          | C   | SVP  | WB Bus Pullout Paved 115' long 14-0' wide      |               |            |                     |               |                      |       | 0.02           | 03 Oct 2005        |                 |
| 54.58  | +0.29                          | C   | J    | Inscription House Rd North -- [B1234]          |               |            |                     |               |                      |       |                | 03 Oct 2004        |                 |
| 55.36  | M350 +0.05                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                | 03 Oct 2005        |                 |
| 56.70  | M351 +0.40                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 03 Oct 2005        |                 |
| 57.23  | +0.92                          | C   | SVP  | EB Bus Pullout Paved 250' long 16' wide        |               |            |                     |               |                      |       | 0.03           | 03 Oct 2005        |                 |
| 57.51  | M352 +0.19                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 03 Oct 2005        |                 |
|  |                                | C   | JB   | Navajo County                                  |               |            |                     |               |                      |       |                |                    |                 |
| 59.09  | M353 +0.77                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                | 03 Oct 2005        |                 |

**S 098 at M353+0.77**

**M353+0.77 on S 098**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 098 at M354+0.98**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M354+0.98 on S 098**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| 60.28                                     | M354 +0.98                     | C   | J    | Local Rd -- [B]                                    |               |            |                     |               |                      |             | 03 Oct 2005    |                    |                      |
| 60.82                                     | M355 +0.50                     | C   | J    | Shonto Rd North -- [L2]                            |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     | 12            |                      | 0.01        |                |                    |                      |
| 60.83                                     | +0.51                          | C   | MD   | Variable 12-0 ft Painted Median                    |               |            |                     | 6             |                      | 0.09        |                |                    |                      |
| 61.00                                     | +0.68                          | C   | J    | Local Rd -- [R]                                    |               |            |                     |               |                      |             | 03 Oct 2005    |                    |                      |
| 64.81                                     | M359 +0.52                     | C   | SVP  | EB Bus Pullout Paved 98' long 0-14' wide           |               |            |                     |               |                      | 0.02        | 03 Oct 2005    |                    |                      |
| 64.83                                     | +0.54                          | C   | SVP  | EB Bus Pullout Paved 210' long 14' wide            |               |            |                     |               |                      | 0.04        | 03 Oct 2005    |                    |                      |
| 64.86                                     | +0.56                          | C   | J    | Local Rd -- [R]                                    |               |            |                     |               |                      |             | 03 Oct 2005    |                    |                      |
| 64.87                                     | +0.58                          | C   | SVP  | EB Bus Pullout Paved 135' long 14-0' wide          |               |            |                     |               |                      | 0.03        | 03 Oct 2005    |                    |                      |
| 65.93                                     | M360 +0.63                     | C   | J    | Local Rd -- [L]                                    |               |            |                     |               |                      |             | 03 Oct 2005    |                    |                      |
| 66.39                                     | M361 +0.08                     | C   | SVP  | EB Bus Pullout Paved 78' long variable 0-14' wide  |               |            |                     |               |                      | 0.01        | 03 Oct 2005    |                    |                      |
| 66.44                                     | +0.12                          | C   | SVP  | EB Bus Pullout Paved 233' long 14' wide            |               |            |                     |               |                      | 0.04        | 03 Oct 2005    |                    |                      |
| 66.46                                     | +0.15                          | C   | SVP  | EB Bus Pullout Paved 113' long variable 14-0' wide |               |            |                     |               |                      | 0.02        | 03 Oct 2005    |                    |                      |
| 66.62                                     | +0.31                          | C   | J    | Housing Development -- [L]                         |               |            |                     |               |                      |             | 03 Oct 2005    |                    |                      |
| 66.80                                     | +0.49                          | C   | UH   | <a href="#">Projects spanning M361 to M362</a>     | BST           | BST        | 2                   | 5             | 24                   | 5           | 0.06           | 72                 |                      |
|   |                                | C   | X    | Western Railroad                                   |               |            |                     |               |                      |             |                |                    |                      |
| 66.85                                     | +0.56                          | C   | J    | End S 098 at U 160 -- [B1]                         |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |  |               |            | <b>133.74</b>       | <b>5.00</b>   | <b>24.07</b>         | <b>5.00</b> | <b>66.87</b>   | <b>1986.3</b>      | 0.10 Miles of Median |

**S 098 at M361+0.56**

**M361+0.56 on S 098**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 099 at M027+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M027+0.50 on S 099**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 099 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M027 +0.50                     | C   | J    | Begin S 099 South of Winslow  |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Navajo County  |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M27 to M28</a>  | AC            | MBL        | 2                   | 2             | 24                   | 2           | 10.60          | 28 Jun 2002        |                      |
|  |                                | C   | X    | Mileposts set by Odometer   |               |            |                     |               |                      |             |                |                    |                      |
| 8.76   | M036 +0.34                     | C   | J    | Joseph City Rd  |               |            |                     |               |                      |             |                |                    |                      |
| 10.59  | M038 +0.22                     | C   | BR   | Clear Creek   |               |            |                     |               |                      |             | 1950           | 167 ft Steel       |                      |
| 10.60  |                                | C   | UH   | <a href="#">Projects spanning M38 to M39</a>  | AC            | Unk        | 2                   | 0             | 24                   | 0           | 4.41           | 28 Jun 2002        |                      |
| 11.27  | +0.90                          | C   | BR   | Jacks Canyon  |               |            |                     |               |                      |             | 1949           | 91 ft Steel        |                      |
| 11.45  | M039 +0.07                     | C   | J    | Mc Hood County Park Rd  |               |            |                     |               |                      |             |                |                    |                      |
| 15.00  | M042 +0.64                     | C   | UB   | EUB Winslow   |               |            |                     |               |                      |             |                |                    |                      |
| 15.01  | +0.65                          | C   | J    | Segment End S 087 to Winslow - Overlaps S 087 for 1.29 miles  |               |            |                     |               |                      |             |                |                    |                      |
| 16.30  | +1.94                          | C   | J    | Overlaps SB040(6) for 1.95 miles  |               |            |                     |               |                      |             |                |                    |                      |
| 18.25  | +3.89                          | C   | J    | Overlaps I 040 Exit #252 J-ramp, I 040, and I 040 Exit #245 C-ramp for 6.68 miles                   |               |            |                     |               |                      |             |                |                    |                      |
| 24.94  | M052 +0.69                     | C   | J    | Continue S 099 at I 040 Exit #245 C & J-ramp to Leupp -- [L]  |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Coconino County  |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M52 to M53</a>  | AC            | MBH        | 2                   | 1             | 24                   | 1           | 1.24           | 68                 |                      |
| 26.18  | M053 +0.93                     | C   | UH   | <a href="#">Projects spanning M53 to M54</a>  | BST           | BST        | 2                   | 1             | 24                   | 1           | 7.24           | 68                 |                      |
| 33.26  | M061 +0.05                     | C   | JB   | Enter Navajo IR   |               |            |                     |               |                      |             |                |                    |                      |
| 33.42  | +0.21                          | C   | UH   | <a href="#">Projects spanning M61 to M62</a>  | AC            | MBH        | 2                   | 1             | 24                   | 1           | 10.07          | 89                 |                      |
| 43.49  | M071 +0.33                     | C   | UH   | <a href="#">Projects spanning M71 to M72</a>  | AC            | MBH        | 2                   | 5             | 24                   | 5           | 0.82           | 89                 |                      |
| 43.98  | +0.81                          | C   | BR   | Canyon Diablo   |               |            |                     |               |                      |             |                | Concrete           |                      |
| 44.20  | M072 +0.05                     | C   | X    | Sunrise TP (Reported in 1992 Log - If you know what this entry means, contact jbreyer@gisworks.com) |               |            |                     |               |                      |             |                |                    |                      |
| 44.31  | +0.16                          | C   | J    | Temporary End S 099 at BIA 15   |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | X    | Next 41.78 Miles Survey Only Toward Gary Mountain on U 089  |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |   |               |            | <b>68.76</b>        | <b>1.28</b>   | <b>24.00</b>         | <b>1.28</b> | <b>34.38</b>   | <b>1989.5</b>      | 0.00 Miles of Median |

**S 099 at M072+0.16**

**M072+0.16 on S 099**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M001+0.21**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.21 on S 101**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 101 - Cardinal (low to higher reference marker)</b> |                                |     |  |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M001 +0.21                     | C   | J (NB) Begin S 101 at I 010 near 99th Ave in Phoenix         |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB Inside Avondale Urbanized Area                            |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB Inside Avondale, Maricopa County                          |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB <a href="#">Projects spanning M1 to M2</a>                | PCC          | PCC           | 2          | 8                   | 24            | 10                   | 0.62  | 14 Oct 2001    |                    |                 |
| 0.25   | +0.46                          | C   | JB WCL Tolleson  |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.26   |                                | C   | OP (NB) Over 99th Ave, Frontages, I 010, Canal, and S-E Ramp |              |               |            |                     |               |                      |       | 1998           | 2483 ft Concrete   |                 |
| 0.27   | +0.48                          | C   | UB WUB Phoenix-Mesa  |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.43   | +0.63                          | C   | MD Variable Soil Median                                      |              |               |            |                     |               |                      | 15.48 |                |                    |                 |
| 0.62   | +0.83                          | C   | NB <a href="#">Projects spanning M1 to M2</a>                | AC/PCC       | PCC           | 2          | 8                   | 24            | 10                   | 0.01  | 23 Oct 2005    |                    |                 |
| 0.63   |                                | C   | NB <a href="#">Projects spanning M1 to M2</a>                | AC/PCC       | AC/PCC        | 2          | 8                   | 24            | 10                   | 0.12  | 23 Oct 2005    |                    |                 |
| 0.67   | +0.88                          | A   | TI (EB/WB) McDowell Rd Crossing                              | PCC          | PCC           | 4          |                     | 48            |                      | 0.16  | 14 Oct 2001    |                    |                 |
| 0.68   |                                | C   | OP (NB) Exit #2  |              |               |            |                     |               |                      |       | 2000           | 206 ft Concrete    |                 |
|  |                                | A   | JB SCL Phoenix   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.69   | +0.89                          | C   | TI (NB) McDowell Rd (on)                                     | Unk          | Unk           | 2          | 2                   | 24            | 2                    | 0.03  | 14 Oct 2001    |                    |                 |
| 0.72   | +0.92                          | C   | TI (NB) McDowell Rd (on)                                     | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.18  | 23 Oct 2005    |                    |                 |
| 0.75   | +0.95                          | C   | NB <a href="#">Projects spanning M1 to M2</a>                | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.15  | 23 Oct 2005    |                    |                 |
|  |                                | C   | TI (NB) I 010 WB (on)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.90   | M002 +0.10                     | C   | NB <a href="#">Projects spanning M2 to M3</a>                | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.57  | 23 Oct 2005    |                    |                 |
| 1.33   | +0.53                          | C   | CG Curb to Right   |              |               |            |                     |               |                      | 0.34  |                |                    |                 |
| 1.47   | +0.66                          | C   | NB <a href="#">Projects spanning M2 to M3</a>                | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.54  | 23 Oct 2005    |                    |                 |
|  |                                | C   | TI (NB) Thomas Rd (off)                                      | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.18  | 23 Oct 2005    |                    |                 |
| 1.64   | +0.84                          | C   | TI (NB) Thomas Rd (off)                                      | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.06  | 14 Oct 2001    |                    |                 |
| 1.69   | +0.89                          | C   | TI (NB) Thomas Rd (off)                                      | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.05  | 14 Oct 2001    |                    |                 |
| 1.74   | +0.94                          | A   | OP Exit #2 Thomas Rd   |              |               |            |                     |               |                      |       | 2000           | 206 ft Concrete    |                 |
|  |                                | A   | TI (EB/WB) Thomas Rd Crossing                                | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  | 14 Oct 2001    |                    |                 |
| 1.76   | +0.96                          | C   | TI (NB) Thomas Rd (on)                                       | Unk          | Unk           | 2          | 2                   | 24            | 2                    | 0.04  | 14 Oct 2001    |                    |                 |
| 1.79   | +0.98                          | C   | CG Curb to Right   |              |               |            |                     |               |                      | 1.94  |                |                    |                 |
|  |                                | C   | TI (NB) Thomas Rd (on)                                       | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.22  | 23 Oct 2005    |                    |                 |
| 2.01   | M003 +0.21                     | C   | NB <a href="#">Projects spanning M3 to M4</a>                | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.47  | 23 Oct 2005    |                    |                 |
| 2.48   | +0.68                          | C   | NB <a href="#">Projects spanning M3 to M4</a>                | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.48  | 23 Oct 2005    |                    |                 |
|  |                                | C   | TI (NB) Indian School Rd (off)                               | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.15  | 23 Oct 2005    |                    |                 |
| 2.63   | +0.83                          | C   | TI (NB) Indian School Rd (off)                               | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.01  | 14 Oct 2001    |                    |                 |
| 2.64   | +0.84                          | C   | TI (NB) Indian School Rd (off)                               | Unk          | Unk           | 2          | 2                   | 24            | 8                    | 0.05  | 14 Oct 2001    |                    |                 |
| 2.69   | +0.89                          | C   | TI (NB) Indian School Rd (off)                               | Unk          | Unk           | 3          | 2                   | 36            | 8                    | 0.05  | 14 Oct 2001    |                    |                 |
| 2.75   | +0.94                          | A   | TI (EB/WB) Indian School Rd Crossing                         | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  | 14 Oct 2001    |                    |                 |
|  |                                | A   | UP Exit #3 Indian School Rd                                  |              |               |            |                     |               |                      |       | 2000           |                    | ??-??"          |
|  | +0.95                          | C   | TI (NB) Indian School Rd (on)                                | Unk          | Unk           | 2          | 2                   | 24            | 2                    | 0.03  | 14 Oct 2001    |                    |                 |

**S 101 at M003+0.95**

**M003+0.95 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M003+0.98**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M003+0.98 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 2.79           | M003+0.98                      | C   | TI (NB) Indian School Rd (on)                 | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.18  | 23 Oct 2005    |                    |                 |
| 2.96           | M004+0.16                      | C   | NB <a href="#">Projects spanning M4 to M5</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.57  | 23 Oct 2005    |                    |                 |
| 3.28           | +0.48                          | A   | JB Enter Maricopa County Island               |              |               |            |                     |               |                      |       |                |                    |                 |
| 3.53           | +0.73                          | C   | NB <a href="#">Projects spanning M4 to M5</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.10  | 23 Oct 2005    |                    |                 |
|                |                                | C   | TI (NB) Camelback Rd (off)                    | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.16  | 23 Oct 2005    |                    |                 |
| 3.63           | +0.83                          | C   | NB <a href="#">Projects spanning M4 to M5</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.25  | 23 Oct 2005    |                    |                 |
| 3.69           | +0.89                          | C   | TI (NB) Camelback Rd (off)                    | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.01  | 14 Oct 2001    |                    |                 |
| 3.71           | +0.90                          | C   | TI (NB) Camelback Rd (off)                    | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.04  | 14 Oct 2001    |                    |                 |
| 3.75           | +0.94                          | C   | TI (NB) Camelback Rd (off)                    | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.02  | 14 Oct 2001    |                    |                 |
| 3.77           | +0.96                          | C   | TI (NB) Camelback Rd WB (off)                 | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.03  | 14 Oct 2001    |                    |                 |
|                | +0.97                          | C   | TI (NB) Camelback Rd EB (off)                 | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.02  | 14 Oct 2001    |                    |                 |
| 3.79           | +0.99                          | A   | TI (EB/WB) Camelback Rd Crossing              | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  | 14 Oct 2001    |                    |                 |
|                | M005+0.00                      | A   | JB Maricopa County Island / SCL Glendale      |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | OP (NB) Exit #5 Camelback Rd                  |              |               |            |                     |               |                      |       | 2000           | 207 ft Concrete    |                 |
| 3.80           | +0.01                          | C   | CG Curb to Right                              |              |               |            |                     |               |                      | 0.88  |                |                    |                 |
| 3.81           |                                | C   | TI (NB) Camelback Rd WB (on)                  | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.03  | 14 Oct 2001    |                    |                 |
|                |                                | C   | TI (NB) Camelback Rd EB (on)                  | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.03  | 14 Oct 2001    |                    |                 |
| 3.83           | +0.03                          | C   | TI (NB) Camelback Rd (on)                     | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.02  | 14 Oct 2001    |                    |                 |
| 3.85           | +0.05                          | C   | TI (NB) Camelback Rd (on)                     | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.21  | 14 Oct 2001    |                    |                 |
| 3.89           | +0.09                          | C   | NB <a href="#">Projects spanning M5 to M6</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.17  | 23 Oct 2005    |                    |                 |
| 4.05           | +0.25                          | C   | NB  | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.32  | 23 Oct 2005    |                    |                 |
| 4.38           | +0.58                          | C   | NB  | AC/PCC       | AC/PCC        | 3          | 8                   | 42            | 10                   | 0.12  | 23 Oct 2005    |                    |                 |
| 4.50           | +0.70                          | C   | NB  | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.21  | 23 Oct 2005    |                    |                 |
| 4.70           | +0.90                          | C   | NB  | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.16  | 23 Oct 2005    |                    |                 |
| 4.80           | +1.00                          | C   | BR (NB) Grand Canal                           |              |               |            |                     |               |                      |       | 2000           | 396 ft Concrete    |                 |
| 4.86           | M006+0.06                      | C   | NB <a href="#">Projects spanning M6 to M7</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.55  | 23 Oct 2005    |                    |                 |
| 4.88           | +0.08                          | C   | CG Curb to Right                              |              |               |            |                     |               |                      | 0.76  |                |                    |                 |
| 5.41           | +0.60                          | C   | NB <a href="#">Projects spanning M6 to M7</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 42            | 10                   | 0.02  | 23 Oct 2005    |                    |                 |
| 5.42           | +0.62                          | C   | NB  | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.08  | 23 Oct 2005    |                    |                 |
| 5.51           | +0.71                          | C   | NB  | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.02  | 23 Oct 2005    |                    |                 |
|                |                                | C   | TI (NB) Glendale Ave (off)                    | PCC          | PCC           | 1          |                     | 12            |                      | 0.10  | 14 Oct 2001    |                    |                 |
| 5.52           | +0.72                          | C   | NB <a href="#">Projects spanning M6 to M7</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.57  | 23 Oct 2005    |                    |                 |
| 5.60           | +0.80                          | C   | TI (NB) Glendale Ave (off)                    | PCC          | PCC           | 2          |                     | 24            |                      | 0.11  | 14 Oct 2001    |                    |                 |
| 5.71           | +0.91                          | C   | TI (NB) Glendale Ave (off)                    | PCC          | PCC           | 3          |                     | 36            |                      | 0.03  | 14 Oct 2001    |                    |                 |
| 5.74           | +0.94                          | C   | TI (NB) Glendale Ave WB (off)                 | PCC          | PCC           | 2          |                     | 24            |                      | 0.04  | 14 Oct 2001    |                    |                 |
|                |                                | C   | TI (NB) Glendale Ave EB (off)                 | PCC          | PCC           | 1          |                     | 12            |                      | 0.04  | 14 Oct 2001    |                    |                 |
| 5.77           | +0.97                          | A   | TI (EB/WB) Glendale Ave Crossing              | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  | 14 Oct 2001    |                    |                 |
| 5.78           |                                | C   | OP (NB) Exit #6 Glendale Ave                  |              |               |            |                     |               |                      |       | 14 Oct 2001    | 213 ft Concrete    |                 |
|                | +0.98                          | A   | JB NCL Glendale / Maricopa County Island      |              |               |            |                     |               |                      |       |                |                    |                 |

**S 101 at M006+0.98**

**M006+0.98 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M006+0.98**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M006+0.98 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 5.79           | M006 +0.98                     | C   | TI (NB) Glendale Ave WB (on)                   | PCC          | PCC           | 1          |                     | 12            |                      | 0.03  | 14 Oct 2001    |                    |                 |
|                | +0.99                          | C   | TI (NB) Glendale Ave EB (on)                   | PCC          | PCC           | 2          |                     | 24            |                      | 0.02  | 14 Oct 2001    |                    |                 |
| 5.81           | M007 +0.00                     | C   | TI (NB) Glendale Ave (on)                      | PCC          | PCC           | 3          |                     | 36            |                      | 0.02  | 14 Oct 2001    |                    |                 |
| 5.82           | +0.01                          | C   | TI (NB) Glendale Ave (on)                      | PCC          | PCC           | 2          |                     | 24            |                      | 0.01  | 14 Oct 2001    |                    |                 |
| 5.83           | +0.02                          | C   | TI (NB) Glendale Ave (on)                      | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.02  | 23 Oct 2005    |                    |                 |
| 5.85           | +0.04                          | C   | TI (NB) Glendale Ave (on)                      | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.26  | 23 Oct 2005    |                    |                 |
| 5.91           | +0.10                          | C   | CG Curb to Right                               |              |               |            |                     |               |                      | 0.19  |                |                    |                 |
| 6.09           | +0.28                          | C   | NB <a href="#">Projects spanning M7 to M8</a>  | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.24  | 23 Oct 2005    |                    |                 |
| 6.34           | +0.53                          | C   | NB   | AC/PCC       | AC/CRCP       | 3          | 8                   | 48            | 10                   | 0.07  | 23 Oct 2005    |                    |                 |
| 6.41           | +0.60                          | C   | NB   | AC/CRCP      | AC/CRCP       | 3          | 8                   | 48            | 10                   | 0.16  | 23 Oct 2005    |                    |                 |
| 6.56           | +0.75                          | C   | NB   | AC/CRCP      | AC/CRCP       | 3          | 8                   | 36            | 10                   | 0.60  | 23 Oct 2005    |                    |                 |
|                |                                | C   | TI (NB) Northern Ave (off)                     | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.14  | 23 Oct 2005    |                    |                 |
| 6.70           | +0.89                          | C   | TI (NB) Northern Ave (off)                     | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.12  | 14 Oct 2001    |                    |                 |
| 6.82           | M008 +0.02                     | C   | TI (NB) Northern Ave (off)                     | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.08  | 14 Oct 2001    |                    |                 |
| 6.87           | +0.07                          | C   | JB Maricopa County Island / SCL Peoria         |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.88           | +0.08                          | A   | OP Exit #8 Northern Ave                        |              |               |            |                     |               |                      |       | 1988           | 226 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Northern Ave Crossing               | PCC          | PCC           | 4          |                     | 48            |                      | 0.24  |                |                    |                 |
| 6.89           | +0.10                          | C   | TI (NB) Northern Ave (off)                     | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.04  | 14 Oct 2001    |                    |                 |
| 6.95           | +0.15                          | C   | TI (NB) Northern Ave (on)                      | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.14  | 18 Jun 1988    |                    |                 |
| 7.09           | +0.29                          | C   | TI (NB) Northern Ave (on)                      | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.15  | 18 Jun 1988    |                    |                 |
| 7.16           | +0.37                          | C   | NB <a href="#">Projects spanning M8 to M9</a>  | AC/CRCP      | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.07  | 23 Oct 2005    |                    |                 |
| 7.23           | +0.43                          | C   | NB   | AC/CRCP      | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.09  | 23 Oct 2005    |                    |                 |
| 7.32           | +0.52                          | C   | NB   | AC/CRCP      | AC/PCC        | 3          | 8                   | 42            | 10                   | 0.17  | 23 Oct 2005    |                    |                 |
| 7.49           | +0.69                          | C   | NB   | AC/CRCP      | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.17  | 23 Oct 2005    |                    |                 |
| 7.66           | +0.87                          | C   | NB   | AC/CRCP      | AC/PCC        | 3          | 8                   | 42            | 10                   | 0.06  | 23 Oct 2005    |                    |                 |
| 7.72           | +0.93                          | C   | NB   | AC/CRCP      | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.06  | 23 Oct 2005    |                    |                 |
| 7.78           | +0.99                          | C   | NB   | AC/CRCP      | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.02  | 23 Oct 2005    |                    |                 |
|                |                                | C   | TI (NB) Olive Ave (off)                        | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.19  | 18 Jun 1988    |                    |                 |
| 7.81           | M009 +0.00                     | C   | NB <a href="#">Projects spanning M9 to M10</a> | AC/CRCP      | AC/CRCP       | 3          | 8                   | 36            | 10                   | 0.50  | 23 Oct 2005    |                    |                 |
| 7.97           | +0.17                          | C   | TI (NB) Olive Ave (off)                        | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.06  | 18 Jun 1988    |                    |                 |
| 8.03           | +0.23                          | C   | TI (NB) Olive Ave (off)                        | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.05  | 18 Jun 1988    |                    |                 |
| 8.09           | +0.28                          | A   | OP Exit #9 Olive Ave                           |              |               |            |                     |               |                      |       | 1988           | 160 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Olive Ave Crossing                  | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  |                |                    |                 |
| 8.10           | +0.29                          | C   | TI (NB) Olive Ave (on)                         | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.18  | 18 Jun 1988    |                    |                 |
| 8.28           | +0.48                          | C   | TI (NB) Olive Ave (on)                         | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.11  | 18 Jun 1988    |                    |                 |
| 8.31           | +0.50                          | C   | NB <a href="#">Projects spanning M9 to M10</a> | AC/CRCP      | AC/CRCP       | 3          | 8                   | 36            | 10                   | 0.09  | 23 Oct 2005    |                    |                 |
| 8.39           | +0.59                          | C   | NB   | AC/CRCP      | AC/CRCP       | 3          | 8                   | 48            | 10                   | 0.08  | 23 Oct 2005    |                    |                 |
| 8.47           | +0.66                          | C   | NB   | AC/CRCP      | AC/CRCP       | 3          | 8                   | 42            | 10                   | 0.17  | 23 Oct 2005    |                    |                 |
| 8.63           | +0.83                          | C   | NB   | AC/CRCP      | AC/CRCP       | 3          | 8                   | 36            | 10                   | 0.09  | 23 Oct 2005    |                    |                 |

**S 101 at M009+0.83**

**M009+0.83 on S 101**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M009+0.92**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M009+0.92 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 8.72           | M009 +0.92                     | C   | NB   | <a href="#">Projects spanning M9 to M10</a>  | AC/CRCP       | AC/CRCP    | 3                   | 8             | 42                   | 10    | 0.06           |                    |                 |
| 8.78           | +0.98                          | C   | NB   |  | AC/CRCP       | AC/CRCP    | 3                   | 8             | 48                   | 10    | 0.08           |                    |                 |
| 8.87           | M010 +0.07                     | C   | NB   | <a href="#">Projects spanning M10 to M11</a> | AC/CRCP       | AC/CRCP    | 3                   | 8             | 36                   | 10    | 0.02           |                    |                 |
|                |                                | C   | TI   | (NB) Peoria Ave (off)                        | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.12           |                    |                 |
| 8.89           | +0.09                          | C   | NB   | <a href="#">Projects spanning M10 to M11</a> | AC/CRCP       | AC/CRCP    | 3                   | 8             | 36                   | 10    | 0.42           |                    |                 |
| 8.99           | +0.19                          | C   | TI   | (NB) Peoria Ave (off)                        | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.04           |                    |                 |
| 9.03           | +0.23                          | C   | TI   | (NB) Peoria Ave (off)                        | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.05           |                    |                 |
| 9.10           | +0.30                          | A   | OP   | Exit #10 Peoria Ave                          |               |            |                     |               |                      |       |                | 1988               | 174 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Peoria Ave Crossing                  | PCC           | PCC        | 4                   | 8             | 48                   | 2     | 0.15           |                    |                 |
|                |                                | C   | TI   | (NB) Peoria Ave (on)                         | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.13           | 08 Mar 1989        |                 |
| 9.23           | +0.43                          | C   | TI   | (NB) Peoria Ave (on)                         | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.18           | 08 Mar 1989        |                 |
| 9.31           | +0.51                          | C   | NB   | <a href="#">Projects spanning M10 to M11</a> | AC/CRCP       | CRCP       | 3                   | 8             | 36                   | 10    | 0.09           |                    |                 |
| 9.40           | +0.60                          | C   | NB   |  | AC/CRCP       | CRCP       | 3                   | 8             | 48                   | 10    | 0.15           |                    |                 |
| 9.55           | +0.75                          | C   | NB   |  | AC/CRCP       | CRCP       | 3                   | 8             | 42                   | 10    | 0.12           |                    |                 |
| 9.67           | +0.87                          | C   | NB   |  | AC/CRCP       | CRCP       | 3                   | 8             | 42                   | 10    | 0.04           |                    |                 |
| 9.71           | +0.91                          | C   | NB   |  | AC/CRCP       | CRCP       | 3                   | 8             | 48                   | 10    | 0.04           |                    |                 |
| 9.75           | +0.95                          | C   | NB   |  | AC/CRCP       | CRCP       | 3                   | 8             | 36                   | 10    | 0.04           |                    |                 |
|                |                                | C   | TI   | (NB) Grand Ave (off)                         | AC            | AC         | 1                   | 2             | 12                   | 8     | 0.13           | 08 Mar 1989        |                 |
| 9.78           | +0.98                          | C   | CG   | Curb to Right                                |               |            |                     |               |                      |       | 0.49           |                    |                 |
| 9.79           | M011 +0.00                     | C   | NB   | <a href="#">Projects spanning M11 to M12</a> | AC/CRCP       | AC/CRCP    | 3                   | 8             | 36                   | 10    | 0.91           |                    |                 |
| 9.88           | +0.09                          | C   | TI   | (NB) Grand Ave (off)                         | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.03           | 08 Mar 1989        |                 |
| 9.92           | +0.12                          | C   | TI   | (NB) Grand Ave (off)                         | AC            | AC         | 3                   | 2             | 36                   | 8     | 0.09           | 08 Mar 1989        |                 |
| 10.02          | +0.22                          | A   | UP   | Exit #11 Grand Avenue                        |               |            |                     |               |                      |       |                | 1988               | 16'-11"         |
| 10.05          | +0.25                          | A   | UP   | Burlington Northern Santa Fe RR              |               |            |                     |               |                      |       |                | 1988               | 16'-11"         |
| 10.25          | +0.45                          | C   | TI   | (NB) Cactus Rd (on)                          | AC            | AC         | 1                   |               | 12                   |       | 0.21           |                    |                 |
| 10.47          | +0.67                          | C   | TI   | (NB) Cactus Rd (on)                          | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.25           |                    |                 |
| 10.54          | +0.74                          | C   | UP   | (NB) Exit #11A 91st Ave                      |               |            |                     |               |                      |       |                | 2002               | ??'-??"         |
| 10.70          | +0.90                          | C   | NB   | <a href="#">Projects spanning M11 to M12</a> | AC/CRCP       | AC/CRCP    | 3                   | 8             | 48                   | 10    | 0.49           |                    |                 |
| 11.19          | M012 +0.39                     | C   | CG   | Curb to Right                                |               |            |                     |               |                      |       | 0.08           |                    |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M12 to M13</a> | AC/CRCP       | AC/CRCP    | 3                   | 8             | 36                   | 10    | 0.61           |                    |                 |
|                |                                | C   | TI   | (NB) Thunderbird Rd (off)                    | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.19           | 23 Oct 2005        |                 |
| 11.38          | +0.58                          | C   | TI   | (NB) Thunderbird Rd (off)                    | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.03           | 08 Mar 1989        |                 |
| 11.41          | +0.61                          | C   | TI   | (NB) Thunderbird Rd (off)                    | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.06           | 08 Mar 1989        |                 |
| 11.47          | +0.67                          | C   | TI   | (NB) Thunderbird Rd (off)                    | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.05           | 08 Mar 1989        |                 |
| 11.48          | +0.68                          | A   | OP   | Exit #12 Thunderbird Rd                      |               |            |                     |               |                      |       |                | 1988               | 242 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Thunderbird Rd Crossing              | PCC           | PCC        | 4                   |               | 48                   |       | 0.25           |                    |                 |
| 11.54          | +0.74                          | C   | TI   | (NB) Thunderbird Rd (on)                     | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.05           | 08 Mar 1989        |                 |
| 11.58          | +0.79                          | C   | TI   | (NB) Thunderbird Rd (on)                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.05           | 23 Oct 2005        |                 |
| 11.63          | +0.84                          | C   | TI   | (NB) Thunderbird Rd (on)                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.17           | 23 Oct 2005        |                 |

**S 101 at M012+0.84**

**M012+0.84 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M013+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M013+0.00 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 11.80          | M013 +0.00                     | C   | NB   | <a href="#">Projects spanning M13 to M14</a> | AC/CRCP       | AC/CRCP    | 3                   | 8             | 48                   | 10    | 0.13           | 23 Oct 2005        |                 |
| 11.93          | +0.13                          | C   | NB   |  | AC/CRCP       | AC/CRCP    | 3                   | 8             | 42                   | 10    | 0.17           | 23 Oct 2005        |                 |
| 12.10          | +0.30                          | C   | NB   |  | AC/CRCP       | AC/CRCP    | 3                   | 8             | 36                   | 10    | 0.34           | 23 Oct 2005        |                 |
| 12.30          | +0.50                          | A   | BR   | Skunk Creek                                  |               |            |                     |               |                      |       |                | 1989               | 491 ft Concrete |
| 12.44          | +0.64                          | C   | NB   | <a href="#">Projects spanning M13 to M14</a> | AC/CRCP       | AC/CRCP    | 3                   | 8             | 36                   | 10    | 0.60           | 23 Oct 2005        |                 |
| 13.04          | M014 +0.25                     | C   | NB   | <a href="#">Projects spanning M14 to M15</a> | AC/CRCP       | AC/CRCP    | 3                   | 8             | 42                   | 10    | 0.04           | 23 Oct 2005        |                 |
| 13.08          | +0.29                          | C   | NB   |  | AC/CRCP       | AC/CRCP    | 3                   | 8             | 48                   | 10    | 0.08           | 23 Oct 2005        |                 |
| 13.16          | +0.37                          | C   | NB   |  | AC/CRCP       | AC/CRCP    | 3                   | 8             | 36                   | 10    | 0.01           | 08 Jul 1990        |                 |
|                |                                | C   | TI   | (NB) Bell Rd (off)                           | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.28           | 08 Mar 1989        |                 |
| 13.18          | +0.39                          | C   | NB   | <a href="#">Projects spanning M14 to M15</a> | AC/CRCP       | AC/CRCP    | 3                   | 8             | 36                   | 10    | 0.35           | 08 Jul 1990        |                 |
| 13.19          | +0.40                          | C   | CG   | Curb to Right                                |               |            |                     |               |                      |       | 0.15           |                    |                 |
| 13.44          | +0.65                          | C   | TI   | (NB) Bell Rd (off)                           | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.06           | 08 Mar 1989        |                 |
| 13.51          | +0.72                          | C   | TI   | (NB) Bell Rd WB (off)                        | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.03           | 08 Mar 1989        |                 |
|                |                                | C   | TI   | (NB) Bell Rd EB (off)                        | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.03           | 08 Mar 1989        |                 |
| 13.53          | +0.74                          | C   | NB   | <a href="#">Projects spanning M14 to M15</a> | AC/PCC        | AC/CRCP    | 3                   | 8             | 36                   | 10    | 0.30           | 08 Jul 1990        |                 |
|                |                                | A   | OP   | Exit #14 Bell Rd                             |               |            |                     |               |                      |       |                | 1988               | 205 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Bell Rd Crossing                     | PCC           | PCC        | 4                   |               | 48                   |       | 0.26           |                    |                 |
| 13.54          | +0.75                          | C   | JB   | NCL Peoria / WCL Glendale                    |               |            |                     |               |                      |       |                |                    |                 |
| 13.55          | +0.76                          | C   | TI   | (NB) Bell Rd EB (on)                         | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.04           | 08 Jul 1990        |                 |
| 13.56          | +0.77                          | C   | TI   | (NB) Bell Rd WB (on)                         | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.03           | 08 Jul 1990        |                 |
| 13.58          | +0.79                          | C   | TI   | (NB) Bell Rd (on)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.18           | 08 Jul 1990        |                 |
| 13.76          | +0.97                          | C   | CG   | Curb to Right                                |               |            |                     |               |                      |       | 0.68           |                    |                 |
| 13.77          | +0.98                          | C   | TI   | (NB) Bell Rd (on)                            | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.07           | 08 Jul 1990        |                 |
| 13.83          | M015 +0.04                     | C   | NB   | <a href="#">Projects spanning M15 to M16</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.17           | 08 Jul 1990        |                 |
| 13.88          | +0.09                          | A   | TI   | 83rd Avenue Grade Separation                 | PCC           | PCC        | 2                   | 26            | 24                   | 16    | 0.09           |                    |                 |
| 13.90          | +0.11                          | A   | UP   | 83rd Ave                                     |               |            |                     |               |                      |       |                | 1990               | 16'-06"         |
| 14.00          | +0.21                          | C   | NB   | <a href="#">Projects spanning M15 to M16</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 42                   | 10    | 0.23           | 08 Jul 1990        |                 |
| 14.23          | +0.44                          | C   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.03           | 08 Jul 1990        |                 |
| 14.26          | +0.47                          | C   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.09           | 08 Jul 1990        |                 |
| 14.35          | +0.56                          | C   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.01           | 08 Jul 1990        |                 |
|                |                                | C   | TI   | (NB) Union Hills (off)                       | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.11           | 08 Jul 1990        |                 |
| 14.36          | +0.57                          | C   | NB   | <a href="#">Projects spanning M15 to M16</a> | AC            | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.06           | 08 Jul 1990        |                 |
| 14.43          | +0.64                          | C   | NB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.26           | 10 Nov 2003        |                 |
| 14.46          | +0.67                          | C   | TI   | (NB) Union Hills (off)                       | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.05           | 08 Jul 1990        |                 |
| 14.52          | +0.73                          | C   | TI   | (NB) Union Hills (off)                       | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.07           | 08 Jul 1990        |                 |
| 14.59          | +0.80                          | A   | UP   | Exit #15 Union Hills Dr                      |               |            |                     |               |                      |       |                | 1990               | 17'-04"         |
|                |                                | A   | TI   | (EB/WB) Union Hill Dr Crossing               | PCC           | PCC        | 4                   |               | 48                   |       | 0.15           |                    |                 |
| 14.60          | +0.81                          | C   | TI   | (NB) Union Hills (on)                        | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.04           | 08 Jul 1990        |                 |
| 14.64          | +0.85                          | C   | TI   | (NB) Union Hills (on)                        | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.06           | 08 Jul 1990        |                 |

**S 101 at M015+0.85**

**M015+0.85 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M015+0.89**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M015+0.89 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 14.69          | M015 +0.89                     | C   | NB   | <a href="#">Projects spanning M15 to M16</a> | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.12           | 10 Nov 2003        |                 |
| 14.70          | +0.90                          | C   | TI   | (NB) Union Hills (on)                        | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.11           | 08 Jul 1990        |                 |
| 14.80          | M016 +0.01                     | C   | NB   | <a href="#">Projects spanning M16 to M17</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.98           | 10 Nov 2003        |                 |
| 15.78          | M017 +0.00                     | C   | TI   | (EB) 75th Ave (off)                          | AC/PCC        | AC/PCC     | 1                   | 6             | 14                   | 2     | 0.08           | 08 Jul 1990        |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M17 to M18</a> | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.24           | 10 Nov 2003        |                 |
| 15.86          | +0.08                          | C   | TI   | (EB) 75th Ave (off)                          | PCC           | PCC        | 1                   | 6             | 14                   | 2     | 0.02           | 08 Jul 1990        |                 |
| 15.88          | +0.10                          | C   | TI   | (EB) 75th Ave (off)                          | PCC           | PCC        | 2                   | 6             | 28                   | 2     | 0.05           | 08 Jul 1990        |                 |
| 15.91          | +0.12                          | C   | MD   | 30 ft Soil Median                            |               |            |                     |               |                      |       | 2.24           |                    |                 |
| 15.93          | +0.15                          | C   | TI   | (EB) 75th Ave (off)                          | PCC           | PCC        | 3                   | 6             | 42                   | 2     | 0.08           | 08 Jul 1990        |                 |
| 16.02          | +0.23                          | C   | FR   | One Way Frontage Rd EB                       | Unk           | Unk        | 2                   |               | 24                   |       | 1.00           |                    |                 |
|                | +0.24                          | A   | TI   | (NB/SB) 75th Ave Crossing                    | PCC           | PCC        | 4                   |               | 48                   |       | 0.15           |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M17 to M18</a> | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.23           | 10 Nov 2003        |                 |
|                |                                | A   | UP   | Exit #17 75th Ave                            |               |            |                     |               |                      |       |                | 1996               | ??-??"          |
| 16.03          | +0.25                          | C   | TI   | (EB) 75th Ave (on)                           | PCC           | PCC        | 1                   | 6             | 14                   | 2     | 0.07           | 18 Nov 1996        |                 |
| 16.10          | +0.32                          | C   | TI   | (EB) 75th Ave (on)                           | AC/PCC        | AC/PCC     | 2                   | 6             | 28                   | 2     | 0.05           | 18 Nov 1996        |                 |
| 16.15          | +0.37                          | C   | TI   | (EB) 75th Ave (on)                           | AC/PCC        | AC/PCC     | 2                   | 6             | 28                   | 2     | 0.10           | 18 Nov 1996        |                 |
| 16.25          | +0.47                          | C   | EB   | <a href="#">Projects spanning M17 to M18</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.52           | 10 Nov 2003        |                 |
| 16.77          | +0.99                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.48           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) 67th Ave (off)                          | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 8     | 0.11           | 18 Nov 1996        |                 |
| 16.87          | M018 +0.09                     | C   | TI   | (EB) 67th Ave (off)                          | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.05           | 18 Nov 1996        |                 |
| 16.92          | +0.14                          | C   | TI   | (EB) 67th Ave (off)                          | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.09           | 18 Nov 1996        |                 |
| 17.02          | +0.24                          | C   | FR   | One Way Frontage Rd EB                       | Unk           | Unk        | 2                   |               | 24                   |       | 0.94           |                    |                 |
|                |                                | A   | UP   | Exit #18 67th Ave                            |               |            |                     |               |                      |       |                | 1996               | ??-??"          |
|                |                                | A   | TI   | (NB/SB) 67th Ave Crossing                    | PCC           | PCC        | 4                   |               | 48                   |       | 0.16           |                    |                 |
| 17.03          | +0.25                          | C   | TI   | (EB) 67th Ave (on)                           | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.06           | 18 Nov 1996        |                 |
| 17.09          | +0.31                          | C   | TI   | (EB) 67th Ave (on)                           | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.03           | 18 Nov 1996        |                 |
| 17.12          | +0.34                          | C   | TI   | (EB) 67th Ave (on)                           | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 8     | 0.13           | 18 Nov 1996        |                 |
| 17.25          | +0.47                          | C   | EB   | <a href="#">Projects spanning M18 to M19</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.45           | 10 Nov 2003        |                 |
| 17.69          | +0.91                          | C   | TI   | (EB) 59th Ave (off)                          | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 8     | 0.11           | 18 Nov 1996        |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M18 to M19</a> | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.49           | 10 Nov 2003        |                 |
| 17.80          | M019 +0.02                     | C   | TI   | (EB) 59th Ave (off)                          | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.01           | 18 Nov 1996        |                 |
| 17.81          | +0.03                          | C   | TI   | (EB) 59th Ave (off)                          | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.08           | 18 Nov 1996        |                 |
| 17.89          | +0.11                          | C   | TI   | (EB) 59th Ave (off)                          | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.06           | 18 Nov 1996        |                 |
| 17.96          | +0.18                          | A   | UP   | Exit #19 59th Ave                            |               |            |                     |               |                      |       |                | 1996               | ??-??"          |
|                |                                | C   | FR   | One Way Frontage Rd EB                       | Unk           | Unk        | 2                   |               | 24                   |       | 1.00           |                    |                 |
|                |                                | A   | TI   | (NB/SB) 59th Ave Crossing                    | PCC           | PCC        | 4                   | 4             | 48                   | 8     | 0.15           | 18 Nov 1996        |                 |
| 17.97          | +0.19                          | C   | TI   | (EB) 59th Ave (on)                           | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.08           | 18 Nov 1996        |                 |
| 18.05          | +0.27                          | C   | TI   | (EB) 59th Ave (on)                           | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.06           | 18 Nov 1996        |                 |
| 18.11          | +0.33                          | C   | TI   | (EB) 59th Ave (on)                           | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 8     | 0.08           | 18 Nov 1996        |                 |

**S 101 at M019+0.33**

**M019+0.33 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M019+0.37**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M019+0.37 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.15          | M019 +0.37                     | C   | MD   | Variable Soil Median with Cable Barrier      |               |            |                     |               |                      | 2.82  |                |                    |                 |
| 18.19          | +0.41                          | C   | EB   | <a href="#">Projects spanning M19 to M20</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.47           | 10 Nov 2003        |                 |
| 18.66          | +0.88                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.56           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) 51st Ave (off)                          | AC/PCC        | AC/PCC     | 1                   | 6             | 14                   | 3     | 0.12           | 18 Nov 1996        |                 |
| 18.78          | M020 +0.00                     | C   | TI   | (EB) 51st Ave (off)                          | PCC           | PCC        | 1                   | 6             | 14                   | 3     | 0.13           | 18 Nov 1996        |                 |
| 18.91          | +0.13                          | C   | TI   | (EB) 51st Ave (off)                          | PCC           | PCC        | 2                   | 6             | 28                   | 3     | 0.04           | 18 Nov 1996        |                 |
| 18.96          | +0.18                          | C   | FR   | One Way Frontage Rd EB                       | Unk           | Unk        | 2                   |               | 24                   |       | 2.01           |                    |                 |
|                |                                | A   | TI   | (NB/SB) 51st Ave Crossing                    | PCC           | PCC        | 4                   |               | 48                   |       | 0.16           |                    |                 |
|                |                                | A   | OP   | Exit #20 51st Ave                            |               |            |                     |               |                      |       |                | 1996               | 178 ft Concrete |
|                |                                | A   | JB   | ECL Glendale / WCL Phoenix                   |               |            |                     |               |                      |       |                |                    |                 |
| 18.97          | +0.19                          | C   | TI   | (EB) 51st Ave (on)                           | PCC           | PCC        | 2                   | 6             | 28                   | 3     | 0.22           | 18 Nov 1996        |                 |
| 19.18          | +0.40                          | C   | TI   | (EB) 51st Ave (on)                           | PCC           | PCC        | 2                   | 6             | 28                   | 3     | 0.01           | 18 Nov 1996        |                 |
| 19.20          | +0.42                          | C   | TI   | (EB) 51st Ave (on)                           | AC/PCC        | AC/PCC     | 2                   | 6             | 28                   | 3     | 0.02           | 18 Nov 1996        |                 |
| 19.22          | +0.44                          | C   | EB   | <a href="#">Projects spanning M20 to M21</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.20           | 10 Nov 2003        |                 |
| 19.41          | +0.63                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 42                   | 10    | 0.08           | 10 Nov 2003        |                 |
| 19.49          | +0.71                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 1.09           | 10 Nov 2003        |                 |
| 20.59          | M021 +0.81                     | C   | EB   | <a href="#">Projects spanning M21 to M22</a> | AC            | AC         | 3                   | 8             | 42                   | 10    | 0.07           | 10 Nov 2003        |                 |
| 20.66          | +0.88                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.09           | 10 Nov 2003        |                 |
| 20.75          | +0.97                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.65           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) 35th Ave/ 31st Ave (off)                | AC/PCC        | AC/PCC     | 1                   | 6             | 14                   | 2     | 0.06           | 18 Nov 1996        |                 |
| 20.81          | M022 +0.03                     | C   | TI   | (EB) 35th Ave/ 31st Ave (off)                | PCC           | PCC        | 1                   | 6             | 14                   | 2     | 0.01           | 18 Nov 1996        |                 |
| 20.82          | +0.05                          | C   | TI   | (EB) 35th Ave/ 31st Ave (off)                | PCC           | PCC        | 1                   | 6             | 14                   | 2     | 0.11           | 18 Nov 1996        |                 |
| 20.94          | +0.16                          | C   | TI   | (EB) 35th Ave/ 31st Ave (off)                | PCC           | PCC        | 2                   | 6             | 28                   | 2     | 0.03           | 18 Nov 1996        |                 |
| 20.97          | +0.19                          | C   | MD   | Concrete Median Barrier                      |               |            |                     |               |                      |       | 0.04           |                    |                 |
|                |                                | A   | OP   | Exit #22 35th Ave                            |               |            |                     |               |                      |       |                | Aug 2001           | 194 ft Concrete |
|                |                                | A   | TI   | (NB/SB) 35th Ave Crossing                    | PCC           | PCC        | 4                   |               | 48                   |       | 0.16           |                    |                 |
| 20.98          | +0.20                          | C   | FR   | One Way Frontage Rd EB                       | Unk           | Unk        | 2                   |               | 24                   |       | 1.21           |                    |                 |
| 21.00          | +0.22                          | C   | MD   | Variable Soil Median with Cable Barrier      |               |            |                     |               |                      |       | 1.16           |                    |                 |
| 21.40          | +0.62                          | C   | EB   | <a href="#">Projects spanning M22 to M23</a> | AC            | AC         | 3                   | 8             | 42                   | 10    | 0.03           | 10 Nov 2003        |                 |
| 21.43          | +0.65                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.09           | 10 Nov 2003        |                 |
| 21.47          | +0.69                          | A   | TI   | (NB/SB) 31st Ave Crossing                    | AC            | AC         | 4                   |               | 48                   |       | 0.11           |                    |                 |
|                |                                | C   | OP   | (EB) 31st Ave                                |               |            |                     |               |                      |       |                | Aug 2001           | 159 ft Concrete |
| 21.51          | +0.74                          | C   | EB   | <a href="#">Projects spanning M22 to M23</a> | AC            | AC         | 2                   | 8             | 24                   | 10    | 0.35           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) I 017 (NB)/(SB) / 27th Ave ramp (off)   | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.08           | Aug 2001           |                 |
| 21.60          | +0.82                          | C   | TI   | (EB) I 017 NB/SB & 27th Ave ramp (off)       | AC/PCC        | AC/PCC     | 2.5                 | 2             | 30                   | 8     | 0.03           | Aug 2001           |                 |
| 21.62          | +0.85                          | C   | TI   | (EB) I 017 NB/SB & 27th Ave ramp (off)       | AC/PCC        | AC/PCC     | 3                   | 2             | 36                   | 8     | 0.07           | Aug 2001           |                 |
| 21.69          | +0.91                          | C   | TI   | (EB) 27th Ave ramp (off)                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.14           | Aug 2001           |                 |
|                |                                | C   | TI   | (EB) I 017 NB/SB ramp (off)                  | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.08           | Aug 2001           |                 |
| 21.77          | +0.99                          | C   | TI   | (EB) I 017 NB/SB ramp (off)                  | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.12           | Aug 2001           |                 |

**S 101 at M022+0.99**

**M022+0.99 on S 101**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 101 at M023+0.05**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M023+0.05 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 21.83          | M023+0.05                      | C   | TI (EB) 27th Ave ramp (off)                     | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.11  | Aug 2001       |                    |                 |
| 21.86          | +0.08                          | C   | EB <a href="#">Projects spanning M23 to M24</a> | AC/PCC       | AC/PCC        | 2          | 8                   | 24            | 10                   | 0.45  | Aug 2001       |                    |                 |
| 21.89          | +0.10                          | C   | TI (EB) I 017 NB/SB ramp (off)                  | PCC          | PCC           | 2.5        | 2                   | 30            | 8                    | 0.03  | Aug 2001       |                    |                 |
| 21.92          | +0.13                          | C   | TI (EB) I 017 NB/SB ramp (off)                  | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.07  | Aug 2001       |                    |                 |
| 21.94          | +0.15                          | C   | TI (EB) 27th Ave ramp (off)                     | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.02  | Aug 2001       |                    |                 |
| 21.97          | +0.19                          | A   | UP Exit #23 27th Ave                            |              |               |            |                     |               |                      |       | 30 Aug 2001    |                    | ??'-??"         |
| 21.98          | +0.20                          | C   | TI (EB) I 017 NB ramp (off)                     | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.44  | Aug 2001       |                    |                 |
|                |                                | C   | TI (EB) I 017 SB ramp (off)                     | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.22  | Aug 2001       |                    |                 |
| 22.16          | +0.38                          | C   | MD Concrete Median Barrier                      |              |               |            |                     |               |                      | 11.16 |                |                    |                 |
| 22.18          | +0.40                          | C   | FR One Way Frontage Rd EB                       | AC           | AC            | 2          | 2                   | 24            | 2                    | 4.82  |                |                    |                 |
| 22.19          |                                | C   | UP (EB) Under I 017 SB/NB                       |              |               |            |                     |               |                      |       | 1997           |                    | ??'-??"         |
| 22.23          | +0.45                          | C   | TI (EB) S 101 Frontage Rd (on)                  | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.10  | Aug 2001       |                    |                 |
| 22.24          | +0.46                          | C   | TI (EB) I 017 NB ramp (off)                     | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.05  | Aug 2001       |                    |                 |
|                |                                | C   | TI (EB) I 017 NB ramp (off)                     | PCC          | PCC           | 1.5        | 2                   | 18            | 8                    | 0.08  | Aug 2001       |                    |                 |
|                |                                | C   | TI (EB) I 017 NB ramp (off)                     | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.09  | Aug 2001       |                    |                 |
| 22.31          | +0.53                          | C   | EB <a href="#">Projects spanning M23 to M24</a> | AC           | AC            | 2          | 8                   | 24            | 10                   | 0.02  | 10 Nov 2003    |                    |                 |
| 22.33          | +0.54                          | C   | EB  | AC           | AC            | 2          | 8                   | 42            | 10                   | 0.11  | 10 Nov 2003    |                    |                 |
| 22.44          | +0.66                          | C   | EB  | AC           | AC            | 2          | 8                   | 30            | 10                   | 0.14  | 10 Nov 2003    |                    |                 |
| 22.47          | +0.69                          | A   | OP 23rd Ave                                     |              |               |            |                     |               |                      |       | Aug 2001       | Unknown            |                 |
|                |                                | A   | TI (NB/SB) 23rd Ave Crossing                    | Unk          | Unk           | 4          |                     | 48            |                      | 0.08  |                |                    |                 |
| 22.58          | +0.80                          | C   | EB <a href="#">Projects spanning M23 to M24</a> | AC           | AC            | 2          | 8                   | 24            | 10                   | 0.23  | 10 Nov 2003    |                    |                 |
| 22.81          | M024+0.04                      | C   | EB <a href="#">Projects spanning M24 to M25</a> | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.24  | 10 Nov 2003    |                    |                 |
|                |                                | C   | TI (EB) I 017 NB/SB/27th Ave ramp (on)          |              |               |            |                     |               |                      |       |                |                    |                 |
| 22.98          | +0.20                          | A   | TI (NB/SB) 19th Ave Crossing                    | Unk          | Unk           | 4          |                     | 48            |                      | 0.08  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #24 19th Ave                       |              |               |            |                     |               |                      |       | Aug 2001       | 172 ft Concrete    |                 |
| 23.05          | +0.27                          | C   | EB <a href="#">Projects spanning M24 to M25</a> | AC           | AC            | 3          | 8                   | 42            | 10                   | 0.14  | 10 Nov 2003    |                    |                 |
| 23.17          | +0.39                          | C   | TI (EB) 19th Ave (on)                           | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 8                    | 0.04  | 05 Oct 1999    |                    |                 |
| 23.19          | +0.41                          | C   | EB <a href="#">Projects spanning M24 to M25</a> | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.16  | 10 Nov 2003    |                    |                 |
| 23.21          | +0.44                          | C   | TI (EB) 19th Ave (on)                           | AC/PCC       | AC/PCC        | 1.5        | 2                   | 18            | 8                    | 0.08  | 05 Oct 1999    |                    |                 |
| 23.30          | +0.52                          | C   | TI (EB) 19th Ave (on)                           | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.05  | 05 Oct 1999    |                    |                 |
| 23.34          | +0.56                          | C   | EB <a href="#">Projects spanning M24 to M25</a> | AC           | AC            | 3          | 8                   | 48            | 10                   | 0.27  | 10 Nov 2003    |                    |                 |
| 23.46          | +0.68                          | A   | UP 15th Ave                                     |              |               |            |                     |               |                      |       | 30 Aug 2001    |                    | 17'-09"         |
| 23.62          | +0.84                          | C   | EB <a href="#">Projects spanning M24 to M25</a> | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.63  | 10 Nov 2003    |                    |                 |
|                |                                | C   | TI (NB) 7th Ave (off)                           | Unk          | Unk           | 1          | 2                   | 12            | 8                    | 0.19  | 05 Oct 1999    |                    |                 |
| 23.97          | M025+0.18                      | A   | UP Exit #25 7th Ave                             |              |               |            |                     |               |                      |       | 30 Aug 2001    |                    | ??'-??"         |
|                |                                | A   | TI (NB/SB) 7th Ave Crossing                     | PCC          | PCC           | 4          |                     | 48            |                      | 0.14  |                |                    |                 |
| 24.12          | +0.33                          | C   | TI (EB) 7th Ave (on)                            | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 8                    | 0.03  | 05 Oct 1999    |                    |                 |
| 24.16          | +0.37                          | C   | TI (EB) 7th Ave (on)                            | AC/PCC       | AC/PCC        | 1.5        | 2                   | 18            | 8                    | 0.07  | 05 Oct 1999    |                    |                 |
| 24.22          | +0.44                          | C   | TI (EB) 7th Ave (on)                            | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.02  | 05 Oct 1999    |                    |                 |

**S 101 at M025+0.44**

**M025+0.44 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M025+0.45**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M025+0.45 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 24.24          | M025 +0.45                     | C   | EB   | <a href="#">Projects spanning M25 to M26</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.38           | 10 Nov 2003        |                 |
| 24.62          | +0.83                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.64           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) 7th St (off)                            | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.16           | 05 Oct 1999        |                 |
| 24.95          | M026 +0.16                     | A   | TI   | (NB/SB) 7th St Crossing                      | PCC           | PCC        | 4                   |               | 48                   |       | 0.14           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #26 7th St                         |               |            |                     |               |                      |       |                | 30 Aug 2001        | 206 ft Concrete |
| 25.11          | +0.32                          | C   | TI   | (EB) 7th St (on)                             | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.05           | 05 Oct 1999        |                 |
| 25.16          | +0.37                          | C   | TI   | (EB) 7th St (on)                             | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 8     | 0.07           | 05 Oct 1999        |                 |
| 25.23          | +0.44                          | C   | TI   | (EB) 7th St (on)                             | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.03           | 05 Oct 1999        |                 |
| 25.26          | +0.46                          | C   | EB   | <a href="#">Projects spanning M26 to M27</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.15           | 10 Nov 2003        |                 |
| 25.41          | +0.62                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 42                   | 10    | 0.22           | 10 Nov 2003        |                 |
| 25.63          | +0.84                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 1.62           | 10 Nov 2003        |                 |
| 25.94          | M027 +0.15                     | C   | OP   | (EB) 16th St                                 |               |            |                     |               |                      |       |                | 30 Aug 2001        | 113 ft Concrete |
| 26.69          | +0.90                          | C   | TI   | (EB) Cave Creek Rd (off)                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.10           | 05 Oct 1999        |                 |
| 27.00          | M028 +0.21                     | C   | OP   | (EB) Exit #28 Cave Creek Rd                  |               |            |                     |               |                      |       |                | 30 Aug 2001        | 337 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Cave Creek Rd Crossing               | PCC           | PCC        | 4                   |               | 48                   |       | 0.13           |                    |                 |
|                |                                | C   | TI   | (EB) Cave Creek Rd (on)                      | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.05           | Aug 2001           |                 |
| 27.04          | +0.26                          | C   | TI   | (EB) Cave Creek Rd (on)                      | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.05           | Aug 2001           |                 |
| 27.09          | +0.30                          | C   | TI   | (EB) Cave Creek Rd (on)                      | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 8     | 0.16           | Aug 2001           |                 |
| 27.25          | +0.46                          | C   | EB   | <a href="#">Projects spanning M28 to M29</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.19           | 10 Nov 2003        |                 |
| 27.44          | +0.65                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 42                   | 10    | 0.10           | 10 Nov 2003        |                 |
| 27.54          | +0.75                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.84           | 10 Nov 2003        |                 |
| 27.99          | M029 +0.21                     | C   | OP   | (EB) 32nd St                                 |               |            |                     |               |                      |       |                | Aug 2001           | 182 ft Concrete |
| 28.23          | +0.45                          | C   | BR   | (EB) Hayden Rhodes Aqueduct                  |               |            |                     |               |                      |       |                |                    | 372 ft Concrete |
| 28.38          | +0.60                          | C   | EB   | <a href="#">Projects spanning M29 to M30</a> | AC            | AC         | 3                   | 8             | 42                   | 10    | 0.03           | 10 Nov 2003        |                 |
| 28.41          | +0.63                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.07           | 10 Nov 2003        |                 |
| 28.48          | +0.70                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.66           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) S 051 SB (off)                          | AC/PCC        | AC/PCC     | 1                   | 10            | 12                   | 6     | 0.56           | 31 May 2003        |                 |
| 28.70          | +0.92                          | A   | UP   | S 051 NB to S 101 WB OP                      |               |            |                     |               |                      |       |                | 31 May 2003        | ??-??"          |
| 28.88          | M030 +0.12                     | A   | UP   | S 101 WB to S 051 SB                         |               |            |                     |               |                      |       |                | 2002               | ??-??"          |
| 29.14          | +0.37                          | C   | EB   | <a href="#">Projects spanning M30 to M31</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.13           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) S 051 NB (on)                           |               |            |                     |               |                      |       |                |                    |                 |
| 29.27          | +0.50                          | C   | EB   | <a href="#">Projects spanning M30 to M31</a> | AC            | AC         | 4                   | 8             | 60                   | 10    | 0.58           | 10 Nov 2003        |                 |
| 29.85          | M031 +0.05                     | C   | EB   | <a href="#">Projects spanning M31 to M32</a> | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.17           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (EB) Tatum Blvd (off)                        | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.06           | Aug 2001           |                 |
| 29.90          | +0.10                          | C   | TI   | (EB) Tatum Blvd (off)                        | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.03           | Aug 2001           |                 |
| 29.93          | +0.13                          | C   | TI   | (EB) Tatum Blvd (off)                        | PCC           | PCC        | 2.5                 | 2             | 30                   | 8     | 0.09           | Aug 2001           |                 |
| 30.02          | +0.22                          | C   | EB   | <a href="#">Projects spanning M31 to M32</a> | AC            | AC         | 3.5                 | 8             | 42                   | 10    | 0.27           | 10 Nov 2003        |                 |
|                | +0.23                          | C   | TI   | (EB) Tatum Blvd (off)                        | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.06           | Aug 2001           |                 |
| 30.09          | +0.30                          | C   | OP   | (EB) Exit #31 Tatum Blvd                     |               |            |                     |               |                      |       |                | Aug 2001           | 320 ft Concrete |

**S 101 at M031+0.30**

**M031+0.30 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M031+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M031+0.30 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 30.10          | M031 +0.30                     | A   | TI (NB/SB) Tatum Blvd Crossing                  | PCC          | PCC           | 4          |            | 48            |                      | 0.15  |                |                    |                 |
|                | +0.31                          | C   | TI (EB) Tatum Blvd (on)                         | PCC          | PCC           | 3          | 2          | 36            | 8                    | 0.04  | Aug 2001       |                    |                 |
| 30.14          | +0.35                          | C   | TI (EB) Tatum Blvd (on)                         | PCC          | PCC           | 2.5        | 2          | 30            | 8                    | 0.05  | Aug 2001       |                    |                 |
| 30.20          | +0.40                          | C   | TI (EB) Tatum Blvd (on)                         | PCC          | PCC           | 1.5        | 2          | 18            | 8                    | 0.10  | Aug 2001       |                    |                 |
| 30.29          | +0.49                          | C   | EB <a href="#">Projects spanning M31 to M32</a> | AC           | AC            | 3          | 8          | 36            | 10                   | 0.05  | 10 Nov 2003    |                    |                 |
| 30.30          | +0.50                          | C   | TI (EB) Tatum Blvd (on)                         | PCC          | PCC           | 1          | 2          | 12            | 8                    | 0.04  | Aug 2001       |                    |                 |
| 30.34          | +0.54                          | C   | EB <a href="#">Projects spanning M31 to M32</a> | AC           | AC            | 3          | 8          | 48            | 10                   | 0.12  | 10 Nov 2003    |                    |                 |
| 30.46          | +0.67                          | C   | EB  | AC/PCC       | AC/PCC        | 3          | 8          | 48            | 10                   | 0.48  | 200511         |                    |                 |
| 30.94          | M032 +0.16                     | C   | EB <a href="#">Projects spanning M32 to M33</a> | AC/PCC       | AC/PCC        | 3          | 8          | 36            | 10                   | 0.49  | 200511         |                    |                 |
|                |                                | C   | TI (EB) 56th St (off)                           | PCC          | PCC           | 1          | 2          | 12            | 8                    | 0.11  | Aug 2001       |                    |                 |
| 31.05          | +0.27                          | C   | TI (EB) 56th St (off)                           | PCC          | PCC           | 2          | 2          | 24            | 8                    | 0.08  | Aug 2001       |                    |                 |
| 31.13          | +0.35                          | C   | TI (EB) 56th St (off)                           | PCC          | PCC           | 3          | 2          | 36            | 8                    | 0.04  | Aug 2001       |                    |                 |
| 31.17          | +0.39                          | A   | TI (NB/SB) 56th St Crossing                     | PCC          | PCC           | 4          |            | 48            |                      | 0.19  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #32 56th St                        |              |               |            |            |               |                      |       | Aug 2001       | Unknown            |                 |
| 31.20          | +0.42                          | C   | TI (EB) 56th St (on)                            | PCC          | PCC           | 2          | 2          | 24            | 8                    | 0.13  | Aug 2001       |                    |                 |
| 31.33          | +0.55                          | C   | TI (EB) 56th St (on)                            | PCC          | PCC           | 1.5        | 2          | 18            | 8                    | 0.07  | Aug 2001       |                    |                 |
| 31.40          | +0.62                          | C   | TI (EB) 56th St (on)                            | PCC          | PCC           | 1          | 2          | 12            | 8                    | 0.03  | Aug 2001       |                    |                 |
| 31.43          | +0.65                          | C   | EB <a href="#">Projects spanning M32 to M33</a> | AC/PCC       | AC/PCC        | 3          | 8          | 48            | 10                   | 0.14  | 200511         |                    |                 |
| 31.58          | +0.79                          | C   | EB  | AC/PCC       | AC/PCC        | 3          | 8          | 42            | 10                   | 0.22  | 200511         |                    |                 |
| 31.80          | M033 +0.02                     | C   | EB <a href="#">Projects spanning M33 to M34</a> | AC/PCC       | AC/PCC        | 3          | 8          | 36            | 10                   | 1.08  | 200511         |                    |                 |
| 32.87          | M034 +0.09                     | C   | EB <a href="#">Projects spanning M34 to M35</a> | AC/PCC       | AC/PCC        | 3          | 8          | 42            | 10                   | 0.06  | 200511         |                    |                 |
| 32.93          | +0.15                          | C   | EB  | AC/PCC       | AC/PCC        | 3          | 8          | 48            | 10                   | 0.08  | 200511         |                    |                 |
| 33.02          | +0.24                          | C   | EB  | AC/PCC       | AC/PCC        | 3          | 8          | 48            | 10                   | 0.01  | 22 Sep 2004    |                    |                 |
|                |                                | C   | CG Low Profile Gutter to Right                  |              |               |            |            |               |                      | 3.62  |                |                    |                 |
| 33.03          | +0.25                          | C   | EB <a href="#">Projects spanning M34 to M35</a> | AC/PCC       | AC/PCC        | 3          | 8          | 36            | 10                   | 0.54  | 22 Sep 2004    |                    |                 |
|                |                                | C   | TI (EB) Scottsdale Rd (off)                     | PCC          | PCC           | 1          | 2          | 12            | 8                    | 0.14  | 07 Apr 2002    |                    |                 |
| 33.17          | +0.39                          | C   | TI (EB) Scottsdale Rd (off)                     | PCC          | PCC           | 2.5        | 2          | 30            | 8                    | 0.08  | 07 Apr 2002    |                    |                 |
| 33.25          | +0.47                          | C   | TI (EB) Scottsdale Rd (off)                     | PCC          | PCC           | 4          | 2          | 48            | 8                    | 0.04  | 07 Apr 2002    |                    |                 |
| 33.29          | +0.51                          | A   | JB ECL Phoenix / WCL Scottsdale                 |              |               |            |            |               |                      |       |                |                    |                 |
|                |                                | A   | OP Exit #34 Scottsdale Rd                       |              |               |            |            |               |                      |       | 2001           | 236 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) Scottsdale Dr Crossing               | PCC          | PCC           | 4          |            | 48            |                      | 0.16  |                |                    |                 |
| 33.31          | +0.53                          | C   | TI (EB) Scottsdale Rd (on)                      | PCC          | PCC           | 2          | 2          | 24            | 8                    | 0.06  | 22 Sep 2004    |                    |                 |
| 33.33          | +0.54                          | C   | MD 30 ft Soil Median                            |              |               |            |            |               |                      | 1.16  |                |                    |                 |
| 33.37          | +0.59                          | C   | TI (EB) Scottsdale Rd (on)                      | PCC          | PCC           | 1.5        | 2          | 18            | 8                    | 0.19  | 22 Sep 2004    |                    |                 |
| 33.57          | +0.79                          | C   | EB <a href="#">Projects spanning M34 to M35</a> | AC/PCC       | AC/PCC        | 3          | 8          | 48            | 10                   | 0.50  | 22 Sep 2004    |                    |                 |
| 34.05          | M035 +0.27                     | C   | TI (EB) Hayden Rd (off)                         | AC/PCC       | AC/PCC        | 1          | 2          | 12            | 3                    | 0.08  | 22 Sep 2004    |                    |                 |
| 34.07          | +0.29                          | C   | EB <a href="#">Projects spanning M35 to M36</a> | AC/PCC       | AC/PCC        | 3          | 8          | 36            | 10                   | 0.25  | 22 Sep 2004    |                    |                 |
| 34.15          | +0.37                          | C   | TI (EB) Hayden Rd (off)                         | PCC          | PCC           | 2          | 2          | 24            | 2                    | 0.09  | 22 Sep 2004    |                    |                 |
| 34.23          | +0.45                          | C   | TI (EB) Hayden Rd (off)                         | PCC          | PCC           | 3          | 2          | 36            | 2                    | 0.09  | 22 Sep 2004    |                    |                 |

**S 101 at M035+0.45**

**M035+0.45 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M035+0.54**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M035+0.54 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 34.32          | M035 +0.54                     | A   | TI (NB/SB) Hayden Rd Crossing                   | PCC          | PCC           | 4          |                     | 48            |                      | 0.16  |                |                    |                 |
| 34.33          | +0.55                          | C   | NB <a href="#">Projects spanning M35 to M36</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.27  | 22 Sep 2004    |                    |                 |
|                |                                | A   | OP Exit #35 Hayden Rd                           |              |               |            |                     |               |                      |       | 08 Apr 2002    | 226 ft Concrete    |                 |
| 34.35          | +0.57                          | C   | TI (EB) Hayden Rd (on)                          | PCC          | PCC           | 2          |                     | 24            |                      | 0.03  | 22 Sep 2004    |                    |                 |
| 34.38          | +0.60                          | C   | TI (EB) Hayden Rd (on)                          | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.10  | 22 Sep 2004    |                    |                 |
| 34.48          | +0.70                          | C   | TI (EB) Hayden Rd (on)                          | AC/PCC       | AC/PCC        | 1.5        |                     | 18            |                      | 0.08  | 22 Sep 2004    |                    |                 |
|                |                                | C   | MD Variable 30-44 ft Soil Median                |              |               |            |                     |               |                      | 0.18  |                |                    |                 |
| 34.56          | +0.77                          | C   | TI (EB) Hayden Rd (on)                          | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.03  | 22 Sep 2004    |                    |                 |
| 34.59          | +0.81                          | C   | NB <a href="#">Projects spanning M35 to M36</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.49  | 22 Sep 2004    |                    |                 |
| 34.66          | +0.88                          | C   | MD 44 ft Soil Median                            |              |               |            |                     |               |                      | 0.62  |                |                    |                 |
| 35.08          | M036 +0.30                     | C   | NB <a href="#">Projects spanning M36 to M37</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.59  | 22 Sep 2004    |                    |                 |
| 35.14          | +0.35                          | C   | TI (SB) Pima Rd/Princess Dr (off)               | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.11  | 22 Sep 2004    |                    |                 |
| 35.20          | +0.42                          | C   | TI (SB) Pima Rd/Princess Dr (off)               | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.03  | 22 Sep 2004    |                    |                 |
| 35.23          | +0.45                          | C   | TI (SB) Pima Rd/Princess Dr (off)               | PCC          | PCC           | 2.5        | 2                   | 30            | 8                    | 0.04  | 22 Sep 2004    |                    |                 |
| 35.28          | +0.49                          | C   | TI (SB) Pima Rd/Princess Dr (off)               | PCC          | PCC           | 4          | 2                   | 48            | 8                    | 0.07  | 22 Sep 2004    |                    |                 |
|                |                                | C   | MD Variable Soil Median                         |              |               |            |                     |               |                      | 0.22  |                |                    |                 |
| 35.36          | +0.58                          | C   | OP (EB) Exit #36 Pima Rd & Princess Dr          |              |               |            |                     |               |                      |       | 2001           | 215 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Pima Rd Crossing                     | PCC          | PCC           | 4          |                     | 48            |                      | 0.14  |                |                    |                 |
|                |                                | A   | TI (EB/WB) Pima Rd Crossing                     | PCC          | PCC           | 4          |                     | 48            |                      | 0.07  |                |                    |                 |
|                |                                | C   | FR One Way Frontage Rd SB                       | Unk          | Unk           | 2          |                     | 24            |                      | 1.19  | 13 Jan 2001    |                    |                 |
| 35.46          | +0.67                          | C   | TI (SB) Pima Rd/Princess Dr (on)                | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.08  | 22 Sep 2004    |                    |                 |
| 35.50          | +0.72                          | C   | MD 30 ft Soil Median                            |              |               |            |                     |               |                      | 7.13  |                |                    |                 |
| 35.53          | +0.75                          | C   | TI (SB) Pima Rd/Princess Dr (on)                | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 8                    | 0.14  | 22 Sep 2004    |                    |                 |
| 35.68          | +0.89                          | C   | SB <a href="#">Projects spanning M36 to M37</a> | AC/PCC       | AC/PCC        | 4          | 8                   | 48            | 10                   | 0.33  | 22 Sep 2004    |                    |                 |
| 35.86          | M037 +0.08                     | C   | OP (SB) Bell Rd                                 |              |               |            |                     |               |                      |       | 2001           | 244 ft Concrete    |                 |
| 36.01          | +0.24                          | C   | SB <a href="#">Projects spanning M37 to M38</a> | AC/PCC       | AC/PCC        | 4          | 8                   | 54            | 10                   | 0.03  | 22 Sep 2004    |                    |                 |
| 36.04          | +0.27                          | C   | SB  | AC/PCC       | AC/PCC        | 4          | 8                   | 60            | 10                   | 0.08  | 22 Sep 2004    |                    |                 |
| 36.11          | +0.34                          | C   | SB  | AC/PCC       | AC/PCC        | 4          | 8                   | 48            | 10                   | 0.52  | 22 Sep 2004    |                    |                 |
|                |                                | C   | TI (SB) Frank Lloyd Wright Blvd (off)           | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.17  | 22 Sep 2004    |                    |                 |
| 36.29          | +0.52                          | C   | TI (SB) Frank Lloyd Wright Blvd (off)           | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.05  | 22 Sep 2004    |                    |                 |
| 36.53          | +0.76                          | C   | TI (SB) Frank Lloyd Wright Blvd (off)           | PCC          | PCC           | 2          |                     | 24            |                      | 0.02  |                |                    |                 |
| 36.57          | +0.79                          | C   | FR One Way Frontage Rd SB                       | Unk          | Unk           | 2          |                     | 24            |                      | 0.93  | 13 Jan 2001    |                    |                 |
|                | +0.80                          | C   | OP (SB) Exit #38 Frank Lloyd Wright             |              |               |            |                     |               |                      |       | 13 Jan 2001    | 225 ft Concrete    |                 |
|                |                                | A   | TI (EB/WB) Frank Lloyd Wright Blvd Crossing     | PCC          | PCC           | 6          |                     | 72            |                      | 0.15  |                |                    |                 |
|                |                                | C   | TI (SB) Frank Lloyd Wright Blvd (on)            | PCC          | PCC           | 2          |                     | 24            |                      | 0.03  |                |                    |                 |
| 36.64          | +0.87                          | C   | SB <a href="#">Projects spanning M37 to M38</a> | AC           | AC            | 3          | 8                   | 36            | 10                   | 0.62  | 10 Nov 2003    |                    |                 |
|                |                                | C   | TI (SB) Raintree Dr (off)                       | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.11  | 10 Feb 2001    |                    |                 |
| 36.75          | +0.98                          | C   | TI (SB) Raintree Dr (off)                       | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.07  | 10 Feb 2001    |                    |                 |
| 37.11          | M038 +0.35                     | C   | TI (SB) Frank Lloyd Wright Blvd (on)            | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 8                    | 0.15  | 10 Feb 2001    |                    |                 |

**S 101 at M038+0.35**

**M038+0.35 on S 101**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M038+0.49**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M038+0.49 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 37.26          | M038 +0.49                     | C   | SB   | <a href="#">Projects spanning M38 to M39</a> | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.39           |                    |                 |
| 37.31          | +0.55                          | C   | TI   | (SB) Raintree Dr (off)                       | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           |                    |                 |
| 37.36          | +0.59                          | A   | UP   | Exit #39 Raintree Dr                         |               |            |                     |               |                      |       |                | 13 Jan 2001        | 17'-05"         |
|                |                                | A   | TI   | (EB/WB) Auxiliary lane                       | PCC           | PCC        | 4                   |               | 48                   |       | 0.12           |                    |                 |
|                | +0.60                          | C   | TI   | (SB) Raintree Dr (on)                        | PCC           | PCC        | 2                   |               | 24                   |       | 0.04           |                    |                 |
| 37.49          | +0.73                          | C   | TI   | (SB) Raintree Dr (on)                        | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.15           | 10 Feb 2001        |                 |
| 37.64          | +0.88                          | C   | SB   | <a href="#">Projects spanning M38 to M39</a> | AC            | AC         | 4                   | 8             | 60                   | 10    | 0.25           | 10 Nov 2003        |                 |
| 37.82          | M039 +0.05                     | A   | TI   | (EB/WB) Thunderbird Rd Crossing              | PCC           | PCC        | 4                   |               | 48                   |       | 0.07           |                    |                 |
|                |                                | A   | UP   | Northsight Blvd                              |               |            |                     |               |                      |       |                | 2000               | 17'-02"         |
| 37.90          | +0.13                          | C   | SB   | <a href="#">Projects spanning M39 to M40</a> | AC            | AC         | 4                   | 8             | 54                   | 10    | 0.09           | 10 Nov 2003        |                 |
| 37.99          | +0.22                          | C   | SB   |  | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.66           | 10 Nov 2003        |                 |
| 38.32          | +0.55                          | A   | UP   | Sweetwater Equestrian/Pedestrian Bridge      |               |            |                     |               |                      |       |                | 2000               | 17'-11"         |
| 38.65          | +0.88                          | C   | SB   | <a href="#">Projects spanning M39 to M40</a> | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.42           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (SB) Cactus Rd (off)                         | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.11           | 10 Feb 2001        |                 |
| 38.76          | +0.99                          | C   | TI   | (SB) Cactus Rd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.02           | 10 Feb 2001        |                 |
| 38.78          | M040 +0.01                     | C   | TI   | (SB) Cactus Rd (off)                         | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.05           | 10 Feb 2001        |                 |
| 38.83          | +0.06                          | C   | TI   | (SB) Cactus Rd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.02           | 10 Feb 2001        |                 |
| 38.84          | +0.07                          | C   | TI   | (SB) Cactus Rd (off)                         | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.01           | 10 Feb 2001        |                 |
| 38.86          | +0.09                          | A   | UP   | Exit #40 Cactus Rd                           |               |            |                     |               |                      |       |                | 10 Feb 2001        | 16'-09"         |
|                |                                | A   | TI   | (EB/WB) Cactus Rd Crossing                   | PCC           | PCC        | 4                   |               | 48                   |       | 0.15           |                    |                 |
|                |                                | C   | TI   | (SB) Cactus Rd (on)                          | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.03           | 10 Feb 2001        |                 |
|                |                                | C   | TI   | (SB) Cactus Rd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.03           | 10 Feb 2001        |                 |
| 38.89          | +0.12                          | C   | TI   | (SB) Cactus Rd (on)                          | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.01           | 10 Feb 2001        |                 |
| 38.90          | +0.13                          | C   | TI   | (SB) Cactus Rd (on)                          | PCC           | PCC        | 2.5                 | 2             | 30                   | 8     | 0.02           | 10 Feb 2001        |                 |
| 38.92          | +0.15                          | C   | TI   | (SB) Cactus Rd (on)                          | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.15           | 10 Feb 2001        |                 |
| 39.06          | +0.29                          | C   | SB   | <a href="#">Projects spanning M40 to M41</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.44           | 10 Nov 2003        |                 |
| 39.51          | +0.74                          | C   | SB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.60           | 10 Nov 2003        |                 |
|                |                                | C   | TI   | (SB) Shea Blvd (off)                         | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.15           | 10 Feb 2001        |                 |
| 39.66          | +0.89                          | C   | TI   | (SB) Shea Blvd (off)                         | PCC           | PCC        | 2                   |               | 24                   |       | 0.04           | 10 Feb 2001        |                 |
| 39.70          | +0.93                          | C   | TI   | (SB) Shea Blvd (off)                         | PCC           | PCC        | 2.5                 |               | 30                   |       | 0.05           | 10 Feb 2001        |                 |
| 39.75          | +0.98                          | C   | TI   | (SB) Shea Blvd (off)                         | PCC           | PCC        | 3                   |               | 36                   |       | 0.08           | 10 Feb 2001        |                 |
| 39.84          | M041 +0.06                     | A   | UP   | Exit #41 Shea Blvd                           |               |            |                     |               |                      |       |                | 18 Dec 1999        | 17'-05"         |
|                |                                | A   | TI   | (EB/WB) Shea Blvd Crossing                   | PCC           | PCC        | 4                   |               | 48                   |       | 0.11           |                    |                 |
| 39.85          | +0.07                          | C   | TI   | (SB) Shea Blvd (on)                          | PCC           | PCC        | 1                   |               | 12                   |       | 0.02           | 18 Dec 1999        |                 |
|                |                                | C   | TI   | (SB) Shea Blvd (on)                          | PCC           | PCC        | 2                   |               | 24                   |       | 0.02           | 18 Dec 1999        |                 |
| 39.86          | +0.08                          | C   | TI   | (SB) Shea Blvd (on)                          | PCC           | PCC        | 3                   |               | 36                   |       | 0.03           | 18 Dec 1999        |                 |
| 39.89          | +0.11                          | C   | TI   | (SB) Shea Blvd (on)                          | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.22           | 18 Dec 1999        |                 |
| 40.11          | +0.33                          | C   | SB   | <a href="#">Projects spanning M41 to M42</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.04           | 10 Nov 2003        |                 |
| 40.14          | +0.37                          | C   | SB   |  | PCC           | PCC        | 3                   | 8             | 48                   | 10    | 0.35           | 18 Dec 1999        |                 |

**S 101 at M041+0.37**

**M041+0.37 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M041+0.56**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M041+0.56 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 40.34          | M041 +0.56                     | A   | UP   | Mountain View Rd                             |               |            |                     |               |                      |       | 1999           |                    | 16'-08"         |
| 40.49          | +0.71                          | C   | SB   | <a href="#">Projects spanning M41 to M42</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.29           | 12 Dec 2003        |                 |
|                |                                | C   | CG   | Low Profile Gutter to Right                  |               |            |                     |               |                      |       | 0.60           |                    |                 |
| 40.59          | +0.81                          | A   | OP   | Camelback Pedestrian Walk Trail              |               |            |                     |               |                      |       | 1996           | 66 ft Concrete     |                 |
| 40.79          | M042 +0.02                     | C   | SB   | <a href="#">Projects spanning M42 to M43</a> | AC            | AC         | 3                   | 8             | 54                   | 10    | 0.04           | 12 Dec 2003        |                 |
|                |                                | C   | OP   | (SB) Via Linda                               |               |            |                     |               |                      |       | 1998           | 73 ft Concrete     |                 |
| 40.83          | +0.06                          | C   | SB   | <a href="#">Projects spanning M42 to M43</a> | AC            | AC         | 3                   | 8             | 60                   | 10    | 0.08           | 12 Dec 2003        |                 |
| 40.87          | +0.10                          | A   | JB   | SCL Scottsdale / NL Salt River IR            |               |            |                     |               |                      |       |                |                    |                 |
| 40.91          | +0.13                          | C   | SB   | <a href="#">Projects spanning M42 to M43</a> | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.18           | 12 Dec 2003        |                 |
|                |                                | C   | TI   | (SB) 90th St/Pima Rd (off)                   | AC/PCC        | AC/PCC     | 2                   | 22            | 24                   | 12    | 0.14           | 18 Dec 1999        |                 |
| 41.04          | +0.27                          | C   | TI   | (SB) 90th St/Pima Rd (off)                   | AC/PCC        | AC/PCC     | 2.5                 | 22            | 30                   | 12    | 0.03           | 18 Dec 1999        |                 |
| 41.07          | +0.30                          | C   | TI   | (SB) 90th St/Pima Rd (off)                   | AC/PCC        | AC/PCC     | 3                   | 22            | 36                   | 12    | 0.02           | 18 Dec 1999        |                 |
| 41.09          | +0.32                          | C   | SB   | <a href="#">Projects spanning M42 to M43</a> | AC            | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.02           | 03 May 2004        |                 |
|                |                                | C   | CG   | Low Profile Gutter to Right                  |               |            |                     |               |                      |       | 5.99           |                    |                 |
|                |                                | C   | TI   | (SB) 90th St/Pima Rd (off)                   | PCC           | PCC        | 3                   | 22            | 36                   | 12    | 0.01           | 18 Dec 1999        |                 |
| 41.10          | +0.33                          | C   | SB   | <a href="#">Projects spanning M42 to M43</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.30           | 03 May 2004        |                 |
| 41.11          |                                | C   | TI   | (SB) 90th St/Pima Rd (off)                   | PCC           | PCC        | 1                   | 22            | 12                   | 12    | 0.02           | 18 Dec 1999        |                 |
|                |                                | C   | TI   | (SB) 90th St/Pima Rd (off)                   | PCC           | PCC        | 2                   | 22            | 24                   | 12    | 0.02           | 18 Dec 1999        |                 |
| 41.13          | +0.36                          | A   | TI   | (EB/WB) Pima Rd & 90th St Crossing           | PCC           | PCC        | 4                   |               | 48                   |       | 0.07           |                    |                 |
|                |                                | C   | OP   | (SB) Exit #42 Pima Rd/90th St                |               |            |                     |               |                      |       |                | 1997               | 194 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Pima Rd & 90th St Crossing           | PCC           | PCC        | 4                   |               | 48                   |       | 0.07           |                    |                 |
| 41.14          | +0.37                          | C   | TI   | (SB) 90th St/Pima Rd (on)                    | PCC           | PCC        | 2                   | 22            | 24                   | 12    | 0.02           | 21 Nov 1999        |                 |
|                |                                | C   | TI   | (SB) 90th St/Pima Rd (on)                    | PCC           | PCC        | 1                   | 22            | 12                   | 12    | 0.01           | 21 Nov 1999        |                 |
| 41.15          | +0.38                          | C   | TI   | (SB) 90th St/Pima Rd (on)                    | PCC           | PCC        | 3                   | 22            | 36                   | 12    | 0.02           | 21 Nov 1999        |                 |
| 41.17          | +0.40                          | C   | TI   | (SB) 90th St/Pima Rd (on)                    | AC/PCC        | AC/PCC     | 2                   | 22            | 24                   | 12    | 0.24           | 21 Nov 1999        |                 |
| 41.40          | +0.63                          | C   | SB   | <a href="#">Projects spanning M42 to M43</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.55           | 03 May 2004        |                 |
| 41.96          | M043 +0.18                     | C   | SB   | <a href="#">Projects spanning M43 to M44</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.45           | 03 May 2004        |                 |
|                |                                | C   | TI   | (SB) Via De Ventura Rd (off)                 | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.03           | 18 Dec 1999        |                 |
| 41.99          | +0.21                          | C   | TI   | (SB) Via De Ventura Rd (off)                 | PCC           | PCC        | 2.5                 |               | 30                   |       | 0.08           | 18 Dec 1999        |                 |
| 42.07          | +0.30                          | C   | TI   | (SB) Via De Ventura Rd (off)                 | PCC           | PCC        | 4                   |               | 48                   |       | 0.08           | 18 Dec 1999        |                 |
| 42.16          | +0.38                          | A   | TI   | (EB/WB) Via De Ventura Crossing              | PCC           | PCC        | 4                   |               | 48                   |       | 0.12           |                    |                 |
|                |                                | A   | OP   | Exit #43 Via De Ventura EB/WB                |               |            |                     |               |                      |       |                | 1991               | 164 ft Concrete |
| 42.17          | +0.39                          | C   | TI   | (SB) Via De Ventura Rd OP (on)               | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           | 18 Dec 1999        |                 |
| 42.20          | +0.42                          | C   | TI   | (SB) Via De Ventura Rd OP (on)               | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.20           | 18 Dec 1999        |                 |
| 42.41          | +0.63                          | C   | SB   | <a href="#">Projects spanning M43 to M44</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.62           | 03 May 2004        |                 |
| 42.63          | +0.85                          | C   | MD   | Soil Median with Cable Barrier               |               |            |                     |               |                      |       | 4.61           |                    |                 |
| 43.02          | M044 +0.25                     | C   | SB   | <a href="#">Projects spanning M44 to M45</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.43           | 03 May 2004        |                 |
|                |                                | C   | TI   | (SB) Indian Bend Rd (off)                    | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.06           | 18 Dec 1999        |                 |
| 43.08          | +0.31                          | C   | TI   | (SB) Indian Bend Rd (off)                    | PCC           | PCC        | 2                   |               | 24                   |       | 0.07           | 18 Dec 1999        |                 |

**S 101 at M044+0.31**

**M044+0.31 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M044+0.38**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M044+0.38 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 43.15          | M044 +0.38                     | C   | TI (SB) Indian Bend Rd (off)                    | PCC          | PCC           | 3          |                     | 36            |                      | 0.07  | 18 Dec 1999    |                    |                 |
| 43.22          | +0.45                          | A   | TI (EB/WB) Indian Bend Rd                       | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  |                |                    |                 |
|                |                                | A   | OP Exit #44 Indian Bend Rd EB/WB                |              |               |            |                     |               |                      |       | 1991           | 187 ft Concrete    |                 |
| 43.24          | +0.47                          | C   | TI (SB) Indian Bend Rd (on)                     | PCC          | PCC           | 2          |                     | 24            |                      | 0.04  | 18 Dec 1999    |                    |                 |
| 43.28          | +0.51                          | C   | TI (SB) Indian Bend Rd (on)                     | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.17  | 18 Dec 1999    |                    |                 |
| 43.45          | +0.68                          | C   | SB <a href="#">Projects spanning M44 to M45</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.13  | 03 May 2004    |                    |                 |
| 43.58          | +0.81                          | C   | SB  | AC/PCC       | AC/PCC        | 3          | 8                   | 42            | 10                   | 0.15  | 03 May 2004    |                    |                 |
| 43.73          | +0.95                          | C   | SB  | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.20  | 03 May 2004    |                    |                 |
| 43.90          | M045 +0.13                     | A   | BR Arizona Canal                                |              |               |            |                     |               |                      |       | 1997           | 340 ft Concrete    |                 |
| 43.93          | +0.16                          | C   | SB <a href="#">Projects spanning M45 to M46</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 42            | 10                   | 0.04  | 03 May 2004    |                    |                 |
| 43.97          | +0.20                          | C   | SB  | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.09  | 03 May 2004    |                    |                 |
| 44.05          | +0.28                          | C   | SB  | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.44  | 03 May 2004    |                    |                 |
|                |                                | C   | TI (SB) McDonald Rd (off)                       | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.08  | 18 Dec 1999    |                    |                 |
| 44.13          | +0.36                          | C   | TI (SB) McDonald Rd (off)                       | PCC          | PCC           | 2          |                     | 24            |                      | 0.07  | 18 Dec 1999    |                    |                 |
| 44.20          | +0.43                          | C   | TI (SB) McDonald Rd (off)                       | PCC          | PCC           | 3          |                     | 36            |                      | 0.07  | 18 Dec 1999    |                    |                 |
| 44.28          | +0.50                          | A   | TI (EB/WB) McDonald Dr Crossing                 | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  |                |                    |                 |
|                |                                | A   | OP Exit #45 McDonald Dr                         |              |               |            |                     |               |                      |       | 1991           | 167 ft Concrete    |                 |
| 44.29          | +0.52                          | C   | TI (SB) McDonald Rd (on)                        | PCC          | PCC           | 2          |                     | 24            |                      | 0.03  | 07 Oct 1998    |                    |                 |
| 44.32          | +0.55                          | C   | TI (SB) McDonald Rd (on)                        | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.17  | 07 Oct 1998    |                    |                 |
| 44.49          | +0.72                          | C   | SB <a href="#">Projects spanning M45 to M46</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.46  | 03 May 2004    |                    |                 |
| 44.95          | M046 +0.18                     | C   | SB <a href="#">Projects spanning M46 to M47</a> | AC/PCC       | AC            | 3          | 10                  | 48            | 8                    | 0.09  | 03 May 2004    |                    |                 |
| 45.05          | +0.27                          | C   | SB  | AC/PCC       | AC            | 3          | 10                  | 36            | 8                    | 0.45  | 03 May 2004    |                    |                 |
|                |                                | C   | TI (SB) Chaparral Rd (off)                      | AC/PCC       | AC/PCC        | 1          | 2                   | 12            | 2                    | 0.07  | 07 Oct 1998    |                    |                 |
| 45.12          | +0.35                          | C   | TI (SB) Chaparral Rd (off)                      | PCC          | PCC           | 1.5        | 2                   | 18            | 2                    | 0.07  | 07 Oct 1998    |                    |                 |
| 45.19          | +0.42                          | C   | TI (SB) Chaparral Rd (off)                      | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.07  | 07 Oct 1998    |                    |                 |
| 45.28          | +0.50                          | A   | TI (EB/WB) Chaparral Rd Crossing                | PCC          | PCC           | 4          |                     | 48            |                      | 0.14  |                |                    |                 |
|                |                                | A   | OP Exit #46 Chaparral Rd                        |              |               |            |                     |               |                      |       | 1996           | 205 ft Concrete    |                 |
| 45.29          | +0.51                          | C   | TI (SB) Chaparral Rd (on)                       | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.03  | 07 Oct 1998    |                    |                 |
| 45.32          | +0.54                          | C   | TI (SB) Chaparral Rd (on)                       | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.17  | 07 Oct 1998    |                    |                 |
| 45.49          | +0.72                          | C   | SB <a href="#">Projects spanning M46 to M47</a> | AC/PCC       | AC            | 3          | 10                  | 48            | 8                    | 0.56  | 03 May 2004    |                    |                 |
| 46.06          | M047 +0.28                     | C   | SB <a href="#">Projects spanning M47 to M48</a> | AC/PCC       | AC            | 3          | 10                  | 36            | 8                    | 0.22  | 03 May 2004    |                    |                 |
|                |                                | C   | TI (SB) Indian School Rd (off)                  | AC/PCC       | AC/PCC        | 1          | 12                  | 14            | 2                    | 0.07  | 07 Oct 1998    |                    |                 |
| 46.12          | +0.35                          | C   | TI (SB) Indian School Rd (off)                  | PCC          | PCC           | 2          | 12                  | 28            | 2                    | 0.07  | 07 Oct 1998    |                    |                 |
| 46.20          | +0.42                          | C   | TI (SB) Indian School Rd (off)                  | PCC          | PCC           | 3          | 12                  | 42            | 2                    | 0.07  | 07 Oct 1998    |                    |                 |
| 46.28          | +0.51                          | A   | TI (EB/WB) Indian School Rd Crossing            | PCC          | PCC           | 4          |                     | 48            |                      | 0.14  |                |                    |                 |
|                |                                | C   | SB <a href="#">Projects spanning M47 to M48</a> | AC/PCC       | AC            | 3          | 10                  | 36            | 8                    | 0.22  | 10 May 2004    |                    |                 |
|                |                                | A   | OP Exit #47 Indian School Rd                    |              |               |            |                     |               |                      |       | 1998           | 177 ft Concrete    |                 |
| 46.29          |                                | C   | TI (SB) Indian School Rd (on)                   | PCC          | PCC           | 2          | 12                  | 28            | 2                    | 0.03  | 07 Oct 1998    |                    |                 |
| 46.32          | +0.55                          | C   | TI (SB) Indian School Rd (on)                   | AC/PCC       | AC/PCC        | 2          | 12                  | 28            | 2                    | 0.18  | 07 Oct 1998    |                    |                 |

**S 101 at M047+0.55**

**M047+0.55 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M047+0.73**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M047+0.73 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 46.50          | M047 +0.73                     | C   | SB   | <a href="#">Projects spanning M47 to M48</a> | AC/PCC        | AC         | 3                   | 10            | 48                   | 8     | 0.58           | 10 May 2004        |                 |
| 47.08          | M048 +0.31                     | C   | SB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | AC         | 3                   | 10            | 36                   | 8     | 0.34           | 10 May 2004        |                 |
|                |                                | C   | CG   | Low Profile Gutter to Left                   |               |            |                     |               |                      |       | 0.44           |                    |                 |
|                |                                | C   | TI   | (SB) Thomas Rd (off)                         | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 4     | 0.07           | 24 May 2004        |                 |
| 47.16          | +0.39                          | C   | TI   | (SB) Thomas Rd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.08           | 07 Oct 1998        |                 |
| 47.23          | +0.46                          | C   | TI   | (SB) Thomas Rd (off)                         | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.06           | 07 Oct 1998        |                 |
| 47.24          |                                | C   | MD   | Concrete Median Barrier                      |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 47.30          | +0.52                          | A   | UP   | Exit #48 Thomas Rd                           |               |            |                     |               |                      |       |                | 1992               | 17'-11"         |
|                |                                | A   | TI   | (EB/WB) Thomas Rd Crossing                   | PCC           | PCC        | 4                   |               | 48                   |       | 0.14           |                    |                 |
| 47.31          | +0.54                          | C   | TI   | (SB) Thomas Rd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.03           | 18 Oct 1996        |                 |
| 47.34          | +0.57                          | C   | TI   | (SB) Thomas Rd (on)                          | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.19           | 14 Jul 2004        |                 |
| 47.35          | +0.58                          | C   | MD   | Soil Median with Cable Barrier               |               |            |                     |               |                      |       | 0.92           |                    |                 |
| 47.42          | +0.65                          | C   | SB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | AC         | 3                   | 8             | 36                   | 10    | 0.10           | 10 May 2004        |                 |
| 47.52          | +0.75                          | C   | SB   |  | AC/PCC        | AC         | 3                   | 8             | 54                   | 10    | 0.11           | 10 May 2004        |                 |
|                |                                | C   | CG   | Low Profile Gutter to Right and Left         |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 47.58          | +0.81                          | C   | CG   | Low Profile Gutter to Right                  |               |            |                     |               |                      |       | 1.81           |                    |                 |
| 47.63          | +0.86                          | C   | SB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | AC         | 3                   | 8             | 48                   | 10    | 0.07           | 10 May 2004        |                 |
| 47.71          | +0.93                          | C   | SB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.35           | 10 May 2004        |                 |
| 48.06          | M049 +0.26                     | C   | SB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | AC         | 3                   | 8             | 48                   | 10    | 0.05           | 10 May 2004        |                 |
| 48.10          | +0.30                          | C   | SB   |  | AC/PCC        | AC         | 3                   | 8             | 36                   | 10    | 0.46           | 10 May 2004        |                 |
|                |                                | C   | TI   | (SB) McDowell Rd (off)                       | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 4     | 0.06           | 14 Jul 2004        |                 |
| 48.17          | +0.37                          | C   | TI   | (SB) McDowell Rd (off)                       | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.08           | 18 Oct 1996        |                 |
| 48.25          | +0.45                          | C   | TI   | (SB) McDowell Rd (off)                       | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.05           | 18 Oct 1996        |                 |
| 48.28          | +0.47                          | C   | MD   | Concrete Median Barrier                      |               |            |                     |               |                      |       | 0.07           |                    |                 |
| 48.31          | +0.51                          | A   | OP   | Exit #49 McDowell Rd                         |               |            |                     |               |                      |       |                | 1993               | 177 ft Concrete |
|                |                                | A   | TI   | (EB/WB) McDowell Rd Crossing                 | PCC           | PCC        | 4                   |               | 48                   |       | 0.14           |                    |                 |
| 48.32          | +0.52                          | C   | TI   | (SB) McDowell Rd (on)                        | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.03           | 18 Oct 1996        |                 |
| 48.35          | +0.54                          | C   | MD   | Soil Median with Cable Barrier               |               |            |                     |               |                      |       | 0.94           |                    |                 |
| 48.36          | +0.56                          | C   | TI   | (SB) McDowell Rd (on)                        | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.21           | 14 Jul 2004        |                 |
| 48.57          | +0.77                          | C   | SB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | AC         | 3                   | 8             | 54                   | 10    | 0.08           | 10 May 2004        |                 |
| 48.65          | +0.84                          | C   | SB   |  | AC/PCC        | AC         | 3                   | 8             | 48                   | 10    | 0.10           | 10 May 2004        |                 |
| 48.75          | +0.95                          | C   | SB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.34           | 10 May 2004        |                 |
| 49.09          | M050 +0.31                     | C   | SB   | <a href="#">Projects spanning M50 to M51</a> | AC/PCC        | AC         | 3                   | 8             | 48                   | 10    | 0.03           | 10 May 2004        |                 |
| 49.12          | +0.35                          | C   | SB   |  | AC/PCC        | AC         | 3                   | 8             | 36                   | 10    | 0.24           | 10 May 2004        |                 |
|                |                                | C   | TI   | (SB) McKellips Rd (off)                      | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 4     | 0.05           | 14 Jul 2004        |                 |
| 49.18          | +0.40                          | C   | TI   | (SB) McKellips Rd (off)                      | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.08           | 18 Oct 1996        |                 |
| 49.26          | +0.48                          | C   | TI   | (SB) McKellips Rd (off)                      | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.05           | 18 Oct 1996        |                 |
| 49.29          | +0.51                          | C   | MD   | Concrete Median Barrier                      |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 49.32          | +0.54                          | A   | OP   | Exit #50 McKellips Rd                        |               |            |                     |               |                      |       |                | 1992               | 165 ft Concrete |

**S 101 at M050+0.54**

**M050+0.54 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M050+0.54**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M050+0.54 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 49.32          | M050 +0.54                     | A   | TI   | (EB/WB) McKellips Rd Crossing                | PCC           | PCC        | 4                   | 48            |                      | 0.14  |                |                    |                 |
| 49.33          | +0.55                          | C   | TI   | (SB) McKellips Rd (on)                       | PCC           | PCC        | 2                   | 24            | 4                    | 0.03  | 18 Oct 1996    |                    |                 |
| 49.36          | +0.59                          | C   | SB   | <a href="#">Projects spanning M50 to M51</a> | AC/PCC        | AC         | 3.5                 | 8             | 42                   | 10    | 0.04           | 10 May 2004        |                 |
|                |                                | C   | MD   | Soil Median with Cable Barrier               |               |            |                     |               |                      |       | 0.77           |                    |                 |
|                |                                | C   | TI   | (SB) McKellips Rd (on)                       | AC/PCC        | AC/PCC     | 2                   | 24            | 4                    | 0.19  | 18 Oct 1996    |                    |                 |
| 49.39          | +0.61                          | C   | CG   | Low Profile Gutter to Right and Left         |               |            |                     |               |                      |       | 0.19           |                    |                 |
| 49.40          | +0.62                          | C   | SB   | <a href="#">Projects spanning M50 to M51</a> | AC/PCC        | AC         | 4                   | 8             | 48                   | 10    | 0.15           | 10 May 2004        |                 |
| 49.55          | +0.77                          | C   | SB   |  | AC/PCC        | AC         | 4                   | 8             | 66                   | 10    | 0.04           | 10 May 2004        |                 |
| 49.58          | +0.80                          | C   | CG   | Low Profile Gutter to Right                  |               |            |                     |               |                      |       | 4.13           |                    |                 |
| 49.59          | +0.82                          | C   | SB   | <a href="#">Projects spanning M50 to M51</a> | AC/PCC        | AC         | 4                   | 8             | 60                   | 10    | 0.07           | 10 May 2004        |                 |
| 49.66          | +0.88                          | C   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 8             | 60                   | 10    | 0.14           | 10 May 2004        |                 |
| 49.80          | M051 +0.03                     | C   | SB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | AC/PCC     | 4                   | 8             | 60                   | 10    | 0.06           | 20050011           |                 |
| 49.86          | +0.09                          | C   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 8             | 66                   | 10    | 0.03           | 20050011           |                 |
| 49.90          | +0.12                          | C   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 8             | 72                   | 10    | 0.09           | 20050011           |                 |
| 49.99          | +0.21                          | C   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 8             | 48                   | 10    | 0.10           | 20050011           |                 |
|                |                                | C   | TI   | (SB) S 202 EB/WB (off)                       | PCC           | PCC        | 2                   | 24            | 4                    | 0.23  | 18 Oct 1996    |                    |                 |
| 50.03          | +0.25                          | C   | BR   | (SB) Salt River & S 202 WB to S 101 SB       |               |            |                     |               |                      |       |                | 1223 ft Concrete   |                 |
| 50.08          | +0.30                          | A   | JB   | SL Salt River IR / NCL Mesa                  |               |            |                     |               |                      |       |                |                    |                 |
| 50.09          | +0.31                          | C   | SB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | AC/PCC     | 4                   | 22            | 48                   | 12    | 0.37           | 20050011           |                 |
| 50.13          | +0.36                          | C   | MD   | Concrete Median Barrier                      |               |            |                     |               |                      |       | 0.76           |                    |                 |
| 50.22          | +0.45                          | C   | TI   | (SB) S 202 WB (off)                          | PCC           | PCC        | 1                   | 12            | 4                    | 0.35  | 18 Oct 1996    |                    |                 |
|                |                                | C   | TI   | (SB) S 202 EB (off)                          | PCC           | PCC        | 1                   | 12            | 4                    | 0.55  | 18 Oct 1996    |                    |                 |
| 50.46          | +0.68                          | C   | SB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | AC/PCC     | 4                   | 22            | 54                   | 12    | 0.03           | 20050011           |                 |
| 50.48          | +0.70                          | A   | UP   | Exit #51 S 202 SB to S 202 EB                |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 50.49          | +0.71                          | C   | SB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | AC/PCC     | 4                   | 22            | 60                   | 12    | 0.07           | 20050011           |                 |
| 50.50          | +0.72                          | C   | OP   | (SB) Over S 202 WB/EB                        |               |            |                     |               |                      |       |                | 282 ft Concrete    |                 |
| 50.52          | +0.74                          | A   | UP   | Under S 101 NB to S 202 WB Flyover           |               |            |                     |               |                      |       |                |                    | 17'-09"         |
| 50.56          | +0.78                          | C   | SB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | AC/PCC     | 4                   | 22            | 48                   | 12    | 0.09           | 20050011           |                 |
|                |                                | C   | TI   | (SB) Rio Salado Parkway (off)                | PCC           | PCC        | 1                   | 12            | 4                    | 0.15  | 18 Oct 1996    |                    |                 |
| 50.58          | +0.80                          | C   | TI   | (SB) S 202 EB (off)                          | PCC           | PCC        | 2                   | 24            | 4                    | 0.16  | 18 Oct 1996    |                    |                 |
| 50.65          | +0.87                          | C   | OP   | (SB) Over S 202 EB to S 101 NB               |               |            |                     |               |                      |       |                | 125 ft Concrete    |                 |
|                | +0.88                          | C   | SB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | AC/PCC     | 3.5                 | 22            | 42                   | 12    | 0.15           | 20050011           |                 |
| 50.70          | +0.93                          | C   | TI   | (SB) Rio Salado Parkway (off)                | PCC           | PCC        | 2.5                 | 30            | 4                    | 0.07  | 18 Oct 1996    |                    |                 |
| 50.78          | M052 +0.00                     | C   | TI   | (SB) Rio Salado Parkway (off)                | PCC           | PCC        | 4                   | 48            | 4                    | 0.05  | 18 Oct 1996    |                    |                 |
| 50.81          | +0.03                          | C   | SB   | <a href="#">Projects spanning M52 to M53</a> | AC/PCC        | AC/PCC     | 3                   | 22            | 36                   | 12    | 0.08           | 20050011           |                 |
| 50.83          | +0.05                          | A   | JB   | SCL Mesa / NCL Tempe                         |               |            |                     |               |                      |       |                |                    |                 |
| 50.84          | +0.06                          | A   | TI   | (EB/WB) Rio Salado Pkwy Crossing             | PCC           | PCC        | 4                   | 48            |                      | 0.16  |                |                    |                 |
|                |                                | A   | OP   | Rio Salado Parkway                           |               |            |                     |               |                      |       |                | 170 ft Concrete    |                 |
|                |                                | C   | FR   | One Way Frontage Rd SB                       | Unk           | Unk        | 2                   | 24            | 2                    | 2.50  |                |                    |                 |

**S 101 at M052+0.06**

**M052+0.06 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M052+0.11**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M052+0.11 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 50.89          | M052 +0.11                     | C   | TI (SB) from EB S 202 (on)                      |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | SB <a href="#">Projects spanning M52 to M53</a> | AC/PCC       | AC            | 5          | 12                  | 72            | 10                   | 0.14  | 1994           |                    |                 |
|                |                                | C   | MD 30 ft Soil Median with Cable Barrier         |              |               |            |                     |               |                      | 2.76  |                |                    |                 |
| 51.03          | +0.26                          | C   | SB <a href="#">Projects spanning M52 to M53</a> | AC/PCC       | AC            | 5          | 12                  | 66            | 10                   | 0.01  | 1994           |                    |                 |
| 51.04          |                                | C   | SB  | AC/PCC       | AC/PCC        | 5          | 12                  | 66            | 10                   | 0.26  | 1994           |                    |                 |
| 51.30          | +0.52                          | C   | SB  | AC/PCC       | AC/PCC        | 5          | 12                  | 60            | 10                   | 0.09  | 1994           |                    |                 |
| 51.33          | +0.56                          | A   | UP Exit #52 University Dr                       |              |               |            |                     |               |                      |       | 1990           |                    | 16'-09"         |
|                |                                | A   | TI (EB/WB) University Dr Crossing               | PCC          | PCC           | 4          |                     | 48            |                      | 0.16  |                |                    |                 |
| 51.39          | +0.61                          | C   | SB <a href="#">Projects spanning M52 to M53</a> | AC/PCC       | AC/PCC        | 5          | 12                  | 60            | 2                    | 0.20  | 04 Aug 1991    |                    |                 |
| 51.41          | +0.63                          | C   | TI (SB) University Dr (on)                      | PCC          | PCC           | 2          |                     | 24            |                      | 0.07  | 19991503       |                    |                 |
| 51.48          | +0.71                          | C   | TI (SB) University Dr (on)                      | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.11  | 19991503       |                    |                 |
| 51.58          | +0.80                          | A   | UP Victory Dr                                   |              |               |            |                     |               |                      |       | 1991           |                    | 16'-10"         |
| 51.59          | +0.81                          | C   | SB <a href="#">Projects spanning M52 to M53</a> | AC/PCC       | AC/PCC        | 5          | 12                  | 72            | 2                    | 0.14  | 04 Aug 1991    |                    |                 |
| 51.73          | +0.95                          | C   | SB  | AC/PCC       | AC/PCC        | 5          | 10                  | 72            | 0                    | 0.08  | 04 Aug 1991    |                    |                 |
| 51.81          | M053 +0.04                     | C   | SB <a href="#">Projects spanning M53 to M54</a> | AC/PCC       | AC/PCC        | 5          | 8                   | 72            | 12                   | 0.06  | 04 Aug 1991    |                    |                 |
| 51.83          | +0.06                          | A   | TI (EB/WB) Apache Blvd Crossing                 | PCC          | PCC           | 4          |                     | 48            |                      | 0.13  |                |                    |                 |
| 51.84          |                                | A   | UP Apache Blvd                                  |              |               |            |                     |               |                      |       | 1991           |                    | 17'-00"         |
|                |                                | C   | VMS (SB) Variable Message Sign #235 (Existing)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 51.88          | +0.10                          | C   | SB <a href="#">Projects spanning M53 to M54</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 72            | 0                    | 0.01  | 04 Aug 1991    |                    |                 |
| 51.89          | +0.11                          | C   | SB  | AC/PCC       | AC/PCC        | 5          | 8                   | 72            | 10                   | 0.13  | 04 Aug 1991    |                    |                 |
| 52.02          | +0.24                          | C   | SB  | AC/PCC       | AC/PCC        | 5          | 10                  | 72            | 0                    | 0.05  | 04 Aug 1991    |                    |                 |
| 52.04          | +0.27                          | A   | UP Union Pacific RR                             |              |               |            |                     |               |                      |       | 1991           |                    | 17'-08"         |
| 52.06          | +0.29                          | C   | TI (SB) Broadway Rd (off)                       | AC/PCC       | AC/PCC        | 1          | 1                   | 24            | 1                    | 0.11  | 15 Mar 1999    |                    |                 |
|                |                                | C   | SB <a href="#">Projects spanning M53 to M54</a> | AC/PCC       | AC/PCC        | 5          | 10                  | 60            | 0                    | 0.04  | 04 Aug 1991    |                    |                 |
| 52.10          | +0.33                          | C   | SB  | AC/PCC       | AC/PCC        | 4.5        | 10                  | 54            | 0                    | 0.15  | 04 Aug 1991    |                    |                 |
| 52.18          | +0.40                          | C   | TI (SB) Broadway Rd (off)                       | PCC          | PCC           | 1          | 1                   | 12            | 1                    | 0.13  | 15 Mar 1999    |                    |                 |
| 52.26          | +0.48                          | C   | SB <a href="#">Projects spanning M53 to M54</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 0                    | 0.05  | 04 Aug 1991    |                    |                 |
| 52.30          | +0.53                          | C   | SB  | AC/PCC       | AC/PCC        | 4          | 8                   | 48            | 2                    | 0.36  | 04 Aug 1991    |                    |                 |
| 52.34          | +0.57                          | A   | TI (EB/WB) Broadway Rd Crossing                 | PCC          | PCC           | 6          |                     | 72            |                      | 0.16  |                |                    |                 |
|                |                                | A   | UP Exit #53 Broadway Rd                         |              |               |            |                     |               |                      |       | 1991           |                    | 16'-10"         |
| 52.46          | +0.69                          | C   | TI (SB) Broadway Rd (on)                        | PCC          | PCC           | 2          | 1                   | 24            | 1                    | 0.01  | 15 Mar 1999    |                    |                 |
| 52.47          | +0.70                          | C   | TI (SB) Broadway Rd (on)                        | AC/PCC       | AC/PCC        | 2          | 1                   | 24            | 1                    | 0.13  | 15 Mar 1999    |                    |                 |
| 52.61          | +0.83                          | C   | TI (SB) Broadway Rd (on)                        | AC/PCC       | AC/PCC        | 1.5        | 1                   | 18            | 1                    | 0.06  | 15 Mar 1999    |                    |                 |
| 52.66          | +0.89                          | C   | SB <a href="#">Projects spanning M53 to M54</a> | AC/PCC       | AC/PCC        | 4          | 8                   | 60            | 2                    | 0.38  | 04 Aug 1991    |                    |                 |
| 53.05          | M054 +0.26                     | C   | SB <a href="#">Projects spanning M54 to M55</a> | AC/PCC       | AC/PCC        | 4          | 8                   | 48            | 2                    | 0.04  | 04 Aug 1991    |                    |                 |
|                |                                | C   | TI (SB) Southern Ave (off)                      | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.15  | 15 Mar 1999    |                    |                 |
| 53.09          | +0.30                          | C   | SB <a href="#">Projects spanning M54 to M55</a> | AC/PCC       | AC/PCC        | 4          | 8                   | 54            | 2                    | 0.05  | 04 Aug 1991    |                    |                 |
| 53.13          | +0.34                          | C   | SB  | AC/PCC       | AC/PCC        | 4          | 8                   | 60            | 2                    | 0.07  | 04 Aug 1991    |                    |                 |
| 53.20          | +0.40                          | C   | TI (SB) Southern Ave (off)                      | PCC          | PCC           | 1          |                     | 12            |                      | 0.09  | 15 Mar 1999    |                    |                 |

**S 101 at M054+0.40**

**M054+0.40 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M054+0.41**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M054+0.41 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|
| 53.20          | M054 +0.41                     | C   | SB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 2     | 0.03           | 04 Aug 1991        |                 |         |
|                |                                | C   | TI   | (SB) U 060 WB/EB (off)                       | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.20           | 15 Mar 1999        |                 |         |
| 53.23          | +0.44                          | C   | SB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.22           | 04 Aug 1991        |                 |         |
| 53.34          | +0.55                          | A   | UP   | Exit #54 Southern Ave                        |               |            |                     |               |                      |       |                | 1990               | 15'-10"         |         |
|                |                                | C   | FR   | One Way Frontage Rd SB                       | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.02           |                    |                 |         |
|                |                                | A   | TI   | (EB/WB) Southern Ave Crossing                | PCC           | PCC        | 4                   |               | 48                   |       | 0.16           |                    |                 |         |
| 53.40          | +0.61                          | C   | TI   | (SB) U 060 WB/EB (off)                       | PCC           | PCC        | 2.5                 | 4             | 30                   | 8     | 0.04           | 15 Mar 1999        |                 |         |
| 53.44          | +0.65                          | C   | TI   | (SB) U 060 WB/EB (off)                       | PCC           | PCC        | 3                   | 4             | 36                   | 8     | 0.06           | 15 Mar 1999        |                 |         |
| 53.45          | +0.66                          | C   | SB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 2.5                 | 8             | 30                   | 10    | 0.15           | 04 Aug 1991        |                 |         |
| 53.50          | +0.71                          | C   | TI   | (SB) U 060 EB (off)                          | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.50           | 15 Mar 1999        |                 |         |
|                |                                | C   | TI   | (SB) U 060 WB (off)                          | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.38           | 15 Mar 1999        |                 |         |
| 53.60          | +0.81                          | C   | SB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.12           | 04 Aug 1991        |                 |         |
| 53.66          | +0.87                          | C   | MD   | Concrete Median Barrier                      |               |            |                     |               |                      |       | 0.36           |                    |                 |         |
| 53.67          | +0.88                          | C   | OP   | (SB) WB U 060 to SB S 101                    |               |            |                     |               |                      |       |                | 2000               | 160 ft Concrete |         |
| 53.71          | +0.92                          | C   | SB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.09           | 21 Jun 2004        |                 |         |
|                |                                | C   | CG   | Low Profile Gutter to Left                   |               |            |                     |               |                      |       | 6.04           | 2004               |                 |         |
| 53.77          | M055 +0.00                     | A   | UP   | S 101 SB to U 060 EB                         |               |            |                     |               |                      |       |                | 1994               | 16'-04"         |         |
| 53.80          | +0.03                          | C   | SB   | <a href="#">Projects spanning M55 to M56</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.34           | 21 Jun 2004        |                 |         |
|                |                                | C   | TI   | (SB) from U 060 WB (on)                      |               |            |                     |               |                      |       |                |                    |                 |         |
| 53.83          | +0.06                          | A   | UP   | Under S 101 NB to U 060 WB                   |               |            |                     |               |                      |       |                | 1997               | 160 ft Concrete |         |
|                |                                | C   | OP   | (SB) U 060 WB/EB                             |               |            |                     |               |                      |       |                | 1993               |                 |         |
| 53.86          | +0.09                          | C   | TI   | (SB) U 060 EB (off)                          | PCC           | PCC        | 2.5                 | 4             | 30                   | 8     | 0.01           | 15 Mar 1999        |                 |         |
| 53.87          | +0.10                          | C   | TI   | (SB) U 060 EB (off)                          | PCC           | PCC        | 3                   | 4             | 36                   | 8     | 0.19           | 15 Mar 1999        |                 |         |
| 53.98          | +0.21                          | C   | OP   | (SB) EB U 060 to NB S 101                    |               |            |                     |               |                      |       |                | 1997               | 169 ft Concrete |         |
| 54.01          | +0.24                          | C   | MD   | 30 ft Soil Median                            |               |            |                     |               |                      |       | 1.07           |                    |                 |         |
| 54.14          | +0.37                          | C   | SB   | <a href="#">Projects spanning M55 to M56</a> | AC/PCC        | AC/PCC     | 4                   | 8             | 60                   | 10    | 0.10           | 21 Jun 2004        |                 |         |
|                |                                | C   | TI   | (SB) U 060 EB (on)                           |               |            |                     |               |                      |       |                |                    |                 |         |
| 54.24          | +0.46                          | C   | SB   | <a href="#">Projects spanning M55 to M56</a> | AC/PCC        | AC/PCC     | 4                   | 8             | 54                   | 10    | 0.12           | 21 Jun 2004        |                 |         |
| 54.36          | +0.59                          | C   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 8             | 48                   | 10    | 0.32           | 21 Jun 2004        |                 |         |
|                |                                | A   | UP   | Baseline Rd                                  |               |            |                     |               |                      |       |                |                    | 1997            | ??'-??" |
|                |                                | A   | TI   | (EB/WB) Baseline Rd Crossing                 | PCC           | PCC        | 6                   |               | 72                   |       | 0.16           |                    |                 |         |
|                |                                | C   | FR   | One Way Frontage Rd SB                       | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.47           |                    |                 |         |
| 54.51          | +0.74                          | C   | TI   | (SB) Baseline Rd (on)                        | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 8     | 0.16           | 15 Mar 1999        |                 |         |
| 54.56          | +0.79                          | C   | VMS  | (NB) Variable Message Sign #44 (Operational) |               |            |                     |               |                      |       |                | 27 Jul 2003        |                 |         |
| 54.68          | +0.91                          | C   | SB   | <a href="#">Projects spanning M55 to M56</a> | AC/PCC        | AC/PCC     | 4                   | 8             | 60                   | 10    | 0.25           | 21 Jun 2004        |                 |         |
| 54.83          | M056 +0.04                     | C   | FR   | One Way Frontage Rd SB                       | PCC           | PCC        | 2                   | 5             | 23                   | 2     | 0.54           |                    |                 |         |
| 54.93          | +0.14                          | C   | SB   | <a href="#">Projects spanning M56 to M57</a> | AC/PCC        | AC/PCC     | 4                   | 8             | 66                   | 10    | 0.04           | 21 Jun 2004        |                 |         |
| 54.97          | +0.18                          | C   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 8             | 72                   | 10    | 0.08           | 21 Jun 2004        |                 |         |
| 55.04          | +0.26                          | C   | SB   |  | AC/PCC        | AC/PCC     | 3.5                 | 8             | 42                   | 10    | 0.04           | 21 Jun 2004        |                 |         |

**S 101 at M056+0.26**

**M056+0.26 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M056+0.26**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M056+0.26 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 55.04          | M056+0.26                      | C   | TI (SB) Guadalupe Rd (off)                      | AC/PCC       | AC/PCC        | 2          | 0                   | 24            | 2                    | 0.18  | 04 Jun 2001    |                    |                 |
| 55.08          | +0.30                          | C   | SB <a href="#">Projects spanning M56 to M57</a> | AC/PCC       | AC/PCC        | 3.5        | 8                   | 42            | 10                   | 0.11  | 21 Jun 2004    |                    |                 |
|                |                                | C   | MD Variable Soil Median                         |              |               |            |                     |               |                      | 5.01  |                |                    |                 |
| 55.19          | +0.41                          | C   | SB <a href="#">Projects spanning M56 to M57</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.46  | 21 Jun 2004    |                    |                 |
| 55.32          | +0.54                          | C   | TI (SB) Baseline Rd EB (off)                    | PCC          | PCC           | 2          |                     | 24            |                      | 0.04  |                |                    |                 |
| 55.36          | +0.58                          | A   | UP Exit #56 Guadalupe Rd                        |              |               |            |                     |               |                      |       | 1999           |                    | 16'-00"         |
|                |                                | A   | TI (EB/WB) Guadalupe Rd Crossing                | PCC          | PCC           | 4          |                     | 48            |                      | 0.12  |                |                    |                 |
|                |                                | C   | FR One Way Frontage Rd SB                       | PCC          | PCC           | 2          | 5                   | 23            | 2                    | 0.10  |                |                    |                 |
| 55.37          | +0.59                          | C   | TI (SB) Baseline Rd WB (on)                     | PCC          | PCC           | 2          |                     | 24            |                      | 0.04  |                |                    |                 |
| 55.46          | +0.68                          | C   | FR One Way Frontage Rd SB                       | PCC          | PCC           | 1          | 0                   | 12            | 0                    | 0.19  |                |                    |                 |
| 55.52          | +0.74                          | C   | TI (SB) Guadalupe Rd (on)                       | AC/PCC       | AC/PCC        | 2          | 0                   | 26            | 2                    | 0.13  | 04 Jun 2001    |                    |                 |
| 55.65          | +0.87                          | C   | SB <a href="#">Projects spanning M56 to M57</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.43  | 21 Jun 2004    |                    |                 |
| 55.66          |                                | C   | FR One Way Frontage Rd SB                       | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.05  |                |                    |                 |
| 55.71          | +0.92                          | C   | FR One Way Frontage Rd SB                       | Unk          | Unk           | 2          |                     | 24            |                      | 1.67  |                |                    |                 |
| 55.85          | M057+0.03                      | A   | UP Western Canal                                |              |               |            |                     |               |                      |       | 1997           |                    | ??'-??"         |
| 55.88          | +0.06                          | A   | UP Pedestrian OP                                |              |               |            |                     |               |                      |       | 1997           |                    | 17'-10"         |
| 56.08          | +0.26                          | C   | SB <a href="#">Projects spanning M57 to M58</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.56  | 21 Jun 2004    |                    |                 |
|                |                                | C   | TI (SB) Elliot Rd (off)                         | AC/PCC       | AC/PCC        | 1          | 2                   | 14            | 6                    | 0.16  | 04 Jun 2001    |                    |                 |
| 56.37          | +0.55                          | A   | UP Exit #57 Elliot Rd                           |              |               |            |                     |               |                      |       | 23 Feb 2001    |                    | 16'-11"         |
|                |                                | A   | TI (EB/WB) Elliot Rd Crossing                   | PCC          | PCC           | 6          |                     | 72            |                      | 0.13  |                |                    |                 |
| 56.41          | +0.58                          | C   | TI (SB) Elliot Rd (on)                          | PCC          | PCC           | 2          | 2                   | 26            | 2                    | 0.07  | 04 Jun 2001    |                    |                 |
| 56.48          | +0.66                          | C   | TI (SB) Elliot Rd (on)                          | AC/PCC       | AC/PCC        | 2          | 2                   | 26            | 2                    | 0.17  | 04 Jun 2001    |                    |                 |
| 56.63          | +0.80                          | C   | JB ECL Tempe / WCL Chandler                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 56.65          | +0.82                          | C   | SB <a href="#">Projects spanning M57 to M58</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.43  | 21 Jun 2004    |                    |                 |
| 56.80          | M058+0.03                      | A   | UP Conference Dr                                |              |               |            |                     |               |                      |       | 1998           |                    | 16'-03"         |
| 57.08          | +0.30                          | C   | SB <a href="#">Projects spanning M58 to M59</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.59  | 21 Jun 2004    |                    |                 |
|                |                                | C   | TI (SB) Warner Rd (off)                         | AC/PCC       | AC/PCC        | 1          | 0                   | 14            | 6                    | 0.17  | 06 Apr 2001    |                    |                 |
| 57.25          | +0.47                          | C   | TI (SB) Warner Rd (off)                         | PCC          | PCC           | 1          | 0                   | 14            | 6                    | 0.06  | 06 Apr 2001    |                    |                 |
| 57.37          | +0.60                          | A   | UP Exit #58 Warner Rd                           |              |               |            |                     |               |                      |       | 23 Feb 2001    |                    | 16'-04"         |
|                |                                | A   | TI (EB/WB) Warner Rd Crossing                   | PCC          | PCC           | 4          |                     | 48            |                      | 0.12  |                |                    |                 |
|                |                                | C   | FR One Way Frontage Rd SB                       | Unk          | Unk           | 2          | 0                   | 23            | 5                    | 2.55  |                |                    |                 |
| 57.47          | +0.69                          | C   | TI (SB) Warner Rd (on)                          | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.02  | 06 Apr 2001    |                    |                 |
| 57.49          | +0.71                          | C   | TI (SB) Warner Rd (on)                          | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.14  | 06 Apr 2001    |                    |                 |
| 57.63          | +0.85                          | C   | TI (SB) Warner Rd (on)                          | AC/PCC       | AC/PCC        | 1.5        | 2                   | 18            | 2                    | 0.03  | 06 Apr 2001    |                    |                 |
| 57.67          | +0.89                          | C   | SB <a href="#">Projects spanning M58 to M59</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 48            | 10                   | 0.40  | 21 Jun 2004    |                    |                 |
| 58.06          | M059+0.29                      | C   | SB <a href="#">Projects spanning M59 to M60</a> | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.62  | 21 Jun 2004    |                    |                 |
|                |                                | C   | TI (SB) Ray Rd (off)                            | AC/PCC       | AC/PCC        | 1          | 2                   | 14            | 6                    | 0.18  | 06 Apr 2001    |                    |                 |
| 58.37          | +0.60                          | A   | UP Exit #59 Ray Rd                              |              |               |            |                     |               |                      |       | 06 Apr 2001    |                    | 16'-07"         |
| 58.38          | +0.61                          | A   | TI (EB/WB) Ray Rd Crossing                      | PCC          | PCC           | 6          |                     | 72            |                      | 0.15  |                |                    |                 |

**S 101 at M059+0.61**

**M059+0.61 on S 101**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M059+0.73**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M059+0.73 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|
| 58.50          | M059 +0.73                     | C   | TI   | (SB) Ray Rd (on)   | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.19           | 06 Apr 2001        |                  |
| 58.69          | +0.92                          | C   | SB   | <a href="#">Projects spanning M59 to M60</a>             | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.20           | 21 Jun 2004        |                  |
| 58.89          | M060 +0.12                     | C   | SB   | <a href="#">Projects spanning M60 to M61</a>             | AC/PCC        | AC/PCC     | 3                   | 8             | 54                   | 10    | 0.03           | 21 Jun 2004        |                  |
| 58.92          | +0.15                          | C   | SB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 60                   | 10    | 0.11           | 21 Jun 2004        |                  |
| 59.03          | +0.26                          | C   | SB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.01           | 21 Jun 2004        |                  |
|                |                                | C   | TI   | (SB) Chandler Blvd (off)                                 | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.16           | 06 Apr 2001        |                  |
| 59.04          | +0.27                          | C   | SB   | <a href="#">Projects spanning M60 to M61</a>             | AC/PCC        | AC/PCC     | 3                   | 8             | 42                   | 10    | 0.01           | 21 Jun 2004        |                  |
| 59.05          |                                | C   | SB   |  | AC/PCC        | AC/PCC     | 3.5                 | 8             | 48                   | 10    | 0.03           | 21 Jun 2004        |                  |
| 59.08          | +0.31                          | C   | SB   |  | AC/PCC        | AC/PCC     | 3.5                 | 8             | 54                   | 10    | 0.01           | 21 Jun 2004        |                  |
| 59.09          |                                | C   | SB   |  | AC/PCC        | AC/PCC     | 4                   | 8             | 60                   | 10    | 0.02           | 21 Jun 2004        |                  |
| 59.10          | +0.33                          | C   | SB   |  | AC/PCC        | AC/PCC     | 3.5                 | 8             | 54                   | 10    | 0.19           | 21 Jun 2004        |                  |
| 59.30          | +0.52                          | C   | SB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.06           | 21 Jun 2004        |                  |
| 59.35          | +0.58                          | C   | SB   |  | AC/PCC        | AC/PCC     | 2.5                 | 8             | 42                   | 10    | 0.02           | 21 Jun 2004        |                  |
| 59.37          | +0.60                          | C   | SB   |  | AC/PCC        | AC/PCC     | 2                   | 8             | 36                   | 10    | 0.28           | 21 Jun 2004        |                  |
|                |                                | A   | OP   | Exit #60 Chandler Blvd                                   |               |            |                     |               |                      |       |                | 06 Apr 2001        | 198 ft Concrete  |
|                |                                | A   | TI   | (EB/WB) Chandler Blvd Crossing                           | PCC           | PCC        | 6                   |               | 72                   |       | 0.15           |                    |                  |
| 59.64          | +0.87                          | C   | SB   | <a href="#">Projects spanning M60 to M61</a>             | AC/PCC        | AC/PCC     | 2                   | 8             | 42                   | 10    | 0.04           | 21 Jun 2004        |                  |
| 59.68          | +0.91                          | C   | SB   |  | AC/PCC        | AC/PCC     | 2                   | 8             | 48                   | 10    | 0.06           | 21 Jun 2004        |                  |
| 59.74          | +0.97                          | C   | TI   | (SB) Price Rd (off)                                      | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.19           | 17 Nov 2003        |                  |
|                |                                | C   | SB   | <a href="#">Projects spanning M60 to M61</a>             | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.35           | 21 Jun 2004        |                  |
| 59.87          | M061 +0.10                     | A   | UP   | Frye Rd  |               |            |                     |               |                      |       |                | 1995               | ??-??"           |
| 59.92          | +0.15                          | C   | FR   | One Way Frontage Rd SB                                   | PCC           | PCC        | 1.5                 | 2             | 21                   | 6     | 0.12           | 17 Nov 2003        |                  |
| 59.94          | +0.16                          | C   | TI   | (SB) Price Rd (off)                                      | PCC           | PCC        | 2                   |               | 24                   |       | 0.10           | 17 Nov 2003        |                  |
| 60.04          | +0.26                          | C   | TI   | (SB) Price Rd (off)                                      | PCC           | PCC        | 3                   |               | 36                   |       | 0.38           | 17 Nov 2003        |                  |
| 60.09          | +0.32                          | C   | SB   | <a href="#">Projects spanning M61 to M62</a>             | AC/PCC        | AC/PCC     | 2                   | 6             | 24                   | 10    | 0.90           | 20 Jun 2005        |                  |
|                |                                | C   | OP   | (SB) S 101 SB to S 202 EB over S 101 Frontage Rd SB      |               |            |                     |               |                      |       |                | 01 Jun 2003        | 366 ft Concrete  |
|                |                                | C   | TI   | (SB) S 202 (off)   | AC/PCC        | AC/PCC     | 1                   | 6             | 12                   | 10    | 0.61           | 17 Nov 2003        |                  |
|                |                                | C   | OP   | (SB) S 101 to S 202 WB over S 101 Frontage Rd SB         |               |            |                     |               |                      |       |                |                    | 366 ft Concrete  |
| 60.14          | +0.36                          | C   | UP   | (SB) S 101 Frontage Rd under Ramp S 101 SB to S 202 EB   |               |            |                     |               |                      |       |                | 17 Nov 2003        | 17'-04"          |
| 60.22          | +0.45                          | C   | UP   | S 101 (SB) to S 202 (WB) Ramp under Chandler Village Dr  |               |            |                     |               |                      |       |                | 17 Nov 2003        | 16'-11"          |
| 60.24          | +0.46                          | C   | OP   | Ramp S 101 SB to S 202 EB over S 202 EB to S 101 NB Ramp |               |            |                     |               |                      |       |                | 20 Jun 2005        | 1542 ft Concrete |
| 60.32          | +0.55                          | C   | OP   | (SB) Price Rd over S 202 mainline, and ramps             |               |            |                     |               |                      |       |                | 200404             | 264 ft Concrete  |
| 61.00          | +0.26                          | C   | J    | (SB) End S 101 at S 202 EB                               |               |            |                     |               |                      |       |                | 20 Jun 2005        |                  |

**S 101 at M061+0.26**

**M061+0.26 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M001+0.45**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.45 on S 101**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 101 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |  |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M001 +0.45                     | N   | J (SB) Begin S 101 at I 010 near 99th Ave in Phoenix |              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | JB Inside Avondale, Maricopa County                  |              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M1 to M2</a>        | PCC          | PCC           | 1          | 10                  | 12            | 8                    | 0.36  | 14 Oct 2001    |                    |                 |
| 0.35  | +0.79                          | N   | OP (SB) Over Canal, Frontage WB and 99th Ave         |              |               |            |                     |               |                      |       |                | Unknown            |                 |
|   |                                | N   | TI (SB) I 010 EB (off)                               | PCC          | PCC           | 2          |                     | 24            |                      | 0.57  |                |                    |                 |
| 0.36  | +0.81                          | N   | SB <a href="#">Projects spanning M1 to M2</a>        | PCC          | AC/PCC        | 1          | 10                  | 12            | 8                    | 0.02  | 23 Oct 2005    |                    |                 |
| 0.39  | +0.83                          | N   | SB   | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.30  | 23 Oct 2005    |                    |                 |
| 0.43  | +0.88                          | N   | OP (SB) Exit #2                                      |              |               |            |                     |               |                      |       | 2000           | 206 ft Concrete    |                 |
| 0.54  | +0.99                          | N   | TI (SB) McDowell Rd (off)                            | PCC          | PCC           | 3          | 6                   | 36            | 2                    | 0.10  | 14 Oct 2001    |                    |                 |
| 0.61  | M002 +0.06                     | N   | TI (SB) McDowell Rd (off)                            | Unk          | Unk           | 2          | 6                   | 24            | 2                    | 0.07  | 14 Oct 2001    |                    |                 |
| 0.68  | +0.13                          | N   | SB <a href="#">Projects spanning M2 to M3</a>        | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.52  | 23 Oct 2005    |                    |                 |
| 0.69  |                                | N   | TI (SB) McDowell Rd (off)                            | Unk          | Unk           | 1          | 6                   | 14            | 2                    | 0.08  | 14 Oct 2001    |                    |                 |
| 0.86  |                                | N   | UP S 101 SB to S 202 EB and S 202 WB Ramp            |              |               |            |                     |               |                      |       | 17 Nov 2003    |                    | 16'-07"         |
| 1.21  | M002 +0.65                     | N   | SB <a href="#">Projects spanning M2 to M3</a>        | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.04  | 23 Oct 2005    |                    |                 |
| 1.22  | +0.67                          | N   | CG Curb to Left                                      |              |               |            |                     |               |                      | 0.23  |                |                    |                 |
| 1.25  | +0.69                          | N   | SB <a href="#">Projects spanning M2 to M3</a>        | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.53  | 23 Oct 2005    |                    |                 |
| 1.49  | +0.93                          | N   | TI (SB) Thomas Rd (on)                               | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.23  | 14 Oct 2001    |                    |                 |
| 1.57  | M003 +0.01                     | N   | CG Curb to Left                                      |              |               |            |                     |               |                      | 1.86  |                |                    |                 |
|   |                                | N   | TI (SB) Thomas Rd (off)                              | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.06  | 14 Oct 2001    |                    |                 |
| 1.61  | +0.05                          | N   | TI (SB) Thomas Rd (off)                              | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.04  | 14 Oct 2001    |                    |                 |
| 1.78  | +0.22                          | N   | TI (SB) Thomas Rd (off)                              | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.17  | 14 Oct 2001    |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M3 to M4</a>        | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.04  | 23 Oct 2005    |                    |                 |
| 1.81  | +0.25                          | N   | SB   | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.45  | 23 Oct 2005    |                    |                 |
| 2.27  | +0.71                          | N   | SB   | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.47  | 23 Oct 2005    |                    |                 |
| 2.49  | +0.93                          | N   | TI (SB) Indian School Rd (on)                        | Unk          | Unk           | 2          | 2                   | 24            | 2                    | 0.23  | 14 Oct 2001    |                    |                 |
| 2.58  | M004 +0.02                     | N   | TI (SB) Indian School Rd (off)                       | PCC          | PCC           | 3          | 8                   | 36            | 2                    | 0.06  | 14 Oct 2001    |                    |                 |
| 2.63  | +0.08                          | N   | TI (SB) Indian School Rd (off)                       | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.05  | 14 Oct 2001    |                    |                 |
| 2.66  | +0.10                          | N   | TI (SB) Indian School Rd (off)                       | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.02  | 14 Oct 2001    |                    |                 |
| 2.74  | +0.18                          | N   | TI (SB) Indian School Rd (off)                       | AC/PCC       | AC/PCC        | 1          | 8                   | 12            | 2                    | 0.08  | 23 Oct 2005    |                    |                 |
|   |                                | N   | SB <a href="#">Projects spanning M4 to M5</a>        | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.04  | 23 Oct 2005    |                    |                 |
| 2.78  | +0.22                          | N   | SB   | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.46  | 23 Oct 2005    |                    |                 |
| 3.24  | +0.69                          | N   | SB   | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.03  | 23 Oct 2005    |                    |                 |
| 3.28  | +0.72                          | N   | SB   | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.11  | 23 Oct 2005    |                    |                 |
| 3.39  | +0.83                          | N   | SB   | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.25  | 23 Oct 2005    |                    |                 |
| 3.49  | +0.93                          | N   | TI (SB) Camelback Rd (on)                            | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.22  | 23 Oct 2005    |                    |                 |
| 3.50  | +0.94                          | N   | TI (SB) Camelback Rd (on)                            | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.01  | 14 Oct 2001    |                    |                 |
| 3.52  | +0.96                          | N   | TI (SB) Camelback Rd (on)                            | PCC          | PCC           | 3          | 2                   | 36            | 2                    | 0.02  | 14 Oct 2001    |                    |                 |

**S 101 at M004+0.96**

**M004+0.96 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M004+0.98**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M004+0.98 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder |       | Surface Width | Shoulder Width Right | Miles       | Year/Date Open  | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|----------|-------|---------------|----------------------|-------------|-----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Left     | Right |               |                      |             |                 |                    |                 |
| 3.54           | M004 +0.98                     | N   | TI (SB) Camelback Rd EB (on)                  | PCC          | PCC           | 1          | 2        | 24    | 2             | 0.03                 | 14 Oct 2001 |                 |                    |                 |
| 3.55           | +0.99                          | N   | TI (SB) Camelback Rd WB (on)                  | PCC          | PCC           | 2          | 2        | 24    | 2             | 0.03                 | 14 Oct 2001 |                 |                    |                 |
|                |                                | N   | OP (SB) Exit #5 Camelback Rd                  |              |               |            |          |       |               |                      | 2000        | 207 ft Concrete |                    |                 |
| 3.56           | M005 +0.01                     | N   | CG Curb to Left                               |              |               |            |          |       |               | 0.92                 |             |                 |                    |                 |
| 3.58           | +0.03                          | N   | TI (SB) Camelback Rd WB (off)                 | PCC          | PCC           | 1          | 8        | 12    | 2             | 0.04                 | 14 Oct 2001 |                 |                    |                 |
|                |                                | N   | TI (SB) Camelback Rd EB (off)                 | PCC          | PCC           | 2          | 8        | 24    | 2             | 0.03                 | 14 Oct 2001 |                 |                    |                 |
| 3.61           | +0.06                          | N   | TI (SB) Camelback Rd (off)                    | PCC          | PCC           | 3          | 8        | 36    | 2             | 0.03                 | 14 Oct 2001 |                 |                    |                 |
| 3.64           | +0.09                          | N   | SB <a href="#">Projects spanning M5 to M6</a> | AC/PCC       | AC/PCC        | 3          | 10       | 36    | 8             | 0.19                 | 23 Oct 2005 |                 |                    |                 |
| 3.66           | +0.10                          | N   | TI (SB) Camelback Rd (off)                    | PCC          | PCC           | 2          | 8        | 24    | 2             | 0.04                 | 14 Oct 2001 |                 |                    |                 |
| 3.83           | +0.28                          | N   | TI (SB) Camelback Rd (off)                    | PCC          | PCC           | 1          | 8        | 12    | 2             | 0.18                 | 14 Oct 2001 |                 |                    |                 |
|                |                                | N   | SB <a href="#">Projects spanning M5 to M6</a> | AC/PCC       | AC/PCC        | 3          | 10       | 48    | 8             | 0.07                 | 23 Oct 2005 |                 |                    |                 |
| 3.90           | +0.35                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10       | 42    | 8             | 0.03                 | 23 Oct 2005 |                 |                    |                 |
| 3.93           | +0.38                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10       | 36    | 8             | 0.88                 | 23 Oct 2005 |                 |                    |                 |
| 4.55           | +1.00                          | N   | BR (SB) Grand Canal                           |              |               |            |          |       |               |                      | 2000        | 396 ft Concrete |                    |                 |
| 4.69           | M006 +0.13                     | N   | CG Curb to Left                               |              |               |            |          |       |               | 0.80                 |             |                 |                    |                 |
| 4.81           | +0.25                          | N   | SB <a href="#">Projects spanning M6 to M7</a> | AC/PCC       | AC/PCC        | 3          | 10       | 42    | 8             | 0.20                 | 23 Oct 2005 |                 |                    |                 |
| 5.01           | +0.45                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10       | 48    | 8             | 0.27                 | 23 Oct 2005 |                 |                    |                 |
| 5.28           | +0.72                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10       | 36    | 8             | 0.51                 | 23 Oct 2005 |                 |                    |                 |
| 5.47           | +0.91                          | N   | TI (SB) Glendale Ave (on)                     | PCC          | PCC           | 1          |          | 12    |               | 0.19                 | 14 Oct 2001 |                 |                    |                 |
| 5.49           | +0.93                          | N   | TI (SB) Glendale Ave (on)                     | PCC          | PCC           | 2          |          | 24    |               | 0.02                 | 14 Oct 2001 |                 |                    |                 |
| 5.52           | +0.96                          | N   | TI (SB) Glendale Ave EB (on)                  | PCC          | PCC           | 1          |          | 12    |               | 0.04                 | 14 Oct 2001 |                 |                    |                 |
|                |                                | N   | TI (SB) Glendale Ave WB (on)                  | PCC          | PCC           | 2          |          | 24    |               | 0.04                 | 14 Oct 2001 |                 |                    |                 |
| 5.53           | +0.97                          | N   | OP (SB) Exit #6 Glendale Ave                  |              |               |            |          |       |               |                      | 14 Oct 2001 | 213 ft Concrete |                    |                 |
| 5.57           | M007 +0.00                     | N   | TI (SB) Glendale Ave WB (off)                 | PCC          | PCC           | 1          |          | 12    |               | 0.04                 | 14 Oct 2001 |                 |                    |                 |
|                |                                | N   | TI (SB) Glendale Ave EB (off)                 | PCC          | PCC           | 2          |          | 24    |               | 0.03                 | 14 Oct 2001 |                 |                    |                 |
| 5.59           | +0.02                          | N   | TI (SB) Glendale Ave (off)                    | PCC          | PCC           | 3          |          | 36    |               | 0.02                 | 14 Oct 2001 |                 |                    |                 |
| 5.65           | +0.09                          | N   | CG Curb to Left                               |              |               |            |          |       |               | 0.11                 |             |                 |                    |                 |
| 5.70           | +0.13                          | N   | TI (SB) Glendale Ave (off)                    | PCC          | PCC           | 2          |          | 24    |               | 0.10                 | 14 Oct 2001 |                 |                    |                 |
| 5.79           | +0.23                          | N   | SB <a href="#">Projects spanning M7 to M8</a> | AC/PCC       | AC/PCC        | 3          | 10       | 48    | 8             | 0.30                 | 23 Oct 2005 |                 |                    |                 |
|                |                                | N   | TI (SB) Glendale Ave (off)                    | PCC          | PCC           | 1          |          | 12    |               | 0.09                 | 14 Oct 2001 |                 |                    |                 |
| 6.09           | +0.53                          | N   | SB <a href="#">Projects spanning M7 to M8</a> | AC/PCC       | AC/CRCP       | 3          | 10       | 48    | 8             | 0.07                 | 23 Oct 2005 |                 |                    |                 |
| 6.16           | +0.60                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10       | 48    | 8             | 0.11                 | 23 Oct 2005 |                 |                    |                 |
| 6.27           | +0.71                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10       | 36    | 8             | 0.67                 | 23 Oct 2005 |                 |                    |                 |
| 6.40           | +0.84                          | N   | TI (SB) Northern Ave (on)                     | PCC          | PCC           | 1          | 8        | 12    | 2             | 0.13                 | 14 Oct 2001 |                 |                    |                 |
| 6.59           | M008 +0.02                     | N   | TI (SB) Northern Ave (on)                     | PCC          | PCC           | 2          | 8        | 24    | 2             | 0.19                 | 14 Oct 2001 |                 |                    |                 |
| 6.62           | +0.06                          | N   | JB Maricopa County Island / SCL Peoria        |              |               |            |          |       |               |                      |             |                 |                    |                 |
| 6.66           | +0.10                          | N   | TI (SB) Northern Ave (off)                    | PCC          | PCC           | 3          | 8        | 36    | 2             | 0.05                 | 18 Jun 1988 |                 |                    |                 |
| 6.72           | +0.15                          | N   | TI (SB) Northern Ave (off)                    | PCC          | PCC           | 2          | 8        | 24    | 2             | 0.06                 | 18 Jun 1988 |                 |                    |                 |
| 6.94           | +0.38                          | N   | SB <a href="#">Projects spanning M8 to M9</a> | AC/CRCP      | AC/CRCP       | 3          | 10       | 36    | 8             | 0.01                 | 23 Oct 2005 |                 |                    |                 |

**S 101 at M008+0.38**

**M008+0.38 on S 101**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 101 at M008+0.38**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M008+0.38 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 6.95           | M008 +0.38                     | N   | TI (SB) Northern Ave (off)                      | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.24  | 18 Jun 1988    |                    |                 |
|                |                                | N   | SB <a href="#">Projects spanning M8 to M9</a>   | AC/CRCP      | AC/CRCP       | 3          | 10                  | 48            | 8                    | 0.09  | 23 Oct 2005    |                    |                 |
| 7.04           | +0.48                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 42            | 8                    | 0.03  | 23 Oct 2005    |                    |                 |
| 7.07           | +0.51                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.20  | 23 Oct 2005    |                    |                 |
| 7.27           | +0.70                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 42            | 8                    | 0.16  | 23 Oct 2005    |                    |                 |
| 7.43           | +0.87                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 48            | 8                    | 0.08  | 23 Oct 2005    |                    |                 |
| 7.51           | +0.95                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.09  | 23 Oct 2005    |                    |                 |
| 7.60           | M009 +0.04                     | N   | SB <a href="#">Projects spanning M9 to M10</a>  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.48  | 23 Oct 2005    |                    |                 |
| 7.67           | +0.11                          | N   | TI (SB) Olive Ave (on)                          | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.16  | 18 Jun 1988    |                    |                 |
| 7.84           | +0.27                          | N   | TI (SB) Olive Ave (on)                          | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.16  | 18 Jun 1988    |                    |                 |
| 7.93           | +0.37                          | N   | TI (SB) Olive Ave (off)                         | PCC          | PCC           | 3          | 8                   | 36            | 2                    | 0.08  | 18 Jun 1988    |                    |                 |
| 7.98           | +0.42                          | N   | TI (SB) Olive Ave (off)                         | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.05  | 18 Jun 1988    |                    |                 |
| 8.08           | +0.51                          | N   | SB <a href="#">Projects spanning M9 to M10</a>  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.02  | 23 Oct 2005    |                    |                 |
| 8.09           | +0.53                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 48            | 8                    | 0.09  | 23 Oct 2005    |                    |                 |
|                |                                | N   | TI (SB) Olive Ave (off)                         | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.11  | 18 Jun 1988    |                    |                 |
| 8.18           | +0.62                          | N   | SB <a href="#">Projects spanning M9 to M10</a>  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 42            | 8                    | 0.05  | 23 Oct 2005    |                    |                 |
| 8.23           | +0.67                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.07  | 23 Oct 2005    |                    |                 |
| 8.30           | +0.74                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 42            | 8                    | 0.18  | 23 Oct 2005    |                    |                 |
| 8.48           | +0.92                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 48            | 8                    | 0.07  | 23 Oct 2005    |                    |                 |
| 8.55           | M010 +0.00                     | N   | SB <a href="#">Projects spanning M10 to M11</a> | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.08  | 23 Oct 2005    |                    |                 |
| 8.63           | +0.07                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.43  | 23 Oct 2005    |                    |                 |
| 8.76           | +0.20                          | N   | TI (SB) Peoria Ave (on)                         | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.21  | 18 Jun 1988    |                    |                 |
| 8.85           | +0.29                          | N   | TI (SB) Peoria Ave (on)                         | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.09  | 18 Jun 1988    |                    |                 |
| 8.93           | +0.37                          | N   | TI (SB) Peoria Ave (off)                        | PCC          | PCC           | 3          | 8                   | 36            | 2                    | 0.06  | 08 Mar 1989    |                    |                 |
| 8.96           | +0.41                          | N   | TI (SB) Peoria Ave (off)                        | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.04  | 08 Mar 1989    |                    |                 |
| 9.06           | +0.50                          | N   | SB <a href="#">Projects spanning M10 to M11</a> | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.03  | 23 Oct 2005    |                    |                 |
| 9.08           | +0.52                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 48            | 8                    | 0.08  | 23 Oct 2005    |                    |                 |
|                |                                | N   | TI (SB) Peoria Ave (off)                        | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.12  | 08 Mar 1989    |                    |                 |
| 9.16           | +0.61                          | N   | SB <a href="#">Projects spanning M10 to M11</a> | AC/CRCP      | AC/CRCP       | 3          | 10                  | 42            | 8                    | 0.05  | 23 Oct 2005    |                    |                 |
| 9.22           | +0.66                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.02  | 23 Oct 2005    |                    |                 |
| 9.24           | +0.68                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 42            | 8                    | 0.14  | 23 Oct 2005    |                    |                 |
| 9.38           | +0.82                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 48            | 8                    | 0.10  | 23 Oct 2005    |                    |                 |
| 9.48           | +0.92                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 0.06  | 23 Oct 2005    |                    |                 |
| 9.53           | +0.98                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10                  | 36            | 8                    | 1.01  | 23 Oct 2005    |                    |                 |
| 9.59           | M011 +0.03                     | N   | TI (SB) Grand Ave (on)                          | AC           | AC            | 1          | 8                   | 12            | 2                    | 0.11  | 08 Mar 1989    |                    |                 |
| 9.78           | +0.22                          | N   | TI (SB) Grand Ave (on)                          | AC           | AC            | 2          | 8                   | 24            | 2                    | 0.20  | 08 Mar 1989    |                    |                 |
| 10.26          | +0.70                          | N   | TI (SB) Cactus Rd (off)                         | AC           | AC            | 1          |                     | 12            |                      | 0.28  |                |                    |                 |
| 10.33          | +0.77                          | N   | UP (SB) Exit #11A 91st Ave                      |              |               |            |                     |               |                      |       | 2002           |                    | ??-??"          |
| 10.54          | +0.98                          | N   | SB <a href="#">Projects spanning M11 to M12</a> | AC/CRCP      | AC/CRCP       | 3          | 10                  | 48            | 8                    | 0.35  | 23 Oct 2005    |                    |                 |

**S 101 at M011+0.98**

**M011+0.98 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M011+0.98**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M011+0.98 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 10.54          | M011 +0.98                     | N   | TI (SB) Cactus Rd (off)                         | PCC          | PCC           | 1          |            | 12            |                      | 0.31  |                |                    |                 |
| 10.89          | M012 +0.33                     | N   | SB <a href="#">Projects spanning M12 to M13</a> | AC/CRCP      | AC/CRCP       | 3          | 10         | 36            | 8                    | 0.69  | 23 Oct 2005    |                    |                 |
| 11.00          | +0.43                          | N   | TI (SB) Thunderbird Rd (on)                     | AC/PCC       | AC/PCC        | 1          | 8          | 12            | 2                    | 0.11  | 23 Oct 2005    |                    |                 |
| 11.13          | +0.56                          | N   | TI (SB) Thunderbird Rd (on)                     | AC/PCC       | AC/PCC        | 2          | 8          | 24            | 2                    | 0.13  | 23 Oct 2005    |                    |                 |
| 11.17          | +0.61                          | N   | TI (SB) Thunderbird Rd (on)                     | Unk          | Unk           | 2          | 8          | 24            | 2                    | 0.05  | 08 Mar 1989    |                    |                 |
| 11.25          | +0.68                          | N   | TI (SB) Thunderbird Rd (off)                    | PCC          | PCC           | 3          | 8          | 36            | 2                    | 0.06  | 08 Mar 1989    |                    |                 |
| 11.32          | +0.75                          | N   | TI (SB) Thunderbird Rd (off)                    | PCC          | PCC           | 2          | 8          | 24            | 2                    | 0.07  | 08 Mar 1989    |                    |                 |
| 11.33          | +0.77                          | N   | TI (SB) Thunderbird Rd (off)                    | PCC          | PCC           | 1          | 8          | 12            | 2                    | 0.01  | 08 Mar 1989    |                    |                 |
| 11.37          | +0.81                          | N   | CG Curb to Left                                 |              |               |            |            |               |                      | 0.19  |                |                    |                 |
| 11.58          | M013 +0.02                     | N   | SB <a href="#">Projects spanning M13 to M14</a> | AC/CRCP      | AC/CRCP       | 3          | 10         | 48            | 8                    | 0.08  | 23 Oct 2005    |                    |                 |
|                |                                | N   | TI (SB) Thunderbird Rd (off)                    | AC/PCC       | AC/PCC        | 1          | 8          | 12            | 2                    | 0.25  | 23 Oct 2005    |                    |                 |
| 11.66          | +0.09                          | N   | SB <a href="#">Projects spanning M13 to M14</a> | AC/CRCP      | AC/CRCP       | 3          | 10         | 42            | 8                    | 0.07  | 23 Oct 2005    |                    |                 |
| 11.73          | +0.16                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10         | 36            | 8                    | 0.43  | 23 Oct 2005    |                    |                 |
| 12.16          | +0.59                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10         | 36            | 8                    | 0.41  | 23 Oct 2005    |                    |                 |
| 12.56          | M014 +0.01                     | N   | SB <a href="#">Projects spanning M14 to M15</a> | AC/CRCP      | AC/CRCP       | 3          | 10         | 42            | 8                    | 0.24  | 23 Oct 2005    |                    |                 |
| 12.80          | +0.25                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10         | 48            | 8                    | 0.07  | 23 Oct 2005    |                    |                 |
| 12.87          | +0.32                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10         | 36            | 8                    | 0.11  | 23 Oct 2005    |                    |                 |
| 12.98          | +0.43                          | N   | SB  | AC/CRCP      | AC/CRCP       | 3          | 10         | 36            | 8                    | 0.31  | 23 Oct 2005    |                    |                 |
| 13.09          | +0.54                          | N   | TI (SB) Bell Rd (on)                            | PCC          | PCC           | 1          | 8          | 12            | 2                    | 0.21  | 08 Mar 1989    |                    |                 |
| 13.25          | +0.70                          | N   | TI (SB) Bell Rd (on)                            | PCC          | PCC           | 2          | 8          | 24            | 2                    | 0.17  | 08 Mar 1989    |                    |                 |
| 13.27          | +0.72                          | N   | TI (SB) Bell Rd EB (on)                         | PCC          | PCC           | 1          | 8          | 12            | 2                    | 0.02  | 08 Mar 1989    |                    |                 |
| 13.28          | +0.73                          | N   | TI (SB) Bell Rd WB (on)                         | PCC          | PCC           | 2          | 8          | 24            | 2                    | 0.03  | 08 Mar 1989    |                    |                 |
| 13.29          | +0.74                          | N   | SB <a href="#">Projects spanning M14 to M15</a> | AC/PCC       | AC/PCC        | 3          | 10         | 36            | 8                    | 0.28  | 23 Oct 2005    |                    |                 |
| 13.34          | +0.79                          | N   | JB NCL Peoria / WCL Glendale                    |              |               |            |            |               |                      |       |                |                    |                 |
|                |                                | N   | TI (SB) Bell Rd WB (off)                        | PCC          | PCC           | 2          | 8          | 24            | 2                    | 0.05  | 08 Jul 1990    |                    |                 |
|                |                                | N   | TI (SB) Bell Rd EB (off)                        | PCC          | PCC           | 2          | 8          | 24            | 2                    | 0.05  | 08 Jul 1990    |                    |                 |
| 13.39          | +0.84                          | N   | TI (SB) Bell Rd (off)                           | PCC          | PCC           | 3          | 8          | 36            | 2                    | 0.04  | 08 Jul 1990    |                    |                 |
| 13.48          | +0.93                          | N   | CG Curb to Left                                 |              |               |            |            |               |                      | 0.72  |                |                    |                 |
| 13.57          | M015 +0.02                     | N   | SB <a href="#">Projects spanning M15 to M16</a> | AC/PCC       | AC/PCC        | 3          | 10         | 36            | 8                    | 0.01  | 23 Oct 2005    |                    |                 |
| 13.58          | +0.03                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10         | 48            | 8                    | 0.07  | 23 Oct 2005    |                    |                 |
|                |                                | N   | TI (SB) Bell Rd (off)                           | PCC          | PCC           | 1          | 8          | 12            | 2                    | 0.19  | 08 Jul 1990    |                    |                 |
| 13.65          | +0.10                          | N   | SB <a href="#">Projects spanning M15 to M16</a> | AC/PCC       | AC/PCC        | 3          | 10         | 42            | 8                    | 0.04  | 23 Oct 2005    |                    |                 |
| 13.69          | +0.14                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10         | 36            | 8                    | 0.05  | 23 Oct 2005    |                    |                 |
| 13.74          | +0.19                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10         | 42            | 8                    | 0.16  | 23 Oct 2005    |                    |                 |
| 13.90          | +0.35                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10         | 48            | 8                    | 0.21  | 23 Oct 2005    |                    |                 |
| 14.11          | +0.55                          | N   | SB  | AC/PCC       | AC/PCC        | 3          | 10         | 36            | 8                    | 0.01  | 23 Oct 2005    |                    |                 |
|                | +0.56                          | N   | SB  | AC           | AC/PCC        | 3          | 10         | 36            | 8                    | 0.08  | 23 Oct 2005    |                    |                 |
| 14.19          | +0.64                          | N   | SB  | AC           | AC            | 3          | 10         | 36            | 8                    | 0.39  | 10 Nov 2003    |                    |                 |
| 14.24          | +0.68                          | N   | TI (SB) Union Hills (on)                        | PCC          | PCC           | 1          | 8          | 12            | 2                    | 0.12  | 08 Jul 1990    |                    |                 |

**S 101 at M015+0.68**

**M015+0.68 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M015+0.79**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M015+0.79 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 14.34          | M015 +0.79                     | N   | TI (SB) Union Hills (on)                        | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.11  | 08 Jul 1990    |                    |                 |
| 14.45          | +0.90                          | N   | TI (SB) Union Hills (off)                       | PCC          | PCC           | 3          | 8                   | 36            | 2                    | 0.09  | 08 Jul 1990    |                    |                 |
| 14.52          | +0.96                          | N   | TI (SB) Union Hills (off)                       | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.07  | 08 Jul 1990    |                    |                 |
| 14.58          | M016 +0.03                     | N   | SB <a href="#">Projects spanning M16 to M17</a> | AC           | AC            | 3          | 10                  | 48            | 8                    | 0.07  | 10 Nov 2003    |                    |                 |
|                |                                | N   | TI (SB) Union Hills (off)                       | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.06  | 08 Jul 1990    |                    |                 |
| 14.65          | +0.10                          | N   | SB <a href="#">Projects spanning M16 to M17</a> | AC           | AC            | 3          | 10                  | 42            | 8                    | 0.05  | 10 Nov 2003    |                    |                 |
| 14.70          | +0.15                          | N   | SB  | AC           | AC            | 3          | 10                  | 36            | 8                    | 0.60  | 10 Nov 2003    |                    |                 |
| 15.29          | +0.74                          | N   | SB  | AC           | AC            | 3          | 10                  | 42            | 8                    | 0.13  | 10 Nov 2003    |                    |                 |
| 15.42          | +0.87                          | N   | SB  | AC           | AC            | 3          | 10                  | 48            | 8                    | 0.14  | 10 Nov 2003    |                    |                 |
| 15.57          | M017 +0.00                     | N   | SB <a href="#">Projects spanning M17 to M18</a> | AC           | AC            | 3          | 10                  | 36            | 8                    | 0.24  | 10 Nov 2003    |                    |                 |
| 15.66          | +0.09                          | N   | TI (WB) 75th Ave (on)                           | PCC          | PCC           | 1          | 2                   | 14            | 6                    | 0.10  | 08 Jul 1990    |                    |                 |
| 15.80          | +0.23                          | N   | TI (WB) 75th Ave (on)                           | PCC          | PCC           | 2          | 2                   | 28            | 6                    | 0.14  | 08 Jul 1990    |                    |                 |
| 15.81          | +0.24                          | N   | WB <a href="#">Projects spanning M17 to M18</a> | AC           | AC            | 3          | 10                  | 36            | 8                    | 0.26  | 10 Nov 2003    |                    |                 |
|                |                                | N   | FR One Way Frontage Rd WB                       | Unk          | Unk           | 2          |                     | 24            |                      | 1.00  |                |                    |                 |
| 15.86          | +0.30                          | N   | TI (WB) 75th Ave (off)                          | PCC          | PCC           | 2          | 2                   | 28            | 6                    | 0.05  | 18 Nov 1996    |                    |                 |
| 15.94          | +0.38                          | N   | TI (WB) 75th Ave (off)                          | PCC          | PCC           | 1          | 2                   | 14            | 6                    | 0.08  | 18 Nov 1996    |                    |                 |
| 16.06          | +0.50                          | N   | WB <a href="#">Projects spanning M17 to M18</a> | AC           | AC            | 3          | 10                  | 48            | 8                    | 0.52  | 10 Nov 2003    |                    |                 |
|                |                                | N   | TI (WB) 75th Ave (off)                          | AC/PCC       | AC/PCC        | 1          | 2                   | 14            | 6                    | 0.12  | 18 Nov 1996    |                    |                 |
| 16.58          | M018 +0.02                     | N   | WB <a href="#">Projects spanning M18 to M19</a> | AC           | AC            | 3          | 10                  | 36            | 8                    | 0.49  | 10 Nov 2003    |                    |                 |
| 16.70          | +0.14                          | N   | TI (WB) 67th Ave (on)                           | AC/PCC       | AC/PCC        | 2          | 4                   | 24            | 8                    | 0.12  | 18 Nov 1996    |                    |                 |
| 16.72          | +0.15                          | N   | TI (WB) 67th Ave (on)                           | PCC          | PCC           | 2          | 4                   | 24            | 8                    | 0.02  | 18 Nov 1996    |                    |                 |
| 16.80          | +0.23                          | N   | TI (WB) 67th Ave (on)                           | PCC          | PCC           | 2          | 4                   | 24            | 8                    | 0.08  | 18 Nov 1996    |                    |                 |
| 16.81          | +0.24                          | N   | FR One Way Frontage Rd WB                       | Unk          | Unk           | 2          |                     | 24            |                      | 0.94  |                |                    |                 |
| 16.95          | +0.39                          | N   | TI (WB) 67th Ave (off)                          | PCC          | PCC           | 2          | 4                   | 24            | 8                    | 0.14  | 18 Nov 1996    |                    |                 |
| 17.08          | +0.51                          | N   | TI (WB) 67th Ave (off)                          | AC/PCC       | AC/PCC        | 1          | 4                   | 12            | 8                    | 0.13  | 18 Nov 1996    |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M18 to M19</a> | AC           | AC            | 3          | 10                  | 48            | 8                    | 0.44  | 10 Nov 2003    |                    |                 |
| 17.52          | +0.95                          | N   | WB  | AC           | AC            | 3          | 10                  | 36            | 8                    | 0.49  | 10 Nov 2003    |                    |                 |
| 17.58          | M019 +0.02                     | N   | TI (WB) 59th Ave (on)                           | AC/PCC       | AC/PCC        | 1          | 4                   | 12            | 8                    | 0.07  | 18 Nov 1996    |                    |                 |
| 17.65          | +0.08                          | N   | TI (WB) 59th Ave (on)                           | AC/PCC       | AC/PCC        | 2          | 4                   | 24            | 8                    | 0.07  | 18 Nov 1996    |                    |                 |
| 17.70          | +0.13                          | N   | TI (WB) 59th Ave (on)                           | PCC          | PCC           | 2          | 4                   | 24            | 8                    | 0.04  | 18 Nov 1996    |                    |                 |
| 17.73          | +0.17                          | N   | TI (WB) 59th Ave (on)                           | PCC          | PCC           | 1          | 4                   | 12            | 8                    | 0.04  | 18 Nov 1996    |                    |                 |
| 17.75          | +0.18                          | N   | FR One Way Frontage Rd WB                       | Unk          | Unk           | 2          |                     | 24            |                      | 1.00  |                |                    |                 |
| 17.82          | +0.26                          | N   | TI (WB) 59th Ave (off)                          | PCC          | PCC           | 2          | 4                   | 24            | 8                    | 0.06  | 18 Nov 1996    |                    |                 |
| 17.87          | +0.30                          | N   | TI (WB) 59th Ave (off)                          | PCC          | PCC           | 1          | 4                   | 12            | 8                    | 0.05  | 18 Nov 1996    |                    |                 |
| 18.01          | +0.44                          | N   | TI (WB) 59th Ave (off)                          | AC/PCC       | AC/PCC        | 1          | 4                   | 12            | 8                    | 0.14  | 18 Nov 1996    |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M19 to M20</a> | AC           | AC            | 3          | 10                  | 48            | 8                    | 0.46  | 10 Nov 2003    |                    |                 |
| 18.46          | +0.90                          | N   | WB  | AC           | AC            | 3          | 10                  | 36            | 8                    | 0.41  | 10 Nov 2003    |                    |                 |
| 18.51          | +0.95                          | N   | TI (WB) 51st Ave (on)                           | AC/PCC       | AC/PCC        | 1          | 2                   | 14            | 6                    | 0.05  | 18 Nov 1996    |                    |                 |
| 18.63          | M020 +0.06                     | N   | TI (WB) 51st Ave (on)                           | AC/PCC       | AC/PCC        | 2          | 2                   | 28            | 6                    | 0.12  | 18 Nov 1996    |                    |                 |

**S 101 at M020+0.06**

**M020+0.06 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M020+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M020+0.10 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.67          | M020 +0.10                     | N   | TI (WB) 51st Ave (on)                           | PCC          | PCC           | 2          | 2                   | 28            | 6                    | 0.04  | 18 Nov 1996    |                    |                 |
| 18.74          | +0.17                          | N   | TI (WB) 51st Ave (on)                           | PCC          | PCC           | 1          | 2                   | 14            | 6                    | 0.07  | 18 Nov 1996    |                    |                 |
| 18.75          | +0.18                          | N   | FR One Way Frontage Rd WB                       | Unk          | Unk           | 2          |                     | 24            |                      | 0.22  |                |                    |                 |
| 18.82          | +0.25                          | N   | TI (WB) 51st Ave (off)                          | PCC          | PCC           | 2          | 2                   | 28            | 6                    | 0.05  | 18 Nov 1996    |                    |                 |
| 18.87          | +0.30                          | N   | WB <a href="#">Projects spanning M20 to M21</a> | AC           | AC            | 3          | 10                  | 36.99         | 8                    | 0.03  | 10 Nov 2003    |                    |                 |
| 18.90          | +0.33                          | N   | WB  | AC           | AC            | 3          | 9.8                 | 36.99         | 7.5                  | 0.11  | 10 Nov 2003    |                    |                 |
| 18.97          | +0.41                          | N   | TI (WB) 51st Ave (off)                          | PCC          | PCC           | 1          | 2                   | 14            | 6                    | 0.15  | 18 Nov 1996    |                    |                 |
|                |                                | N   | FR One Way Frontage Rd WB                       | Unk          | Unk           | 2          |                     | 24            |                      | 1.65  |                |                    |                 |
| 18.98          |                                | N   | TI (WB) 51st Ave (off)                          | PCC          | PCC           | 1          | 2                   | 14            | 6                    | 0.01  | 18 Nov 1996    |                    |                 |
| 19.02          | +0.45                          | N   | WB <a href="#">Projects spanning M20 to M21</a> | AC           | AC/PCC        | 3          | 10.2                | 48.99         | 7.5                  | 0.06  | 10 Nov 2003    |                    |                 |
|                |                                | N   | TI (WB) 51st Ave (off)                          | AC/PCC       | AC/PCC        | 1          | 2                   | 14            | 6                    | 0.04  | 200503         |                    |                 |
| 19.07          | +0.50                          | N   | WB <a href="#">Projects spanning M20 to M21</a> | AC           | AC/PCC        | 3          | 10.2                | 48            | 7.5                  | 0.06  | 10 Nov 2003    |                    |                 |
| 19.13          | +0.56                          | N   | WB  | AC           | AC/PCC        | 3          | 10.5                | 48            | 7.5                  | 1.06  | 10 Nov 2003    |                    |                 |
| 19.54          | +0.98                          | N   | CG Low Profile Gutter to Left                   |              |               |            |                     |               |                      | 0.29  | 200503         |                    |                 |
| 20.19          | M021 +0.62                     | N   | WB <a href="#">Projects spanning M21 to M22</a> | AC           | AC/PCC        | 3          | 9.2                 | 48            | 7.5                  | 0.02  | 10 Nov 2003    |                    |                 |
| 20.21          | +0.65                          | N   | WB  | AC           | AC/PCC        | 3          | 8                   | 54            | 7.5                  | 0.21  | 10 Nov 2003    |                    |                 |
| 20.42          | +0.85                          | N   | WB  | AC           | AC/PCC        | 3          | 8                   | 58.5          | 7.5                  | 0.02  | 10 Nov 2003    |                    |                 |
| 20.44          | +0.87                          | N   | WB  | AC           | AC/PCC        | 3          | 8                   | 64.5          | 7.5                  | 0.04  | 10 Nov 2003    |                    |                 |
| 20.48          | +0.92                          | N   | WB  | AC           | AC/PCC        | 3          | 8                   | 63            | 7.8                  | 0.04  | 10 Nov 2003    |                    |                 |
| 20.52          | +0.95                          | N   | WB  | AC           | AC            | 3          | 9.5                 | 44            | 7.8                  | 0.04  | 10 Nov 2003    |                    |                 |
| 20.54          | +0.97                          | N   | TI (WB) 35th Ave/31st Ave (on)                  | AC/PCC       | AC/PCC        | 1.5        | 5                   | 21            | 2                    | 0.02  | 200503         |                    |                 |
| 20.56          | +1.00                          | N   | WB <a href="#">Projects spanning M21 to M22</a> | AC           | AC            | 3          | 9.5                 | 44            | 8                    | 0.35  | 10 Nov 2003    |                    |                 |
| 20.61          | M022 +0.04                     | N   | FR One Way Frontage Rd WB                       | Unk          | Unk           | 2          |                     | 24            |                      | 0.15  |                |                    |                 |
|                |                                | N   | TI (WB) 35th Ave/31st Ave (on)                  | AC/PCC       | AC/PCC        | 2          | 2                   | 28            | 2                    | 0.08  | 200503         |                    |                 |
| 20.66          | +0.10                          | N   | TI (WB) 35th Ave/31st Ave (on)                  | PCC          | PCC           | 2          | 2                   | 28            | 6                    | 0.06  | 18 Nov 1996    |                    |                 |
| 20.74          | +0.17                          | N   | TI (WB) 35th Ave/31st Ave (on)                  | PCC          | PCC           | 1          | 2                   | 14            | 6                    | 0.07  | 18 Nov 1996    |                    |                 |
| 20.75          | +0.18                          | N   | FR One Way Frontage Rd WB                       | Unk          | Unk           | 2          |                     | 24            |                      | 1.22  |                |                    |                 |
| 20.91          | +0.34                          | N   | WB <a href="#">Projects spanning M22 to M23</a> | AC           | AC            | 3          | 10.8                | 44            | 8                    | 0.02  | 10 Nov 2003    |                    |                 |
| 20.94          | +0.37                          | N   | WB  | AC           | AC            | 3          | 12                  | 44            | 10.5                 | 0.07  | 10 Nov 2003    |                    |                 |
| 21.00          | +0.43                          | N   | WB  | AC           | AC            | 3          | 12                  | 45.5          | 10.2                 | 0.05  | 10 Nov 2003    |                    |                 |
| 21.06          | +0.49                          | N   | WB  | AC           | AC            | 3          | 12                  | 47.5          | 8                    | 0.08  | 10 Nov 2003    |                    |                 |
| 21.14          | +0.57                          | N   | WB  | AC           | AC            | 3          | 10                  | 48            | 8                    | 0.21  | 10 Nov 2003    |                    |                 |
| 21.26          | +0.69                          | N   | OP (WB) 31st Ave                                |              |               |            |                     |               |                      |       | Aug 2001       | 159 ft Concrete    |                 |
| 21.34          | +0.77                          | N   | WB <a href="#">Projects spanning M22 to M23</a> | AC           | AC            | 2          | 10                  | 24            | 8                    | 0.30  | 10 Nov 2003    |                    |                 |
|                |                                | N   | TI (WB) I 017 (NB)/(SB) / 27th Ave ramp (on)    |              |               |            |                     |               |                      |       |                |                    |                 |
| 21.52          | +0.95                          | N   | TI (WB) 27th Ave ramp (on)                      | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.07  |                |                    |                 |
| 21.65          | M023 +0.08                     | N   | WB <a href="#">Projects spanning M23 to M24</a> | AC/PCC       | AC/PCC        | 2          | 10                  | 24            | 8                    | 0.45  | 20050011       |                    |                 |
| 21.67          | +0.10                          | N   | TI (WB) 27th Ave ramp (on)                      | PCC          | PCC           | 1          |                     | 12            |                      | 0.15  |                |                    |                 |
| 21.94          | +0.36                          | N   | TI (WB) I-17 SB ramp (off)                      | PCC          | PCC           | 4          | 8                   | 48            | 2                    | 0.16  | Aug 2001       |                    |                 |

**S 101 at M023+0.36**

**M023+0.36 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M023+0.41**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M023+0.41 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder   |             | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|-------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Width Right |               |                      |       |                |                    |                 |
| 21.98          | M023+0.41                      | N   | FR   | One Way Frontage Rd WB                       | AC            | AC         | 2          | 2           | 24            | 2                    | 4.81  |                |                    |                 |
| 21.99          | +0.42                          | N   | UP   | (WB) Under I 017 NB/SB                       |               |            |            |             |               |                      |       | 1997           |                    | ??'-??"         |
| 22.10          | +0.53                          | N   | WB   | <a href="#">Projects spanning M23 to M24</a> | AC/PCC        | AC/PCC     | 2          | 10          | 24            | 8                    | 0.01  | 10 Nov 2003    |                    |                 |
| 22.11          | +0.54                          | N   | WB   |  | AC            | AC         | 2          | 10          | 24            | 8                    | 0.15  | 10 Nov 2003    |                    |                 |
| 22.26          | +0.68                          | N   | WB   |  | AC            | AC         | 2          | 10          | 36            | 8                    | 0.08  | 10 Nov 2003    |                    |                 |
|                |                                | N   | TI   | (WB) S 101 Frontage Rd (off)                 | AC/PCC        | AC/PCC     | 1          | 8           | 12            | 2                    | 0.20  | Aug 2001       |                    |                 |
| 22.27          | +0.70                          | N   | TI   | (WB) I-17 SB ramp (off)                      | PCC           | PCC        | 2          | 8           | 24            | 2                    | 0.47  | Aug 2001       |                    |                 |
|                |                                | N   | TI   | (WB) I-17 NB ramp (off)                      | PCC           | PCC        | 1          | 8           | 12            | 2                    | 0.34  | Aug 2001       |                    |                 |
| 22.31          | +0.74                          | N   | TI   | (WB) I-17 NB/SB/27th Ave ramp (off)          | PCC           | PCC        | 2.5        | 8           | 30            | 2                    | 0.04  | Aug 2001       |                    |                 |
| 22.34          | +0.76                          | N   | WB   | <a href="#">Projects spanning M23 to M24</a> | AC            | AC         | 2          | 10          | 30            | 8                    | 0.04  | 10 Nov 2003    |                    |                 |
| 22.37          | +0.80                          | N   | WB   |  | AC            | AC         | 2          | 10          | 24            | 8                    | 0.23  | 10 Nov 2003    |                    |                 |
| 22.42          | +0.85                          | N   | TI   | (WB) I-17 NB/SB/27th Ave ramp (off)          | PCC           | PCC        | 2          | 8           | 24            | 2                    | 0.11  | Aug 2001       |                    |                 |
| 22.60          | M024+0.04                      | N   | TI   | (WB) I-17 NB/SB ramp (off)                   | AC/PCC        | AC/PCC     | 2          | 8           | 24            | 2                    | 0.18  | Aug 2001       |                    |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M24 to M25</a> | AC            | AC         | 3          | 10          | 48            | 8                    | 0.10  | 10 Nov 2003    |                    |                 |
| 22.71          | +0.14                          | N   | WB   |  | AC            | AC         | 3          | 10          | 42            | 8                    | 0.03  | 10 Nov 2003    |                    |                 |
| 22.74          | +0.17                          | N   | WB   |  | AC            | AC         | 3          | 10          | 36            | 8                    | 0.35  | 10 Nov 2003    |                    |                 |
| 22.77          | +0.20                          | N   | OP   | (WB) Exit #24 19th Ave                       |               |            |            |             |               |                      |       | Aug 2001       | 172 ft Concrete    |                 |
| 23.09          | +0.52                          | N   | WB   | <a href="#">Projects spanning M24 to M25</a> | AC            | AC         | 3          | 10          | 48            | 8                    | 0.37  | 10 Nov 2003    |                    |                 |
|                |                                | N   | TI   | (WB) 19th Ave (off)                          | Unk           | Unk        | 1          | 8           | 12            | 2                    | 0.18  | 05 Oct 1999    |                    |                 |
| 23.46          | +0.89                          | N   | WB   | <a href="#">Projects spanning M24 to M25</a> | AC            | AC         | 3          | 10          | 36            | 8                    | 0.54  | 10 Nov 2003    |                    |                 |
| 23.49          | +0.93                          | N   | TI   | (WB) 7th Ave (On)                            | AC/PCC        | AC/PCC     | 1          | 8           | 12            | 2                    | 0.03  | 05 Oct 1999    |                    |                 |
| 23.53          | +0.97                          | N   | TI   | (WB) 7th Ave (On)                            | AC/PCC        | AC/PCC     | 1.5        | 8           | 18            | 2                    | 0.05  | 05 Oct 1999    |                    |                 |
| 23.59          | M025+0.01                      | N   | TI   | (WB) 7th Ave (On)                            | AC/PCC        | AC/PCC     | 2          | 8           | 24            | 2                    | 0.05  | 05 Oct 1999    |                    |                 |
| 24.00          | +0.42                          | N   | WB   | <a href="#">Projects spanning M25 to M26</a> | AC            | AC         | 3          | 10          | 48            | 8                    | 0.41  | 10 Nov 2003    |                    |                 |
|                |                                | N   | TI   | (WB) 7th Ave (Off)                           | PCC           | PCC        | 1          | 8           | 12            | 2                    | 0.18  | 05 Oct 1999    |                    |                 |
| 24.40          | +0.82                          | N   | WB   | <a href="#">Projects spanning M25 to M26</a> | AC            | AC         | 3          | 10          | 36            | 8                    | 0.65  | 10 Nov 2003    |                    |                 |
| 24.42          | +0.84                          | N   | TI   | (WB) 7th St (on)                             | AC/PCC        | AC/PCC     | 1          | 8           | 12            | 2                    | 0.01  | 05 Oct 1999    |                    |                 |
| 24.46          | +0.88                          | N   | TI   | (WB) 7th St (on)                             | AC/PCC        | AC/PCC     | 1.5        | 8           | 18            | 2                    | 0.04  | 05 Oct 1999    |                    |                 |
| 24.51          | +0.93                          | N   | TI   | (WB) 7th St (on)                             | AC/PCC        | AC/PCC     | 2          | 8           | 24            | 2                    | 0.05  | 05 Oct 1999    |                    |                 |
| 24.54          | +0.96                          | N   | TI   | (WB) 7th St (on)                             | PCC           | PCC        | 2          | 8           | 24            | 2                    | 0.03  | 05 Oct 1999    |                    |                 |
| 24.74          | M026+0.16                      | N   | OP   | (WB) Exit #26 7th St                         |               |            |            |             |               |                      |       | 30 Aug 2001    | 206 ft Concrete    |                 |
| 25.05          | +0.47                          | N   | WB   | <a href="#">Projects spanning M26 to M27</a> | AC            | AC         | 3          | 10          | 48            | 8                    | 0.06  | 10 Nov 2003    |                    |                 |
|                |                                | N   | TI   | (WB) 7th St (off)                            | AC/PCC        | AC/PCC     | 1          | 8           | 12            | 2                    | 0.09  | 05 Oct 1999    |                    |                 |
| 25.11          | +0.53                          | N   | WB   | <a href="#">Projects spanning M26 to M27</a> | AC            | AC         | 3          | 10          | 42            | 8                    | 0.03  | 10 Nov 2003    |                    |                 |
| 25.14          | +0.56                          | N   | WB   |  | AC            | AC         | 3          | 10          | 36            | 8                    | 1.89  | 10 Nov 2003    |                    |                 |
| 25.73          | M027+0.15                      | N   | OP   | (WB) 16th St                                 |               |            |            |             |               |                      |       | 30 Aug 2001    | 113 ft Concrete    |                 |
| 26.47          | +0.90                          | N   | TI   | (WB) Cave Creek Rd (on)                      | AC/PCC        | AC/PCC     | 1          | 8           | 12            | 2                    | 0.01  | 05 Oct 1999    |                    |                 |
| 26.56          | +0.99                          | N   | TI   | (WB) Cave Creek Rd (on)                      | AC/PCC        | AC/PCC     | 1.5        | 8           | 18            | 2                    | 0.09  | 05 Oct 1999    |                    |                 |
| 26.59          | M028+0.02                      | N   | TI   | (WB) Cave Creek Rd (on)                      | AC/PCC        | AC/PCC     | 2          | 8           | 24            | 2                    | 0.03  | 05 Oct 1999    |                    |                 |

**S 101 at M028+0.02**

**M028+0.02 on S 101**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 101 at M028+0.21**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M028+0.21 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |      | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|-------------|------|-------------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width | Width Right |      |             |                |                    |                 |
| 26.79          | M028 +0.21                     | N   | OP (WB) Exit #28 Cave Creek Rd                  |              |               |            |            |               |             |      |             | 30 Aug 2001    | 337 ft Concrete    |                 |
| 26.85          | +0.28                          | N   | TI (WB) Cave Creek Rd (off)                     | PCC          | PCC           | 5          | 8          | 60            | 2           | 0.06 | Aug 2001    |                |                    |                 |
| 26.91          | +0.34                          | N   | TI (WB) Cave Creek Rd (off)                     | PCC          | PCC           | 3          | 8          | 36            | 2           | 0.07 | Aug 2001    |                |                    |                 |
| 27.03          | +0.46                          | N   | WB <a href="#">Projects spanning M28 to M29</a> | AC           | AC            | 3          | 10         | 48            | 8           | 0.08 | 10 Nov 2003 |                |                    |                 |
|                |                                | N   | TI (WB) Cave Creek Rd (off)                     | AC/PCC       | AC/PCC        | 1          | 8          | 12            | 2           | 0.12 | Aug 2001    |                |                    |                 |
| 27.12          | +0.54                          | N   | WB <a href="#">Projects spanning M28 to M29</a> | AC           | AC            | 3          | 10         | 42            | 8           | 0.03 | 10 Nov 2003 |                |                    |                 |
| 27.15          | +0.57                          | N   | WB  | AC           | AC            | 3          | 10         | 36            | 8           | 0.68 | 10 Nov 2003 |                |                    |                 |
| 27.78          | M029 +0.21                     | N   | OP (WB) 32nd St                                 |              |               |            |            |               |             |      |             | Aug 2001       | 182 ft Concrete    |                 |
| 27.83          | +0.26                          | N   | WB <a href="#">Projects spanning M29 to M30</a> | AC           | AC            | 3          | 10         | 42            | 8           | 0.17 | 10 Nov 2003 |                |                    |                 |
| 28.00          | +0.43                          | N   | WB  | AC           | AC            | 3          | 10         | 48            | 8           | 0.17 | 10 Nov 2003 |                |                    |                 |
| 28.02          | +0.45                          | N   | BR (WB) Hayden Rhodes Aqueduct                  |              |               |            |            |               |             |      |             |                | 372 ft Concrete    |                 |
| 28.17          | +0.60                          | N   | WB <a href="#">Projects spanning M29 to M30</a> | AC           | AC            | 2          | 10         | 24            | 8           | 0.82 | 10 Nov 2003 |                |                    |                 |
|                |                                | N   | TI (WB) S 051 NB (on)                           |              |               |            |            |               |             |      |             |                |                    |                 |
| 28.99          | M030 +0.44                     | N   | WB <a href="#">Projects spanning M30 to M31</a> | AC           | AC            | 3          | 10         | 60            | 8           | 0.10 | 10 Nov 2003 |                |                    |                 |
|                |                                | N   | TI (WB) S 051 SB (off)                          |              |               |            |            |               |             |      |             |                |                    |                 |
| 29.09          | +0.53                          | N   | WB <a href="#">Projects spanning M30 to M31</a> | AC           | AC            | 3          | 10         | 54            | 8           | 0.04 | 10 Nov 2003 |                |                    |                 |
| 29.13          | +0.58                          | N   | WB  | AC           | AC            | 3          | 10         | 48            | 8           | 0.50 | 10 Nov 2003 |                |                    |                 |
| 29.63          | M031 +0.04                     | N   | WB <a href="#">Projects spanning M31 to M32</a> | AC           | AC            | 3          | 10         | 36            | 8           | 0.53 | 10 Nov 2003 |                |                    |                 |
| 29.70          | +0.12                          | N   | TI (WB) Tatum Blvd (on)                         | AC/PCC       | AC/PCC        | 1          | 8          | 12            | 2           | 0.07 | Aug 2001    |                |                    |                 |
| 29.77          | +0.19                          | N   | TI (WB) Tatum Blvd (on)                         | AC/PCC       | AC/PCC        | 1.5        | 8          | 18            | 2           | 0.07 | Aug 2001    |                |                    |                 |
| 29.87          | +0.29                          | N   | TI (WB) Tatum Blvd (on)                         | PCC          | PCC           | 1          | 8          | 12            | 2           | 0.10 | Aug 2001    |                |                    |                 |
| 29.88          | +0.30                          | N   | OP (WB) Exit #31 Tatum Blvd                     |              |               |            |            |               |             |      |             | Aug 2001       | 320 ft Concrete    |                 |
| 29.96          | +0.37                          | N   | TI (WB) Tatum Blvd (off)                        | PCC          | PCC           | 4          | 8          | 48            | 2           | 0.07 | Aug 2001    |                |                    |                 |
| 30.02          | +0.43                          | N   | TI (WB) Tatum Blvd (off)                        | PCC          | PCC           | 2.5        | 8          | 30            | 2           | 0.06 | Aug 2001    |                |                    |                 |
| 30.16          | +0.57                          | N   | TI (WB) Tatum Blvd (off)                        | PCC          | PCC           | 1          | 8          | 12            | 2           | 0.14 | Aug 2001    |                |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M31 to M32</a> | AC           | AC            | 3          | 10         | 48            | 8           | 0.09 | 10 Nov 2003 |                |                    |                 |
| 30.25          | +0.67                          | N   | WB  | AC/PCC       | AC/PCC        | 3          | 10         | 48            | 8           | 0.47 | 200511      |                |                    |                 |
| 30.72          | M032 +0.14                     | N   | WB <a href="#">Projects spanning M32 to M33</a> | AC/PCC       | AC/PCC        | 3          | 10         | 36            | 8           | 0.53 | 200511      |                |                    |                 |
| 30.78          | +0.20                          | N   | TI (WB) 56th St (on)                            | PCC          | PCC           | 1          | 8          | 12            | 2           | 0.06 | Aug 2001    |                |                    |                 |
| 30.84          | +0.27                          | N   | TI (WB) 56th St (on)                            | PCC          | PCC           | 1.5        | 8          | 18            | 2           | 0.07 | Aug 2001    |                |                    |                 |
| 30.93          | +0.35                          | N   | TI (WB) 56th St (on)                            | PCC          | PCC           | 2          | 8          | 24            | 2           | 0.09 | Aug 2001    |                |                    |                 |
| 30.96          | +0.38                          | N   | OP (WB) Exit #32 56th St                        |              |               |            |            |               |             |      |             | Aug 2001       | Unknown            |                 |
| 31.01          | +0.44                          | N   | TI (WB) 56th St (off)                           | PCC          | PCC           | 3          | 8          | 36            | 2           | 0.06 | Aug 2001    |                |                    |                 |
| 31.07          | +0.50                          | N   | TI (WB) 56th St (off)                           | PCC          | PCC           | 2          | 8          | 24            | 2           | 0.06 | Aug 2001    |                |                    |                 |
| 31.24          | +0.67                          | N   | WB <a href="#">Projects spanning M32 to M33</a> | AC/PCC       | AC/PCC        | 3          | 10         | 48            | 8           | 0.09 | 200511      |                |                    |                 |
|                |                                | N   | TI (WB) 56th St (off)                           | PCC          | PCC           | 1          | 8          | 12            | 2           | 0.17 | Aug 2001    |                |                    |                 |
| 31.34          | +0.76                          | N   | WB <a href="#">Projects spanning M32 to M33</a> | AC/PCC       | AC/PCC        | 3          | 10         | 42            | 8           | 0.04 | 200511      |                |                    |                 |
| 31.38          | +0.81                          | N   | WB  | AC/PCC       | AC/PCC        | 3          | 10         | 36            | 8           | 1.05 | 200511      |                |                    |                 |
| 32.44          | M033 +0.87                     | N   | WB <a href="#">Projects spanning M33 to M34</a> | AC/PCC       | AC/PCC        | 3          | 10         | 42            | 8           | 0.25 | 200511      |                |                    |                 |

**S 101 at M033+0.87**

**M033+0.87 on S 101**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 101 at M034+0.11**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M034+0.11 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 32.69          | M034 +0.11                     | N   | WB   | <a href="#">Projects spanning M34 to M35</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.12           | 200511             |                 |
| 32.81          | +0.24                          | N   | WB   |  | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.02           | 22 Sep 2004        |                 |
|                |                                | N   | CG   | Low Profile Gutter to Left                   |               |            |                     |               |                      |       | 3.65           |                    |                 |
| 32.82          | +0.25                          | N   | WB   | <a href="#">Projects spanning M34 to M35</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.54           | 22 Sep 2004        |                 |
| 32.87          | +0.29                          | N   | TI   | (WB) Scottsdale Rd (on)                      | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.04           | 07 Apr 2002        |                 |
| 32.92          | +0.35                          | N   | TI   | (WB) Scottsdale Rd (on)                      | PCC           | PCC        | 1.5                 | 2             | 18                   | 8     | 0.06           | 07 Apr 2002        |                 |
| 33.06          | +0.49                          | N   | TI   | (WB) Scottsdale Rd (on)                      | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.14           | 07 Apr 2002        |                 |
| 33.16          | +0.58                          | N   | TI   | (WB) Scottsdale Rd (off)                     | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.07           | 22 Sep 2004        |                 |
| 33.22          | +0.65                          | N   | TI   | (WB) Scottsdale Rd (off)                     | PCC           | PCC        | 2.5                 | 2             | 30                   | 8     | 0.06           | 22 Sep 2004        |                 |
| 33.36          | +0.79                          | N   | TI   | (WB) Scottsdale Rd (off)                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.14           | 22 Sep 2004        |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M34 to M35</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.46           | 22 Sep 2004        |                 |
| 33.82          | M035 +0.26                     | N   | WB   | <a href="#">Projects spanning M35 to M36</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.28           | 22 Sep 2004        |                 |
| 33.85          | +0.28                          | N   | TI   | (WB) Hayden Rd (on)                          | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.04           | 22 Sep 2004        |                 |
| 34.05          | +0.48                          | N   | TI   | (WB) Hayden Rd (on)                          | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.20           | 22 Sep 2004        |                 |
| 34.09          | +0.52                          | N   | TI   | (WB) Hayden Rd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.04           | 22 Sep 2004        |                 |
| 34.11          | +0.54                          | N   | NB   | <a href="#">Projects spanning M35 to M36</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.34           | 22 Sep 2004        |                 |
| 34.12          | +0.55                          | N   | TI   | (WB) Hayden Rd (off)                         | PCC           | PCC        | 4                   | 2             | 48                   | 2     | 0.10           | 22 Sep 2004        |                 |
| 34.21          | +0.65                          | N   | TI   | (WB) Hayden Rd (off)                         | PCC           | PCC        | 2.5                 |               | 30                   |       | 0.07           | 22 Sep 2004        |                 |
| 34.29          | +0.72                          | N   | TI   | (WB) Hayden Rd (off)                         | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.16           | 22 Sep 2004        |                 |
| 34.45          | +0.88                          | N   | NB   | <a href="#">Projects spanning M35 to M36</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.42           | 22 Sep 2004        |                 |
| 34.86          | M036 +0.29                     | N   | NB   | <a href="#">Projects spanning M36 to M37</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 54                   | 8     | 0.07           | 22 Sep 2004        |                 |
| 34.93          | +0.35                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.63           | 22 Sep 2004        |                 |
| 35.15          | +0.57                          | N   | TI   | (NB) Pima Rd/Princess Dr (on)                | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.23           | 22 Sep 2004        |                 |
| 35.16          | +0.59                          | N   | FR   | One Way Frontage Rd NB                       | Unk           | Unk        | 2                   |               | 24                   |       | 1.24           | 13 Jan 2001        |                 |
|                |                                | N   | OP   | (WB) Exit #36 Pima Rd & Princess Dr          |               |            |                     |               |                      |       |                | 2001               | 215 ft Concrete |
| 35.49          | +0.91                          | N   | TI   | (NB) Pima Rd/Princess Dr (off)               | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 2     | 0.22           | 22 Sep 2004        |                 |
| 35.56          | +0.98                          | N   | NB   | <a href="#">Projects spanning M36 to M37</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 8     | 0.25           | 22 Sep 2004        |                 |
| 35.67          | M037 +0.08                     | N   | OP   | (NB) Bell Rd                                 |               |            |                     |               |                      |       |                | 2001               | 244 ft Concrete |
| 35.81          | +0.23                          | N   | NB   | <a href="#">Projects spanning M37 to M38</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 54                   | 8     | 0.07           | 22 Sep 2004        |                 |
| 35.89          | +0.30                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 8     | 0.18           | 22 Sep 2004        |                 |
| 36.07          | +0.48                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 8     | 0.38           | 22 Sep 2004        |                 |
| 36.10          | +0.51                          | N   | TI   | (NB) Frank Lloyd Wright Blvd (on)            | AC/PCC        | AC/PCC     | 1.5                 | 8             | 18                   | 2     | 0.03           | 22 Sep 2004        |                 |
| 36.18          | +0.59                          | N   | TI   | (NB) Frank Lloyd Wright Blvd (on)            | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 2     | 0.08           | 22 Sep 2004        |                 |
| 36.19          | +0.61                          | N   | TI   | (NB) Frank Lloyd Wright Blvd (on)            | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.02           | 22 Sep 2004        |                 |
| 36.37          | +0.78                          | N   | TI   | (NB) Frank Lloyd Wright Blvd (on)            | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           |                    |                 |
| 36.38          | +0.80                          | N   | FR   | One Way Frontage Rd NB                       | Unk           | Unk        | 2                   |               | 24                   |       | 0.79           | 13 Jan 2001        |                 |
|                |                                | N   | OP   | (NB) Exit #38 Frank Lloyd Wright             |               |            |                     |               |                      |       |                | 13 Jan 2001        | 225 ft Concrete |
| 36.42          | +0.83                          | N   | TI   | (NB) Frank Lloyd Wright Blvd (off)           | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           |                    |                 |
| 36.45          | +0.86                          | N   | TI   | (NB) Raintree Dr (on)                        | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.17           | 10 Feb 2001        |                 |

**S 101 at M037+0.86**

**M037+0.86 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M037+0.87**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M037+0.87 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 36.45          | M037 +0.87                     | N   | NB   | <a href="#">Projects spanning M37 to M38</a> | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.64           |                    | 10 Nov 2003     |
| 37.10          | M038 +0.51                     | N   | TI   | (NB) Frank Lloyd Wright Blvd (off)           | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.14           |                    | 10 Feb 2001     |
|                |                                | N   | NB   | <a href="#">Projects spanning M38 to M39</a> | AC            | AC         | 4                   | 10            | 48                   | 8     | 0.41           |                    | 10 Nov 2003     |
| 37.16          | +0.58                          | N   | TI   | (NB) Raintree Dr (on)                        | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           |                    |                 |
| 37.20          | +0.62                          | N   | TI   | (NB) Raintree Dr (off)                       | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.02           |                    | 10 Feb 2001     |
| 37.21          |                                | N   | TI   | (NB) Raintree Dr (off)                       | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           |                    |                 |
| 37.23          | +0.64                          | N   | TI   | (NB) Raintree Dr (off)                       | PCC           | PCC        | 4                   | 8             | 48                   | 2     | 0.03           |                    | 10 Feb 2001     |
| 37.30          | +0.72                          | N   | TI   | (NB) Raintree Dr (off)                       | PCC           | PCC        | 2.5                 | 8             | 30                   | 2     | 0.07           |                    | 10 Feb 2001     |
| 37.50          | +0.92                          | N   | TI   | (NB) Raintree Dr (off)                       | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.20           |                    | 10 Feb 2001     |
|                |                                | N   | NB   | <a href="#">Projects spanning M38 to M39</a> | AC            | AC         | 4                   | 10            | 60                   | 8     | 0.08           |                    | 10 Nov 2003     |
| 37.58          | +1.00                          | N   | NB   |  | AC            | AC         | 4                   | 10            | 54                   | 8     | 0.04           |                    | 10 Nov 2003     |
| 37.62          | M039 +0.03                     | N   | NB   | <a href="#">Projects spanning M39 to M40</a> | AC            | AC         | 4                   | 10            | 48                   | 8     | 0.85           |                    | 10 Nov 2003     |
| 38.47          | +0.88                          | N   | NB   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.40           |                    | 10 Nov 2003     |
| 38.59          | M040 +0.00                     | N   | TI   | (NB) Cactus Rd (on)                          | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 2     | 0.13           |                    | 10 Feb 2001     |
| 38.63          | +0.04                          | N   | TI   | (NB) Cactus Rd (on)                          | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.03           |                    | 10 Feb 2001     |
| 38.65          | +0.06                          | N   | TI   | (NB) Cactus Rd (on)                          | PCC           | PCC        | 3                   | 8             | 36                   | 2     | 0.02           |                    | 10 Feb 2001     |
|                |                                | N   | TI   | (NB) Cactus Rd (on)                          | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.02           |                    | 10 Feb 2001     |
| 38.66          | +0.07                          | N   | TI   | (NB) Cactus Rd (on)                          | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.02           |                    | 10 Feb 2001     |
| 38.70          | +0.11                          | N   | TI   | (NB) Cactus Rd (off)                         | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.02           |                    | 10 Feb 2001     |
|                |                                | N   | TI   | (NB) Cactus Rd (off)                         | PCC           | PCC        | 2                   | 8             | 24                   | 2     | 0.02           |                    | 10 Feb 2001     |
| 38.74          | +0.15                          | N   | TI   | (NB) Cactus Rd (off)                         | PCC           | PCC        | 3                   | 8             | 36                   | 2     | 0.04           |                    | 10 Feb 2001     |
| 38.76          | +0.17                          | N   | TI   | (NB) Cactus Rd (off)                         | PCC           | PCC        | 2.5                 | 8             | 30                   | 2     | 0.03           |                    | 10 Feb 2001     |
| 38.78          | +0.19                          | N   | TI   | (NB) Cactus Rd (off)                         | AC/PCC        | AC/PCC     | 1.5                 | 8             | 18                   | 2     | 0.02           |                    | 10 Feb 2001     |
| 38.86          | +0.27                          | N   | TI   | (NB) Cactus Rd (off)                         | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.08           |                    | 10 Feb 2001     |
|                |                                | N   | NB   | <a href="#">Projects spanning M40 to M41</a> | AC            | AC         | 3                   | 10            | 48                   | 8     | 0.59           |                    | 10 Nov 2003     |
| 39.45          | +0.86                          | N   | NB   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.51           |                    | 10 Nov 2003     |
| 39.58          | +0.99                          | N   | TI   | (NB) Shea Blvd (on)                          | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.13           |                    | 10 Feb 2001     |
| 39.61          | M041 +0.02                     | N   | TI   | (NB) Shea Blvd (on)                          | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           |                    | 10 Feb 2001     |
| 39.64          | +0.05                          | N   | TI   | (NB) Shea Blvd (on)                          | PCC           | PCC        | 3                   |               | 36                   |       | 0.03           |                    | 10 Feb 2001     |
| 39.67          | +0.08                          | N   | TI   | (NB) Shea Blvd (off)                         | PCC           | PCC        | 2                   |               | 24                   |       | 0.02           |                    | 18 Dec 1999     |
|                |                                | N   | TI   | (NB) Shea Blvd (off)                         | PCC           | PCC        | 2                   |               | 24                   |       | 0.02           |                    | 18 Dec 1999     |
| 39.72          | +0.12                          | N   | TI   | (NB) Shea Blvd (off)                         | PCC           | PCC        | 4                   |               | 48                   |       | 0.04           |                    | 18 Dec 1999     |
| 39.75          | +0.16                          | N   | TI   | (NB) Shea Blvd (off)                         | PCC           | PCC        | 3                   |               | 36                   |       | 0.03           |                    | 18 Dec 1999     |
| 39.96          | +0.37                          | N   | NB   | <a href="#">Projects spanning M41 to M42</a> | PCC           | PCC        | 3                   | 10            | 36                   | 8     | 0.02           |                    | 18 Dec 1999     |
| 39.97          | +0.38                          | N   | TI   | (NB) Shea Blvd (off)                         | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.22           |                    | 18 Dec 1999     |
|                |                                | N   | NB   | <a href="#">Projects spanning M41 to M42</a> | PCC           | PCC        | 3                   | 10            | 48                   | 8     | 0.34           |                    | 18 Dec 1999     |
| 40.31          | +0.72                          | N   | CG   | Low Profile Gutter to Left and Right         |               |            |                     |               |                      |       | 0.60           |                    |                 |
| 40.32          |                                | N   | NB   | <a href="#">Projects spanning M41 to M42</a> | AC            | AC         | 3                   | 10            | 48                   | 8     | 0.36           |                    | 12 Dec 2003     |
| 40.61          | M042 +0.02                     | N   | OP   | (NB) Via Linda                               |               |            |                     |               |                      |       |                | 1996               | 73 ft Concrete  |

**S 101 at M042+0.02**

**M042+0.02 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M042+0.08**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M042+0.08 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 40.68          | M042 +0.08                     | N   | NB   | <a href="#">Projects spanning M42 to M43</a> | AC            | AC         | 3          | 10            | 36                   | 8     | 0.23           | 12 Dec 2003        |                 |
| 40.90          | +0.31                          | N   | TI   | (NB) 90th St/Pima Rd (on)                    | AC/PCC        | AC/PCC     | 2          | 12            | 24                   | 22    | 0.21           | 18 Dec 1999        |                 |
| 40.91          | +0.32                          | N   | NB   | <a href="#">Projects spanning M42 to M43</a> | AC/PCC        | AC/PCC     | 3          | 10            | 36                   | 8     | 0.27           | 17 May 2004        |                 |
|                |                                | N   | TI   | (NB) 90th St/Pima Rd (on)                    | PCC           | PCC        | 3          | 12            | 36                   | 22    | 0.01           | 18 Dec 1999        |                 |
|                |                                | N   | CG   | Low Profile Gutter to Left                   |               |            |            |               |                      |       | 5.91           |                    |                 |
| 40.92          | +0.33                          | N   | TI   | (NB) 90th St/Pima Rd (on)                    | PCC           | PCC        | 1          | 12            | 12                   | 22    | 0.02           | 18 Dec 1999        |                 |
|                |                                | N   | TI   | (NB) 90th St/Pima Rd (on)                    | PCC           | PCC        | 2          | 12            | 24                   | 22    | 0.02           | 18 Dec 1999        |                 |
| 40.94          | +0.34                          | N   | OP   | (NB) Exit #42 Pima Rd/90th St                |               |            |            |               |                      |       |                | 1997               | 194 ft Concrete |
| 40.96          | +0.37                          | N   | TI   | (NB) 90th St/Pima Rd (off)                   | PCC           | PCC        | 2          | 12            | 24                   | 22    | 0.02           | 18 Dec 1999        |                 |
|                |                                | N   | TI   | (NB) 90th St/Pima Rd (off)                   | PCC           | PCC        | 2          | 12            | 24                   | 22    | 0.02           | 18 Dec 1999        |                 |
| 40.99          | +0.40                          | N   | TI   | (NB) 90th St/Pima Rd (off)                   | PCC           | PCC        | 4          | 12            | 48                   | 22    | 0.03           | 18 Dec 1999        |                 |
| 41.09          | +0.50                          | N   | TI   | (NB) 90th St/Pima Rd (off)                   | PCC           | PCC        | 3          | 12            | 36                   | 22    | 0.09           | 18 Dec 1999        |                 |
| 41.18          | +0.59                          | N   | NB   | <a href="#">Projects spanning M42 to M43</a> | AC/PCC        | AC/PCC     | 3          | 10            | 48                   | 8     | 0.55           | 17 May 2004        |                 |
|                |                                | N   | TI   | (NB) 90th St/Pima Rd (off)                   | AC/PCC        | AC/PCC     | 2          | 12            | 24                   | 22    | 0.09           | 18 Dec 1999        |                 |
| 41.73          | M043 +0.14                     | N   | NB   | <a href="#">Projects spanning M43 to M44</a> | AC/PCC        | AC/PCC     | 3          | 10            | 36                   | 8     | 0.49           | 17 May 2004        |                 |
| 41.94          | +0.35                          | N   | TI   | (NB) Via De Ventura Rd (on)                  | AC/PCC        | AC/PCC     | 2          |               | 24                   |       | 0.21           | 18 Dec 1999        |                 |
| 41.97          | +0.38                          | N   | TI   | (NB) Via De Ventura Rd (on)                  | PCC           | PCC        | 2          |               | 24                   |       | 0.03           | 18 Dec 1999        |                 |
| 42.06          | +0.47                          | N   | TI   | (NB) Via De Ventura Rd (off)                 | PCC           | PCC        | 3          |               | 36                   |       | 0.07           | 18 Dec 1999        |                 |
| 42.14          | +0.55                          | N   | TI   | (NB) Via De Ventura Rd (off)                 | PCC           | PCC        | 2          |               | 24                   |       | 0.08           | 18 Dec 1999        |                 |
| 42.22          | +0.63                          | N   | NB   | <a href="#">Projects spanning M43 to M44</a> | AC/PCC        | AC/PCC     | 3          | 10            | 48                   | 8     | 0.60           | 17 May 2004        |                 |
|                |                                | N   | TI   | (NB) Via De Ventura Rd (off)                 | PCC           | PCC        | 1          |               | 12                   |       | 0.08           | 18 Dec 1999        |                 |
| 42.82          | M044 +0.22                     | N   | NB   | <a href="#">Projects spanning M44 to M45</a> | AC/PCC        | AC/PCC     | 3          | 10            | 36                   | 8     | 0.45           | 17 May 2004        |                 |
| 42.98          | +0.39                          | N   | TI   | (NB) Indian Bend Rd (on)                     | AC/PCC        | AC/PCC     | 2          |               | 24                   |       | 0.17           | 18 Dec 1999        |                 |
| 43.02          | +0.43                          | N   | TI   | (NB) Indian Bend Rd (on)                     | PCC           | PCC        | 2          |               | 24                   |       | 0.04           | 18 Dec 1999        |                 |
| 43.11          | +0.52                          | N   | TI   | (NB) Indian Bend Rd (off)                    | PCC           | PCC        | 3          |               | 36                   |       | 0.07           | 18 Dec 1999        |                 |
| 43.19          | +0.59                          | N   | TI   | (NB) Indian Bend Rd (off)                    | PCC           | PCC        | 2          |               | 24                   |       | 0.07           | 18 Dec 1999        |                 |
| 43.26          | +0.67                          | N   | TI   | (NB) Indian Bend Rd (off)                    | AC/PCC        | AC/PCC     | 1          |               | 12                   |       | 0.08           | 18 Dec 1999        |                 |
|                |                                | N   | NB   | <a href="#">Projects spanning M44 to M45</a> | AC/PCC        | AC/PCC     | 3          | 10            | 48                   | 8     | 0.08           | 17 May 2004        |                 |
| 43.35          | +0.75                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3          | 10            | 42                   | 8     | 0.04           | 17 May 2004        |                 |
| 43.39          | +0.79                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3          | 10            | 36                   | 8     | 0.16           | 17 May 2004        |                 |
| 43.55          | +0.95                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3          | 10            | 42                   | 8     | 0.18           | 17 May 2004        |                 |
| 43.72          | M045 +0.13                     | N   | NB   | <a href="#">Projects spanning M45 to M46</a> | AC/PCC        | AC/PCC     | 3          | 10            | 48                   | 8     | 0.15           | 17 May 2004        |                 |
| 43.87          | +0.28                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3          | 10            | 36                   | 8     | 0.42           | 17 May 2004        |                 |
| 44.04          | +0.45                          | N   | TI   | (NB) McDonald Rd OP (on)                     | AC/PCC        | AC/PCC     | 2          |               | 24                   |       | 0.17           | 18 Dec 1999        |                 |
| 44.08          | +0.48                          | N   | TI   | (NB) McDonald Rd OP (on)                     | PCC           | PCC        | 2          |               | 24                   |       | 0.04           | 18 Dec 1999        |                 |
| 44.18          | +0.59                          | N   | TI   | (NB) McDonald Rd OP (off)                    | PCC           | PCC        | 2          |               | 24                   |       | 0.09           | 07 Oct 1998        |                 |
| 44.27          | +0.68                          | N   | TI   | (NB) McDonald Rd OP (off)                    | PCC           | PCC        | 1.5        |               | 18                   |       | 0.09           | 07 Oct 1998        |                 |
| 44.30          | +0.70                          | N   | NB   | <a href="#">Projects spanning M45 to M46</a> | AC/PCC        | AC/PCC     | 3          | 10            | 48                   | 8     | 0.47           | 17 May 2004        |                 |
|                |                                | N   | TI   | (NB) McDonald Rd OP (off)                    | AC/PCC        | AC/PCC     | 1          |               | 12                   |       | 0.02           | 07 Oct 1998        |                 |

**S 101 at M045+0.70**

**M045+0.70 on S 101**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 101 at M046+0.18**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M046+0.18 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 44.77          | M046+0.18                      | N   | NB   | <a href="#">Projects spanning M46 to M47</a> | AC/PCC        | AC         | 3                   | 8             | 48                   | 10    | 0.08           |                    | 17 May 2004     |
| 44.85          | +0.26                          | N   | NB   |  | AC/PCC        | AC         | 3                   | 8             | 36                   | 10    | 0.49           |                    | 17 May 2004     |
| 45.05          | +0.46                          | N   | TI   | (NB) Chaparral Rd (on)                       | AC/PCC        | AC/PCC     | 2                   | 2             | 28                   | 6     | 0.20           |                    | 07 Oct 1998     |
| 45.09          | +0.49                          | N   | TI   | (NB) Chaparral Rd (on)                       | PCC           | PCC        | 2                   | 2             | 28                   | 6     | 0.03           |                    | 07 Oct 1998     |
| 45.18          | +0.59                          | N   | TI   | (NB) Chaparral Rd (off)                      | PCC           | PCC        | 3                   | 2             | 42                   | 6     | 0.08           |                    | 07 Oct 1998     |
| 45.26          | +0.66                          | N   | TI   | (NB) Chaparral Rd (off)                      | PCC           | PCC        | 1.5                 | 2             | 21                   | 6     | 0.08           |                    | 07 Oct 1998     |
| 45.34          | +0.75                          | N   | NB   | <a href="#">Projects spanning M46 to M47</a> | AC/PCC        | AC         | 3                   | 8             | 48                   | 10    | 0.54           |                    | 17 May 2004     |
|                |                                | N   | TI   | (NB) Chaparral Rd (off)                      | AC/PCC        | AC/PCC     | 1                   | 2             | 14                   | 6     | 0.09           |                    | 07 Oct 1998     |
| 45.88          | M047+0.28                      | N   | NB   | <a href="#">Projects spanning M47 to M48</a> | AC/PCC        | AC         | 3                   | 8             | 36                   | 10    | 0.22           |                    | 17 May 2004     |
| 46.05          | +0.46                          | N   | TI   | (NB) Indian School Rd (on)                   | AC/PCC        | AC/PCC     | 2                   | 2             | 28                   | 12    | 0.17           |                    | 07 Oct 1998     |
| 46.09          | +0.49                          | N   | TI   | (NB) Indian School Rd (on)                   | PCC           | PCC        | 2                   | 2             | 28                   | 12    | 0.03           |                    | 07 Oct 1998     |
| 46.10          | +0.50                          | N   | NB   | <a href="#">Projects spanning M47 to M48</a> | AC/PCC        | AC         | 3                   | 8             | 36                   | 10    | 0.23           |                    | 24 May 2004     |
| 46.18          | +0.59                          | N   | TI   | (NB) Indian School Rd (off)                  | PCC           | PCC        | 3                   | 2             | 42                   | 12    | 0.07           |                    | 07 Oct 1998     |
| 46.27          | +0.67                          | N   | TI   | (NB) Indian School Rd (off)                  | PCC           | PCC        | 1.5                 | 2             | 21                   | 12    | 0.08           |                    | 07 Oct 1998     |
| 46.33          | +0.73                          | N   | TI   | (NB) Indian School Rd (off)                  | AC/PCC        | AC/PCC     | 1                   | 2             | 14                   | 12    | 0.06           |                    | 07 Oct 1998     |
|                |                                | N   | NB   | <a href="#">Projects spanning M47 to M48</a> | AC/PCC        | AC         | 3                   | 8             | 48                   | 10    | 0.51           |                    | 24 May 2004     |
| 46.82          | M048+0.22                      | N   | CG   | Low Profile Gutter to Right                  |               |            |                     |               |                      |       | 0.69           |                    |                 |
| 46.84          | +0.25                          | N   | NB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | AC         | 3                   | 8             | 54                   | 10    | 0.05           |                    | 24 May 2004     |
| 46.89          | +0.30                          | N   | NB   |  | AC/PCC        | AC         | 3                   | 8             | 36                   | 10    | 0.35           |                    | 24 May 2004     |
| 46.91          | +0.32                          | N   | TI   | (NB) Thomas Rd (on)                          | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 4     | 0.02           |                    | 24 May 2004     |
| 47.07          | +0.47                          | N   | TI   | (NB) Thomas Rd (on)                          | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.15           |                    | 24 May 2004     |
| 47.10          | +0.51                          | N   | TI   | (NB) Thomas Rd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.03           |                    | 07 Oct 1998     |
| 47.19          | +0.60                          | N   | TI   | (NB) Thomas Rd (off)                         | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.07           |                    | 18 Oct 1996     |
| 47.24          | +0.65                          | N   | NB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | AC         | 3                   | 10            | 36                   | 8     | 0.08           |                    | 24 May 2004     |
| 47.26          | +0.66                          | N   | TI   | (NB) Thomas Rd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.06           |                    | 18 Oct 1996     |
| 47.32          | +0.73                          | N   | TI   | (NB) Thomas Rd (off)                         | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 4     | 0.07           |                    | 14 Jul 2004     |
| 47.33          |                                | N   | NB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | AC         | 3                   | 10            | 48                   | 8     | 0.10           |                    | 24 May 2004     |
| 47.42          | +0.83                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.30           |                    | 24 May 2004     |
| 47.50          | +0.91                          | N   | CG   | Low Profile Gutter to Right                  |               |            |                     |               |                      |       | 0.22           |                    |                 |
| 47.73          | M049+0.10                      | N   | NB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | AC         | 3                   | 10            | 48                   | 8     | 0.13           |                    | 24 May 2004     |
|                |                                | N   | CG   | Low Profile Gutter to Left and Right         |               |            |                     |               |                      |       | 0.28           |                    |                 |
| 47.85          | +0.23                          | N   | NB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | AC         | 3                   | 10            | 54                   | 8     | 0.07           |                    | 24 May 2004     |
| 47.92          | +0.29                          | N   | NB   |  | AC/PCC        | AC         | 3                   | 10            | 36                   | 8     | 0.43           |                    | 24 May 2004     |
| 48.01          | +0.38                          | N   | CG   | Low Profile Gutter to Left                   |               |            |                     |               |                      |       | 5.53           |                    |                 |
| 48.08          | +0.46                          | N   | TI   | (NB) McDowell Rd (on)                        | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.17           |                    | 14 Jul 2004     |
| 48.12          | +0.49                          | N   | TI   | (NB) McDowell Rd (on)                        | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.03           |                    | 18 Oct 1996     |
| 48.23          | +0.61                          | N   | TI   | (NB) McDowell Rd (off)                       | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.09           |                    | 18 Oct 1996     |
| 48.32          | +0.69                          | N   | TI   | (NB) McDowell Rd (off)                       | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.09           |                    | 18 Oct 1996     |
| 48.35          | +0.72                          | N   | NB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | AC         | 3                   | 10            | 48                   | 8     | 0.04           |                    | 24 May 2004     |

**S 101 at M049+0.72**
**M049+0.72 on S 101**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 101 at M049+0.72**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M049+0.72 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|
| 48.35          | M049+0.72                      | N   | TI   | (NB) McDowell Rd (off)                       | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 4     | 0.03           | 14 Jul 2004        |                  |
| 48.39          | +0.77                          | N   | NB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.36           | 24 May 2004        |                  |
| 48.75          | M050+0.15                      | N   | NB   | <a href="#">Projects spanning M50 to M51</a> | AC/PCC        | AC         | 3                   | 10            | 48                   | 8     | 0.13           | 24 May 2004        |                  |
| 48.88          | +0.28                          | N   | NB   |  | AC/PCC        | AC         | 3                   | 10            | 54                   | 8     | 0.05           | 24 May 2004        |                  |
| 48.93          | +0.33                          | N   | NB   |  | AC/PCC        | AC         | 3                   | 10            | 36                   | 8     | 0.29           | 24 May 2004        |                  |
|                |                                | N   | TI   | (NB) McKellips Rd (on)                       | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.16           | 14 Jul 2004        |                  |
| 49.09          | +0.49                          | N   | TI   | (NB) McKellips Rd (on)                       | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.03           | 18 Oct 1996        |                  |
| 49.19          | +0.59                          | N   | TI   | (NB) McKellips Rd (off)                      | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.05           | 18 Oct 1996        |                  |
| 49.22          | +0.62                          | N   | NB   | <a href="#">Projects spanning M50 to M51</a> | AC/PCC        | AC         | 3.5                 | 10            | 42                   | 8     | 0.12           | 24 May 2004        |                  |
| 49.27          | +0.67                          | N   | TI   | (NB) McKellips Rd (off)                      | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.08           | 18 Oct 1996        |                  |
| 49.34          | +0.74                          | N   | TI   | (NB) McKellips Rd (off)                      | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 4     | 0.06           | 18 Oct 1996        |                  |
|                |                                | N   | NB   | <a href="#">Projects spanning M50 to M51</a> | AC/PCC        | AC         | 4                   | 10            | 60                   | 8     | 0.14           | 24 May 2004        |                  |
| 49.48          | +0.88                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 8     | 0.13           | 24 May 2004        |                  |
| 49.62          | M051+0.02                      | N   | NB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 8     | 0.12           | 20050011           |                  |
| 49.74          | +0.14                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 66                   | 8     | 0.06           | 20050011           |                  |
| 49.79          | +0.20                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 8     | 0.12           | 20050011           |                  |
|                |                                | N   | TI   | (NB) S 202 (on)                              |               |            |                     |               |                      |       |                |                    |                  |
| 49.84          | +0.24                          | N   | BR   | (NB) Salt River & S 202 WB to S 101 SB       |               |            |                     |               |                      |       |                | 1996               | 1223 ft Concrete |
| 49.91          | +0.31                          | N   | NB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 48                   | 22    | 0.49           | 20050011           |                  |
| 50.23          | +0.63                          | N   | TI   | (NB) S 202 WB (off)                          | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.09           | 1994               |                  |
| 50.34          | +0.74                          | N   | OP   | (NB) Over S 202 EB/WB                        |               |            |                     |               |                      |       |                | 18 Oct 1996        | 282 ft Concrete  |
| 50.40          | +0.80                          | N   | NB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | AC/PCC     | 3                   | 12            | 36                   | 22    | 0.29           | 20050011           |                  |
| 50.47          | +0.87                          | N   | OP   | (NB) Over S 202 EB to S 101 NB               |               |            |                     |               |                      |       |                | 1999               | 125 ft Concrete  |
| 50.52          | +0.93                          | N   | TI   | (NB) Rio Salado Parkway (on)                 | PCC           | PCC        | 1                   | 2             | 12                   | 4     | 0.12           | 18 Oct 1996        |                  |
| 50.57          | +0.97                          | N   | TI   | (NB) S 202 WB (off)                          | PCC           | PCC        | 2                   | 10            | 24                   | 4     | 0.55           | 1994               |                  |
|                |                                | N   | TI   | (NB) S 202 EB (off)                          | PCC           | PCC        | 1                   | 10            | 12                   | 4     | 0.27           | 1994               |                  |
| 50.60          | M052+0.01                      | N   | TI   | (NB) Rio Salado Parkway (on)                 | PCC           | PCC        | 1.5                 | 2             | 18                   | 4     | 0.08           | 18 Oct 1996        |                  |
| 50.64          | +0.04                          | N   | TI   | (NB) S 202 EB/WB (off)                       | PCC           | PCC        | 3                   | 10            | 36                   | 4     | 0.07           | 1994               |                  |
| 50.65          | +0.05                          | N   | TI   | (NB) Rio Salado Parkway (on)                 | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.04           | 18 Oct 1996        |                  |
| 50.66          | +0.06                          | N   | FR   | One Way Frontage Rd NB                       | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 2.50           |                    |                  |
| 50.68          | +0.09                          | N   | TI   | (NB) S 202 EB/WB (off)                       | PCC           | PCC        | 2.5                 | 10            | 30                   | 4     | 0.05           | 1994               |                  |
| 50.69          |                                | N   | NB   | <a href="#">Projects spanning M52 to M53</a> | AC/PCC        | AC/PCC     | 3                   | 12            | 36                   | 22    | 0.02           | 20050011           |                  |
| 50.71          | +0.11                          | N   | NB   |  | AC/PCC        | AC         | 3                   | 10            | 36                   | 12    | 0.08           | 19961810           |                  |
| 50.76          | M050+0.73                      | N   | TI   | (NB) S 202 (on)                              | AC/PCC        | AC/PCC     | 1                   | 10            | 12                   | 6     | 0.67           | 17 Nov 2003        |                  |
| 50.80          | M052+0.20                      | N   | NB   | <a href="#">Projects spanning M52 to M53</a> | AC/PCC        | AC         | 5                   | 10            | 60                   | 12    | 0.06           | 1994               |                  |
|                |                                | N   | TI   | (NB) S 202 EB/WB (off)                       | AC/PCC        | AC/PCC     | 2                   | 10            | 24                   | 4     | 0.12           | 1994               |                  |
| 50.86          | +0.26                          | N   | NB   | <a href="#">Projects spanning M52 to M53</a> | AC/PCC        | AC         | 5                   | 11            | 60                   | 8     | 0.35           | 1994               |                  |
| 51.21          | +0.61                          | N   | NB   |  | AC/PCC        | AC/PCC     | 5                   | 11            | 60                   | 8     | 0.17           | 04 Aug 1991        |                  |
| 51.29          | +0.69                          | N   | TI   | (NB) University Dr (off)                     | PCC           | PCC        | 1                   |               | 12                   |       | 0.08           | 15 Mar 1999        |                  |

**S 101 at M052+0.69**

**M052+0.69 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M052+0.78**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M052+0.78 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|--|
| 51.38          | M052 +0.78                     | N   | NB   | <a href="#">Projects spanning M52 to M53</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 8     | 0.01           | 04 Aug 1991        |                 |  |
| 51.39          | +0.80                          | N   | NB   |  | AC/PCC        | AC/PCC     | 5                   | 10            | 72                   | 8     | 0.04           | 04 Aug 1991        |                 |  |
|                |                                | N   | TI   | (NB) University Dr (off)                     | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.10           | 15 Mar 1999        |                 |  |
| 51.43          | +0.83                          | N   | NB   | <a href="#">Projects spanning M52 to M53</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 66                   | 8     | 0.03           | 04 Aug 1991        |                 |  |
| 51.46          | +0.86                          | N   | NB   |  | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 8     | 0.09           | 04 Aug 1991        |                 |  |
| 51.55          | +0.95                          | N   | NB   |  | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 10    | 0.32           | 04 Aug 1991        |                 |  |
| 51.88          | M053 +0.28                     | N   | NB   | <a href="#">Projects spanning M53 to M54</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.25           | 04 Aug 1991        |                 |  |
| 52.02          | +0.43                          | N   | TI   | (NB) Broadway Rd (on)                        | AC/PCC        | AC/PCC     | 2                   | 1             | 24                   | 1     | 0.15           | 19991503           |                 |  |
| 52.07          | +0.48                          | N   | TI   | (NB) Broadway Rd (on)                        | PCC           | PCC        | 2                   | 1             | 24                   | 1     | 0.05           | 19991503           |                 |  |
| 52.12          | +0.53                          | N   | NB   | <a href="#">Projects spanning M53 to M54</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 8     | 0.06           | 04 Aug 1991        |                 |  |
| 52.18          | +0.59                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 54                   | 8     | 0.19           | 04 Aug 1991        |                 |  |
| 52.37          | +0.78                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 8     | 0.07           | 04 Aug 1991        |                 |  |
| 52.45          | +0.85                          | N   | TI   | (NB) Broadway Rd (off)                       | PCC           | PCC        | 1                   | 1             | 24                   | 1     | 0.22           | 15 Mar 1999        |                 |  |
|                |                                | N   | NB   | <a href="#">Projects spanning M53 to M54</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 8     | 0.04           | 04 Aug 1991        |                 |  |
| 52.49          | +0.90                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 11            | 72                   | 8     | 0.12           | 04 Aug 1991        |                 |  |
| 52.61          | M054 +0.00                     | N   | NB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 8     | 0.01           | 04 Aug 1991        |                 |  |
| 52.62          | +0.01                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 8     | 0.07           | 04 Aug 1991        |                 |  |
| 52.69          | +0.08                          | N   | NB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 8     | 0.20           | 04 Aug 1991        |                 |  |
| 52.74          | +0.13                          | N   | VMS  | (NB) Variable Message Sign #243 (Existing)   |               |            |                     |               |                      |       |                |                    |                 |  |
| 52.89          | +0.28                          | N   | NB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 8     | 0.07           | 04 Aug 1991        |                 |  |
| 52.95          | +0.34                          | N   | TI   | (NB) Southern Ave (on)                       | AC/PCC        | AC/PCC     | 1.5                 |               | 18                   |       | 0.06           | 15 Mar 1999        |                 |  |
| 52.96          | +0.35                          | N   | NB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.22           | 04 Aug 1991        |                 |  |
|                |                                | N   | TI   | (NB) U 060 WB (on)                           |               |            |                     |               | 24                   |       | 0.09           | 15 Mar 1999        |                 |  |
| 53.03          | +0.42                          | N   | TI   | (NB) Southern Ave (on)                       | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.09           | 15 Mar 1999        |                 |  |
| 53.16          | +0.55                          | N   | FR   | One Way Frontage Rd NB                       | AC            | AC         | 2                   | 0             | 23                   | 5     | 1.04           |                    |                 |  |
| 53.18          | +0.57                          | N   | NB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 8     | 0.01           | 04 Aug 1991        |                 |  |
| 53.19          | +0.58                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 42                   | 8     | 0.14           | 04 Aug 1991        |                 |  |
| 53.33          | +0.72                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 8     | 0.14           | 04 Aug 1991        |                 |  |
| 53.46          | +0.85                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.06           | 04 Aug 1991        |                 |  |
| 53.50          | +0.89                          | N   | OP   | (NB) WB U 060 to SB S 101                    |               |            |                     |               |                      |       |                | 1998               | 166 ft Concrete |  |
| 53.53          | +0.92                          | N   | NB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 8     | 0.10           | 21 Jun 2004        |                 |  |
|                |                                | N   | CG   | Low Profile Gutter to Left                   |               |            |                     |               |                      |       | 6.05           | 2004               |                 |  |
| 53.63          | M055 +0.04                     | N   | NB   | <a href="#">Projects spanning M55 to M56</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.05           | 21 Jun 2004        |                 |  |
| 53.67          | +0.07                          | N   | OP   | (NB) U 060 EB/WB                             |               |            |                     |               |                      |       |                | 1998               | 163 ft Concrete |  |
| 53.68          | +0.09                          | N   | NB   | <a href="#">Projects spanning M55 to M56</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 8     | 0.02           | 21 Jun 2004        |                 |  |
| 53.70          | +0.11                          | N   | NB   |  | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 8     | 0.06           | 21 Jun 2004        |                 |  |
|                |                                | N   | TI   | (NB) from U 060 EB (on)                      |               |            |                     |               |                      |       |                |                    |                 |  |
| 53.77          | +0.17                          | N   | NB   | <a href="#">Projects spanning M55 to M56</a> | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.17           | 21 Jun 2004        |                 |  |
| 53.79          | +0.20                          | N   | TI   | (NB) U 060 WB (off)                          | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 4     | 0.47           | 24 May 2004        |                 |  |

**S 101 at M055+0.20**

**M055+0.20 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 101 at M055+0.20**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M055+0.20 on S 101**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 53.80          | M055 +0.20                     | N   | TI (NB) U 060 EB (off)                          | AC/PCC       | AC/PCC        | 1          | 8                   | 12            | 4                    | 0.18  | 24 May 2004    | 170 ft Concrete    |                 |
|                |                                | N   | OP (NB) EB U 060 to NB S 101                    |              |               |            |                     |               |                      |       | 1999           |                    |                 |
| 53.86          | +0.27                          | N   | TI (NB) U 060 WB/EB (off)                       | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 4                    | 0.07  | 15 Mar 1999    |                    |                 |
| 53.90          | +0.30                          | N   | TI (NB) U 060 WB/EB (off)                       | AC/PCC       | AC/PCC        | 2.5        | 8                   | 30            | 4                    | 0.04  | 15 Mar 1999    |                    |                 |
| 53.94          | +0.34                          | N   | TI (NB) U 060 WB/EB (off)                       | AC/PCC       | AC/PCC        | 2          | 8                   | 24            | 4                    | 0.04  | 15 Mar 1999    |                    |                 |
|                | +0.35                          | N   | NB <a href="#">Projects spanning M55 to M56</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 54            | 8                    | 0.07  | 21 Jun 2004    |                    |                 |
| 54.01          | +0.42                          | N   | NB  | AC/PCC       | AC/PCC        | 4          | 10                  | 54            | 8                    | 0.02  | 21 Jun 2004    |                    |                 |
| 54.04          | +0.44                          | N   | NB  | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 8                    | 0.48  | 21 Jun 2004    |                    |                 |
| 54.17          | +0.58                          | N   | FR One Way Frontage Rd NB                       | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.36  |                |                    |                 |
| 54.52          | +0.92                          | N   | TI (NB) Baseline Rd (off)                       | AC/PCC       | AC/PCC        | 2          | 8                   | 24            | 8                    | 0.21  | 15 Mar 1999    |                    |                 |
|                |                                | N   | NB <a href="#">Projects spanning M55 to M56</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 60            | 8                    | 0.20  | 21 Jun 2004    |                    |                 |
| 54.53          | +0.94                          | N   | FR One Way Frontage Rd NB                       | PCC          | PCC           | 2          | 0.5                 | 23            | 5                    | 0.65  |                |                    |                 |
| 54.72          | M056 +0.12                     | N   | NB <a href="#">Projects spanning M56 to M57</a> | AC/PCC       | AC/PCC        | 4          | 10                  | 60            | 20                   | 0.18  | 21 Jun 2004    |                    |                 |
| 54.90          | +0.30                          | N   | NB  | AC/PCC       | AC/PCC        | 4          | 10                  | 60            | 32                   | 0.03  | 21 Jun 2004    |                    |                 |
| 54.93          | +0.32                          | N   | NB  | AC/PCC       | AC/PCC        | 4          | 10                  | 48            | 32                   | 0.15  | 21 Jun 2004    |                    |                 |
| 55.01          | +0.40                          | N   | TI (NB) Guadalupe Rd (on)                       | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 0                    | 0.08  | 04 Jun 2001    |                    |                 |
| 55.08          | +0.48                          | N   | NB <a href="#">Projects spanning M56 to M57</a> | AC/PCC       | AC/PCC        | 3.5        | 10                  | 42            | 32                   | 0.07  | 21 Jun 2004    |                    |                 |
| 55.15          | +0.55                          | N   | NB  | AC/PCC       | AC/PCC        | 3.5        | 10                  | 42            | 8                    | 0.01  | 21 Jun 2004    |                    |                 |
| 55.16          | +0.56                          | N   | NB  | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.33  | 21 Jun 2004    |                    |                 |
| 55.18          | +0.57                          | N   | TI (NB) Baseline Rd EB (on)                     | PCC          | PCC           | 2          |                     | 24            |                      | 0.03  |                |                    |                 |
|                | +0.58                          | N   | FR One Way Frontage Rd NB                       | PCC          | PCC           | 2          | 0.5                 | 23            | 5                    | 0.31  |                |                    |                 |
| 55.20          | +0.60                          | N   | TI (NB) Baseline Rd WB (off)                    | PCC          | PCC           | 2          |                     | 24            |                      | 0.01  |                |                    |                 |
| 55.49          | +0.89                          | N   | FR One Way Frontage Rd NB                       | Unk          | Unk           | 2          |                     | 24            |                      | 1.70  |                |                    |                 |
|                |                                | N   | TI (NB) Guadalupe Rd (off)                      | AC/PCC       | AC/PCC        | 1          | 2                   | 24            | 0                    | 0.18  | 04 Jun 2001    |                    |                 |
|                |                                | N   | NB <a href="#">Projects spanning M56 to M57</a> | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.42  | 21 Jun 2004    |                    |                 |
| 55.91          | M057 +0.27                     | N   | NB <a href="#">Projects spanning M57 to M58</a> | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.56  | 21 Jun 2004    |                    |                 |
| 56.09          | +0.45                          | N   | TI (NB) Elliot Rd (on)                          | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.18  | 04 Jun 2001    |                    |                 |
| 56.17          | +0.52                          | N   | JB ECL Tempe / WCL Chandler                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 56.47          | +0.83                          | N   | TI (NB) Elliot Rd (off)                         | AC/PCC       | AC/PCC        | 1          | 6                   | 14            | 0                    | 0.17  | 04 Jun 2001    |                    |                 |
|                |                                | N   | NB <a href="#">Projects spanning M57 to M58</a> | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.40  | 21 Jun 2004    |                    |                 |
| 56.87          | M058 +0.28                     | N   | NB <a href="#">Projects spanning M58 to M59</a> | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.58  | 21 Jun 2004    |                    |                 |
| 57.08          | +0.48                          | N   | TI (NB) Warner Rd (on)                          | AC/PCC       | AC/PCC        | 2          | 2                   | 26            | 2                    | 0.20  | 06 Apr 2001    |                    |                 |
| 57.45          | +0.86                          | N   | NB <a href="#">Projects spanning M58 to M59</a> | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.46  | 21 Jun 2004    |                    |                 |
|                |                                | N   | TI (NB) Warner Rd (off)                         | AC/PCC       | AC/PCC        | 1          | 6                   | 14            | 2                    | 0.11  | 06 Apr 2001    |                    |                 |
| 57.91          | M059 +0.33                     | N   | NB <a href="#">Projects spanning M59 to M60</a> | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.56  | 21 Jun 2004    |                    |                 |
| 58.08          | +0.49                          | N   | TI (NB) Ray Rd (on)                             | AC/PCC       | AC/PCC        | 1          | 2                   | 24            | 2                    | 0.17  | 06 Apr 2001    |                    |                 |
| 58.48          | +0.89                          | N   | TI (NB) Ray Rd (off)                            | AC/PCC       | AC/PCC        | 1          | 6                   | 14            | 2                    | 0.17  | 06 Apr 2001    |                    |                 |
|                |                                | N   | NB <a href="#">Projects spanning M59 to M60</a> | AC/PCC       | AC/PCC        | 3          | 10                  | 48            | 8                    | 0.41  | 21 Jun 2004    |                    |                 |
| 58.89          | M060 +0.30                     | N   | NB <a href="#">Projects spanning M60 to M61</a> | AC/PCC       | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.35  | 21 Jun 2004    |                    |                 |

**S 101 at M060+0.30**

**M060+0.30 on S 101**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 101 at M060+0.46**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M060+0.46 on S 101**

| GIS Route Mile                                      | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|--------------|----------------|-----------------------|-----------------|
| 59.05   | M060 +0.46                     | N   | TI   | (NB) Chandler Blvd (on)                      | AC/PCC        | AC/PCC        | 1.5                 | 2             | 27                   | 2            | 0.16           | 06 Apr 2001           |                 |
| 59.06   | +0.47                          | N   | TI   | (NB) Chandler Blvd (on)                      | AC/PCC        | AC/PCC        | 2                   | 2             | 24                   | 2            | 0.01           | 06 Apr 2001           |                 |
| 59.24   | +0.65                          | N   | NB   | <a href="#">Projects spanning M60 to M61</a> | AC/PCC        | AC/PCC        | 3                   | 10            | 42                   | 8            | 0.10           | 21 Jun 2004           |                 |
| 59.34   | +0.75                          | N   | NB   |  | AC/PCC        | AC/PCC        | 3                   | 10            | 48                   | 8            | 0.22           | 21 Jun 2004           |                 |
| 59.56   | +0.97                          | N   | NB   |  | AC/PCC        | AC/PCC        | 3                   | 10            | 36                   | 8            | 0.35           | 21 Jun 2004           |                 |
| 59.69   | M061 +0.10                     | N   | FR   | One Way Frontage Rd NB                       | Unk           | Unk           | 2                   | 5             | 23                   | 0            | 2.50           |                       |                 |
| 59.75   | +0.16                          | N   | FR   | One Way Frontage Rd NB                       | PCC           | Unk           | 2                   | 5             | 23                   | 0            | 0.06           |                       |                 |
| 59.78   | +0.19                          | N   | FR   | One Way Frontage Rd NB                       | AC/PCC        | Unk           | 3.5                 | 5             | 42                   | 0            | 0.03           |                       |                 |
| 59.91   | +0.32                          | N   | FR   | One Way Frontage Rd NB                       | AC/PCC        | AC/PCC        | 2                   | 6             | 22                   | 0            | 0.14           | 17 Nov 2003           |                 |
| 59.92   |                                | N   | J    | (NB) End S 101 at Ramps to S 202             |               |               |                     |               |                      |              |                | 20 Jun 2005           |                 |
| 60.09   |                                | N   | TI   | (NB) S 101 Frontage Rd North/Price Rd (on)   | AC/PCC        | AC/PCC        | 2                   | 2             | 24                   | 0            | 0.37           | 20 Jun 2005           |                 |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                |     |      |  |               | <b>188.31</b> | <b>8.30</b>         | <b>41.57</b>  | <b>9.72</b>          | <b>61.00</b> | <b>2003.0</b>  | 59.68 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                |     |      |  |               | <b>184.57</b> | <b>9.94</b>         | <b>41.62</b>  | <b>8.43</b>          | <b>59.88</b> | <b>2003.3</b>  |                       |                 |
| <b>Frontage Roads Averages/Totals:</b>              |                                |     |      |  |               | <b>44.37</b>  | <b>0.95</b>         | <b>23.74</b>  | <b>1.46</b>          | <b>22.31</b> |                |                       |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                |     |      |  |               | <b>44.67</b>  | <b>1.33</b>         | <b>23.81</b>  | <b>1.14</b>          | <b>22.31</b> |                |                       |                 |

**S 101 at M061+0.32**

**M061+0.32 on S 101**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 143 at**

**(As of 12/31/2005)** Generated: 10/17/2006 4:51:58PM

**on S 143**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 143 - Cardinal (low to higher reference marker)</b> |                                |     |  |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J (NB) End S 143 at Thomas Rd                          |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | J Begin S 143 at I 010 48th St TI                      |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB Inside Phoenix-Mesa Urbanized Area                  |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB Inside Maricopa County along Tempe/Phoenix boundary |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.14   | +0.13                          | C   | NB <a href="#">Projects spanning M0 to M1</a>          | PCC          | MBH           | 2          | 0                   | 24            | 4                    | 0.33  | Jan 2001       |                    |                 |
|  |                                | C   | MD Variable Concrete Curbed Median                     |              |               |            |                     |               |                      | 1.13  |                |                    |                 |
| 0.22   | +0.22                          | A   | OP I 010   |              |               |            |                     |               |                      |       | 1965           | 286 ft Steel       |                 |
| 0.47   |                                | C   | NB <a href="#">Projects spanning M0 to M1</a>          | PCC          | MBH           | 2          | 0                   | 48            | 4                    | 0.05  | Jan 2001       |                    |                 |
|  |                                | C   | TI (NB) I 010 WB (on)                                  |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.51   | +0.27                          | C   | NB <a href="#">Projects spanning M0 to M1</a>          | PCC          | MBH           | 2          | 5                   | 48            | 12                   | 0.15  | Jan 2001       |                    |                 |
| 0.66   | +0.42                          | C   | NB   | PCC          | MBH           | 2          | 5                   | 54            | 12                   | 0.03  | Jan 2001       |                    |                 |
| 0.70   | +0.45                          | C   | NB   | PCC          | MBH           | 2          | 5                   | 60            | 12                   | 0.03  | Jan 2001       |                    |                 |
| 0.73   | +0.48                          | C   | NB   | PCC          | MBH           | 2          | 5                   | 48            | 12                   | 0.25  | Jan 2001       |                    |                 |
|  |                                | C   | TI (NB) University Dr (off)                            | PCC          | PCC           | 2          | 1                   | 24            | 1                    | 0.10  | 83             |                    |                 |
| 0.83   | +0.58                          | C   | TI (NB) University Dr (off)                            | PCC          | PCC           | 3          | 1                   | 36            | 1                    | 0.08  | 83             |                    |                 |
| 0.91   | +0.66                          | C   | TI (NB) University Dr (off)                            | PCC          | PCC           | 4          | 1                   | 48            | 1                    | 0.07  | 83             |                    |                 |
| 0.97   | +0.73                          | C   | NB <a href="#">Projects spanning M0 to M1</a>          | PCC          | MBH           | 2          | 5                   | 30            | 12                   | 0.03  | Jan 2001       |                    |                 |
| 0.98   |                                | C   | TI (NB) University Dr (off)                            | PCC          | PCC           | 2          | 1                   | 24            | 1                    | 0.02  | 83             |                    |                 |
|  |                                | C   | TI (NB) University Dr (off)                            | PCC          | PCC           | 2          | 1                   | 24            | 1                    | 0.02  | 83             |                    |                 |
| 1.01   | +0.76                          | C   | NB <a href="#">Projects spanning M0 to M1</a>          | PCC          | MBH           | 2          | 5                   | 30            | 12                   | 0.03  | 78             |                    |                 |
|  |                                | A   | OP Exit #1 University Dr                               |              |               |            |                     |               |                      |       | 1984           | 212 ft Concrete    |                 |
|  |                                | C   | VMS (NB) Variable Message Sign #254 (Existing)         |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | A   | TI (EB/WB) University Dr Crossing                      | AC           | AC            | 4          |                     | 48            |                      | 0.07  |                |                    |                 |
|  |                                | C   | TI (NB) University Dr (on)                             | PCC          | PCC           | 2          | 1                   | 24            | 1                    | 0.02  | 83             |                    |                 |
|  |                                | C   | TI (NB) University Dr (on)                             | PCC          | PCC           | 2          | 1                   | 24            | 1                    | 0.03  | 83             |                    |                 |
| 1.03   | +0.79                          | C   | NB <a href="#">Projects spanning M0 to M1</a>          | PCC          | MBH           | 2          | 5                   | 30            | 12                   | 0.17  | 83             |                    |                 |
| 1.04   |                                | C   | TI (NB) University Dr (on)                             | PCC          | PCC           | 3          | 1                   | 36            | 1                    | 0.05  | 83             |                    |                 |
| 1.08   | +0.83                          | C   | TI (NB) University Dr (on)                             | PCC          | PCC           | 2          | 1                   | 24            | 1                    | 0.17  | 83             |                    |                 |
| 1.20   | +0.96                          | C   | NB <a href="#">Projects spanning M0 to M1</a>          | PCC          | MBH           | 2          | 5                   | 24            | 12                   | 0.06  | 83             |                    |                 |
| 1.25   | +1.00                          | C   | TI (NB) University Dr (on)                             | PCC          | PCC           | 1          | 1                   | 12            | 1                    | 0.04  | 83             |                    |                 |
| 1.26   | +1.02                          | C   | NB <a href="#">Projects spanning M0 to M1</a>          | PCC          | PCC           | 2          | 11                  | 24            | 10                   | 0.03  | 91             |                    |                 |
|  |                                | C   | MD Concrete Median Barrier                             |              |               |            |                     |               |                      | 2.80  |                |                    |                 |
| 1.29   | +1.04                          | C   | NB <a href="#">Projects spanning M0 to M1</a>          | PCC          | PCC           | 3          | 11                  | 36            | 10                   | 0.72  | 91             |                    |                 |
| 1.66   | M001 +0.34                     | A   | BR Salt River  |              |               |            |                     |               |                      |       | 1991           | 1161 ft Concrete   |                 |
| 1.77   | +0.45                          | C   | TI (NB) to SS202 EB (off)                              | PCC          | PCC           | 1          |                     | 12            |                      | 0.30  |                |                    |                 |
| 2.01   | +0.68                          | C   | NB <a href="#">Projects spanning M1 to M2</a>          | PCC          | PCC           | 3          | 11                  | 42            | 10                   | 0.08  | 91             |                    |                 |
|  | +0.69                          | A   | OP Exit #2 at SS202 EB/WB                              |              |               |            |                     |               |                      |       | 1991           | 242 ft Concrete    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 143 at M001+0.76**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.76 on S 143**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 2.09           | M001 +0.76                     | C   | NB   | <a href="#">Projects spanning M1 to M2</a> | PCC           | PCC        | 3                   | 11            | 48                   | 10    | 0.02           |                    |                 |
| 2.11           | +0.79                          | C   | NB   |  | PCC           | PCC        | 3                   | 11            | 36                   | 10    | 0.34           |                    |                 |
|                |                                | C   | TI   | (NB) SS202 WB (off)                        | PCC           | PCC        | 1                   | 8             | 12                   | 4     | 0.42           |                    |                 |
| 2.44           | M002 +0.20                     | A   | BR   | Grand Canal Viaduct & Union Pacific RR     |               |            |                     |               |                      |       |                | 1991               | 493 ft Concrete |
| 2.45           |                                | C   | NB   | <a href="#">Projects spanning M2 to M3</a> | PCC           | PCC        | 3                   | 11            | 42                   | 10    | 0.03           |                    |                 |
| 2.48           | +0.23                          | C   | NB   |  | PCC           | PCC        | 3                   | 11            | 48                   | 10    | 0.05           |                    |                 |
| 2.53           | +0.28                          | C   | NB   |  | PCC           | PCC        | 3                   | 11            | 36                   | 10    | 0.31           |                    |                 |
|                |                                | C   | TI   | (NB) Washington St (off)                   | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.13           |                    |                 |
| 2.66           | +0.42                          | C   | TI   | (NB) Washington St (off)                   | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.08           |                    |                 |
| 2.74           | +0.49                          | C   | TI   | (NB) Washington St (off)                   | PCC           | PCC        | 3                   | 4             | 36                   | 8     | 0.02           |                    |                 |
| 2.75           | +0.51                          | C   | TI   | (NB) Washington St (off)                   | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.05           |                    |                 |
| 2.76           |                                | C   | TI   | (NB) Washington St (off)                   | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.04           |                    |                 |
| 2.80           | +0.55                          | C   | TI   | (NB) S 143 (on)                            | PCC           | PCC        | 1                   |               | 12                   |       | 0.05           |                    |                 |
| 2.81           | +0.56                          | A   | OP   | Exit #3 at Washington St EB/WB             |               |            |                     |               |                      |       |                | 1991               | 344 ft Concrete |
|                |                                | A   | TI   | (EB/WB) Washington St Crossing             | PCC           | PCC        | 6                   |               | 72                   |       | 0.14           |                    |                 |
|                |                                | C   | FR   | One Way Frontage Rd NB Right               | Unk           | MBH        | 2                   | 2             | 24                   | 2     | 0.90           |                    |                 |
| 2.84           | +0.59                          | C   | NB   | <a href="#">Projects spanning M2 to M3</a> | PCC           | PCC        | 2                   | 11            | 24                   | 10    | 0.02           |                    | 91              |
|                |                                | C   | TI   | (NB) S 202 (off)                           | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.24           |                    | 91              |
| 2.86           | +0.61                          | C   | NB   | <a href="#">Projects spanning M2 to M3</a> | AC/PCC        | AC/PCC     | 2                   | 10            | 24                   | 8     | 0.22           | 01 May 2005        |                 |
| 3.02           | +0.78                          | C   | OP   | (NB) Van Buren St                          |               |            |                     |               |                      |       |                | 1991               | 192 ft Concrete |
| 3.04           | +0.79                          | A   | TI   | (EB/WB) Van Buren St Crossing              | PCC           | PCC        | 4                   |               | 48                   |       | 0.07           |                    |                 |
| 3.07           | +0.83                          | C   | NB   | <a href="#">Projects spanning M2 to M3</a> | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.57           | 01 May 2005        |                 |
| 3.24           | +0.99                          | A   | UP   | Ramp to S 202 WB                           |               |            |                     |               |                      |       |                | 1990               | 16'-06"         |
| 3.52           | M003 +0.25                     | C   | UP   | (NB) Under S 202 EB/WB                     |               |            |                     |               |                      |       |                | 1990               | 16'-03"         |
| 3.65           | +0.38                          | C   | NB   | <a href="#">Projects spanning M3 to M4</a> | PCC           | PCC        | 2                   | 8             | 24                   | 10    | 0.24           |                    | 92              |
| 3.88           | +0.61                          | C   | NB   |  | PCC           | PCC        | 2                   | 8             | 36                   | 10    | 0.15           |                    | 92              |
|                |                                | C   | TI   | (NB) S 202 EB (on)                         |               |            |                     |               |                      |       |                |                    |                 |
| 4.03           | +0.76                          | C   | NB   | <a href="#">Projects spanning M3 to M4</a> | PCC           | PCC        | 2                   | 8             | 24                   | 10    | 0.03           |                    | 92              |
|                |                                | C   | TI   | (NB) McDowell Rd (off)                     | AC            | AC         | 2                   |               | 24                   |       | 0.03           |                    |                 |
| 4.06           | +0.79                          | C   | X    | McDowell Rd - Thomas Rd Survey Only        |               |            |                     |               |                      |       |                |                    |                 |
| 4.07           | +0.81                          | C   | J    | (NB) Temporary End at McDowell Rd -- [B24] |               |            |                     |               |                      |       |                |                    |                 |

**S 143 at M003+0.81**

**M003+0.81 on S 143**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 143 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 143**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 143 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M000 +0.00                     | N   | J    | Begin S 143 SB divided centerline at I 010 48th St TI |               |            |                     |               |                      |       |                |                    |                 |
| 0.14  | +0.13                          | N   | SB   | <a href="#">Projects spanning M0 to M1</a>            | PCC           | MBH        | 2                   | 4             | 24                   | 0     | 0.07           | Jan 2001           |                 |
| 0.20  | +0.20                          | N   | SB   |   | PCC           | MBH        | 2                   | 4             | 36                   | 0     | 0.24           | Jan 2001           |                 |
| 0.45  |                                | N   | SB   |   | PCC           | MBH        | 2                   | 4             | 48                   | 0     | 0.02           | Jan 2001           |                 |
|   |                                | N   | TI   | (SB) I 010 WB (off)                                   |               |            |                     |               |                      |       |                |                    |                 |
| 0.46  | +0.21                          | N   | SB   | <a href="#">Projects spanning M0 to M1</a>            | PCC           | MBH        | 2                   | 4             | 42                   | 0     | 0.04           | Jan 2001           |                 |
| 0.51  | +0.26                          | N   | SB   |   | PCC           | MBH        | 2                   | 4             | 36                   | 0     | 0.01           | Jan 2001           |                 |
|   | +0.27                          | N   | SB   |   | PCC           | MBH        | 2                   | 12            | 36                   | 5     | 0.22           | Jan 2001           |                 |
| 0.73  | +0.48                          | N   | SB   |   | PCC           | MBH        | 2                   | 12            | 24                   | 5     | 0.27           | Jan 2001           |                 |
| 0.83  | +0.58                          | N   | TI   | (SB) University Dr (on)                               | PCC           | PCC        | 1.5                 | 1             | 18                   | 1     | 0.10           | 83                 |                 |
| 0.92  | +0.67                          | N   | TI   | (SB) University Dr (on)                               | PCC           | PCC        | 2.5                 | 1             | 30                   | 1     | 0.09           | 83                 |                 |
| 0.97  | +0.72                          | N   | TI   | (SB) University Dr (on)                               | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.05           | 83                 |                 |
| 0.99  | +0.75                          | N   | TI   | (SB) University Dr (on)                               | PCC           | PCC        | 2                   | 1             | 24                   | 1     | 0.02           | 83                 |                 |
| 1.00  |                                | N   | TI   | (SB) University Dr (on)                               | PCC           | PCC        | 2                   | 1             | 24                   | 1     | 0.03           | 83                 |                 |
| 1.01  | +0.76                          | N   | SB   | <a href="#">Projects spanning M0 to M1</a>            | PCC           | MBH        | 2                   | 12            | 24                   | 5     | 0.03           | 78                 |                 |
| 1.03  | +0.78                          | N   | TI   | (SB) University Dr (off)                              | PCC           | PCC        | 2                   | 1             | 24                   | 1     | 0.02           | 83                 |                 |
|   | +0.79                          | N   | SB   | <a href="#">Projects spanning M0 to M1</a>            | PCC           | MBH        | 2                   | 12            | 24                   | 5     | 0.10           | 77                 |                 |
| 1.04  |                                | N   | TI   | (SB) University Dr (off)                              | PCC           | PCC        | 2                   | 1             | 24                   | 1     | 0.03           | 83                 |                 |
| 1.09  | +0.84                          | N   | TI   | (SB) University Dr (off)                              | PCC           | PCC        | 4                   | 1             | 48                   | 1     | 0.06           | 83                 |                 |
| 1.13  | +0.89                          | N   | SB   | <a href="#">Projects spanning M0 to M1</a>            | PCC           | MBH        | 2                   | 12            | 24                   | 5     | 0.13           | 80                 |                 |
| 1.17  | +0.92                          | N   | TI   | (SB) University Dr (off)                              | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.08           | 83                 |                 |
| 1.21  | +0.96                          | N   | TI   | (SB) University Dr (off)                              | PCC           | PCC        | 2.5                 | 1             | 30                   | 1     | 0.05           | 83                 |                 |
| 1.26  | +1.02                          | N   | SB   | <a href="#">Projects spanning M0 to M1</a>            | PCC           | PCC        | 2                   | 10            | 24                   | 11    | 0.02           | 91                 |                 |
| 1.29  | +1.04                          | N   | TI   | (SB) University Dr (off)                              | PCC           | PCC        | 1.5                 | 1             | 18                   | 1     | 0.08           | 83                 |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M0 to M1</a>            | PCC           | PCC        | 3                   | 10            | 36                   | 11    | 0.56           | 91                 |                 |
| 1.84  | M001 +0.52                     | N   | SB   | <a href="#">Projects spanning M1 to M2</a>            | PCC           | PCC        | 3                   | 10            | 42                   | 11    | 0.11           | 91                 |                 |
| 1.95  | +0.63                          | N   | SB   |   | PCC           | PCC        | 3                   | 10            | 48                   | 11    | 0.16           | 91                 |                 |
| 2.02  | +0.70                          | N   | VMS  | (SB) Variable Message Sign #253 (Existing)            |               |            |                     |               |                      |       |                |                    |                 |
| 2.11  | +0.78                          | N   | SB   | <a href="#">Projects spanning M1 to M2</a>            | PCC           | PCC        | 3                   | 10            | 36                   | 11    | 0.75           | 91                 |                 |
|   |                                | N   | TI   | (SB) from SS202 WB (on)                               |               |            |                     |               |                      |       |                |                    |                 |
| 2.66  | M002 +0.42                     | N   | TI   | (SB) Washington St (on)                               | PCC           | PCC        | 2                   | 8             | 24                   | 4     | 0.13           | 91                 |                 |
| 2.76  | +0.52                          | N   | TI   | (SB) Washington St (on)                               | PCC           | PCC        | 2                   | 8             | 24                   | 4     | 0.10           | 91                 |                 |
| 2.80  | +0.56                          | N   | TI   | (SB) Washington St (on)                               | PCC           | PCC        | 2                   | 8             | 24                   | 4     | 0.05           | 91                 |                 |
| 2.81  |                                | N   | FR   | One Way Frontage Rd SB Left                           | Unk           | MBH        | 2                   | 2             | 24                   | 2     | 0.45           |                    |                 |
| 2.82  | +0.57                          | N   | TI   | (SB) Washington St (on)                               | PCC           | PCC        | 1                   | 8             | 12                   | 4     | 0.06           | 91                 |                 |
| 2.85  | +0.61                          | N   | TI   | (SB) S 143 (off)                                      | PCC           | PCC        | 1                   |               | 12                   |       | 0.03           |                    |                 |
| 2.86  |                                | N   | SB   | <a href="#">Projects spanning M2 to M3</a>            | AC/PCC        | AC/PCC     | 3                   | 4             | 36                   | 10    | 0.08           | 01 May 2005        |                 |

**S 143 at M002+0.61**

**M002+0.61 on S 143**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 143 at M002+0.70**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M002+0.70 on S 143**

| GIS Route Mile                                      | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| 2.94  | M002 +0.70                     | N   | SB   | <a href="#">Projects spanning M2 to M3</a> | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 10          | 0.13           | 01 May 2005        |                      |
|   |                                | N   | TI   | (SB) S 202 (on)                            |               |            |                     |               |                      |             |                |                    |                      |
| 3.02  | +0.78                          | N   | OP   | (SB) Van Buren St                          |               |            |                     |               |                      |             |                | 1991               | 192 ft Concrete      |
| 3.07  | +0.83                          | N   | SB   | <a href="#">Projects spanning M2 to M3</a> | AC/PCC        | AC/PCC     | 2                   | 10            | 24                   | 8           | 0.57           | 01 May 2005        |                      |
| 3.54  | M003 +0.27                     | N   | UP   | (SB) Under S 202 WB/EB                     |               |            |                     |               |                      |             |                | 1990               |                      |
| 3.61  | +0.34                          | N   | TI   | (SB) S 202 WB (off)                        | PCC           | PCC        | 1                   | 10            | 12                   | 10          | 0.14           |                    |                      |
|   |                                | N   | TI   | (SB) S 202 WB (off)                        | PCC           | PCC        | 1.5                 | 10            | 18                   | 10          | 0.04           |                    |                      |
| 3.63  | +0.36                          | N   | TI   | (SB) S 202 WB (off)                        | PCC           | PCC        | 2                   | 10            | 24                   | 10          | 0.24           |                    |                      |
| 3.65  | +0.38                          | N   | SB   | <a href="#">Projects spanning M3 to M4</a> | PCC           | PCC        | 2                   | 10            | 24                   | 8           | 0.19           | 92                 |                      |
| 3.83  | +0.56                          | N   | SB   |  | PCC           | PCC        | 2                   | 10            | 36                   | 8           | 0.20           | 92                 |                      |
|   |                                | N   | TI   | (SB) S 202 WB (off)                        | PCC           | PCC        | 1                   | 10            | 12                   | 10          | 0.27           |                    |                      |
| 4.04  | +0.76                          | N   | SB   | <a href="#">Projects spanning M3 to M4</a> | PCC           | PCC        | 2                   | 10            | 24                   | 8           | 0.03           | 92                 |                      |
| 4.05  | +0.78                          | N   | TI   | (SB) McDowell Rd (on)                      | AC            | AC         | 1                   |               | 12                   |             | 0.02           |                    |                      |
| 4.07  | +0.81                          | N   | J    | (SB) Temporary End McDowell Rd -- [B24]    |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                |     |      |  |               |            | <b>9.43</b>         | <b>7.99</b>   | <b>33.15</b>         | <b>9.69</b> | <b>3.94</b>    | <b>1995.6</b>      | 3.93 Miles of Median |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                |     |      |  |               |            | <b>9.52</b>         | <b>9.48</b>   | <b>32.08</b>         | <b>7.98</b> | <b>3.93</b>    | <b>1995.3</b>      |                      |
| <b>Frontage Roads Averages/Totals:</b>              |                                |     |      |  |               |            | <b>1.80</b>         | <b>2.00</b>   | <b>24.00</b>         | <b>2.00</b> | <b>0.90</b>    |                    |                      |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                |     |      |  |               |            | <b>0.90</b>         | <b>2.00</b>   | <b>24.00</b>         | <b>2.00</b> | <b>0.45</b>    |                    |                      |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 153 at M001+0.17**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.17 on S 153**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|
| <b>S 153 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                  |
| 0.00   | M001 +0.17                     | C   | J    | (NB) University Dr                            |               |            |                     |               |                      |       |                |                    |                  |
|  | M000 -0.04                     | C   | J    | (NB) Begin S 153 at I 010 on OP at EB on ramp |               |            |                     |               |                      |       |                |                    |                  |
|  | M001 +0.17                     | C   | UB   | Inside Phoenix-Mesa Urbanized Area            |               |            |                     |               |                      |       |                |                    |                  |
|  |                                | C   | JB   | Inside Phoenix, Maricopa County               |               |            |                     |               |                      |       |                |                    |                  |
|  |                                | C   | NB   | <a href="#">Projects spanning M1 to M2</a>    | PCC           | PCC        | 2                   | 10            | 24                   | 10    | 0.59           | 1996               |                  |
|  |                                | C   | MD   | Variable Soil Median                          |               |            |                     |               |                      |       | 0.59           |                    |                  |
|  |                                | C   | X    | Traffic on Ramps                              |               |            |                     |               |                      |       |                |                    |                  |
|  | M000 +0.00                     | C   | X    | MI 0.00 - 1.17 Survey Only                    |               |            |                     |               |                      |       |                |                    |                  |
|  | M001 +0.17                     | A   | TI   | (EB/WB) University Dr Crossing                | AC            | AC         | 4                   |               | 48                   |       | 0.08           |                    |                  |
| 0.59   | +0.76                          | C   | NB   | <a href="#">Projects spanning M1 to M2</a>    | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.34           | 1996               |                  |
|  |                                | C   | MD   | 2ft ft Concrete Median Barrier                |               |            |                     |               |                      |       | 0.86           |                    |                  |
|  |                                | C   | X    | Begin Mainline Pavement                       |               |            |                     |               |                      |       |                |                    |                  |
| 0.74   | +0.91                          | C   | BR   | (NB) Salt River                               |               |            |                     |               |                      |       |                | 1996               | 1270 ft Concrete |
| 0.93   | M002 +0.09                     | C   | NB   | <a href="#">Projects spanning M2 to M3</a>    | PCC           | PCC        | 3                   | 10            | 42                   | 10    | 0.04           | 1996               |                  |
| 0.96   | +0.13                          | C   | NB   |   | PCC           | PCC        | 3                   | 10            | 48                   | 10    | 0.09           | 1996               |                  |
| 1.05   | +0.21                          | C   | NB   |   | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.45           | 1996               |                  |
|  |                                | C   | TI   | (NB) SS202 WB (off)                           | PCC           | PCC        | 1                   |               | 12                   |       | 0.16           |                    |                  |
| 1.22   | +0.39                          | C   | OP   | (NB) Sky Harbor Blvd and SS202                |               |            |                     |               |                      |       |                | 1996               | 174 ft Concrete  |
| 1.31   | +0.47                          | C   | OP   | (NB) Sky Harbor Blvd & Ramp to 44th St        |               |            |                     |               |                      |       |                | 1996               | 315 ft Concrete  |
| 1.45   | +0.62                          | C   | MD   | 2 ft Concrete Median Barrier                  |               |            |                     |               |                      |       | 0.67           |                    |                  |
| 1.50   | +0.67                          | C   | NB   | <a href="#">Projects spanning M2 to M3</a>    | PCC           | PCC        | 3                   | 10            | 48                   | 10    | 0.06           | 1996               |                  |
|  |                                | C   | TI   | (NB) from SS202 EB (on)                       |               |            |                     |               |                      |       |                |                    |                  |
| 1.56   | +0.72                          | C   | NB   | <a href="#">Projects spanning M2 to M3</a>    | PCC           | PCC        | 3                   | 10            | 42                   | 10    | 0.18           | 1996               |                  |
| 1.65   | M003 +0.02                     | A   | UP   | Air Lane                                      |               |            |                     |               |                      |       |                | 1991               |                  |
|  |                                | A   | TI   | (EB/WB) S 153 Crossing                        | PCC           | PCC        | 2                   |               | 24                   |       | 0.08           |                    |                  |
| 1.74   | +0.11                          | C   | NB   | <a href="#">Projects spanning M3 to M4</a>    | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.12           | 1996               |                  |
| 1.86   | +0.23                          | C   | NB   |   | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.26           | 1996               |                  |
|  |                                | A   | UP   | Union Pacific RR                              |               |            |                     |               |                      |       |                |                    | 16'-07"          |
| 2.12   | +0.50                          | C   | J    | (NB) End S 153 at Washington St               |               |            |                     |               |                      |       |                |                    |                  |

**S 153 at M003+0.50**

**M003+0.50 on S 153**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 153 at M001+0.17**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.17 on S 153**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|------------------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>S 153 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |             |                     |                        |                      |             |                |                      |                 |
| 0.00  | M001 +0.17                     | N   | J    | Begin S 153 SB divided centerline at University Dr     |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M1 to M2</a>             |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 2  | 10            | 24          | 10                  | 0.59                   | 1996                 |             |                |                      |                 |
| 0.59  | +0.76                          | N   | SB   | PCC  |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 3  | 10            | 36          | 10                  | 0.34                   | 1996                 |             |                |                      |                 |
| 0.74  | +0.91                          | N   | BR   | (SB) Salt River  |               |             |                     |                        |                      |             |                |                      |                 |
| 0.93  | M002 +0.10                     | N   | SB   | <a href="#">Projects spanning M2 to M3</a>             |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 3  | 10            | 42          | 10                  | 0.09                   | 1996                 |             |                | 1270 ft Concrete     |                 |
| 1.02  | +0.19                          | N   | SB   | PCC  |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 3  | 10            | 48          | 10                  | 0.17                   | 1996                 |             |                |                      |                 |
| 1.19  | +0.36                          | N   | SB   | PCC  |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 3  | 10            | 36          | 10                  | 0.15                   | 1996                 |             |                |                      |                 |
|   |                                | N   | TI   | (SB) from SS202 EB (on)                                |               |             |                     |                        |                      |             |                |                      |                 |
| 1.22  | +0.39                          | N   | OP   | (SB) Sky Harbor Blvd and SS202                         |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                |     |      | 1996   |               |             |                     |                        |                      |             |                |                      |                 |
| 1.30  | +0.47                          | N   | J    | (SB) Sky Harbor Blvd to West (SS202 No Access to East) |               |             |                     |                        |                      |             |                |                      |                 |
| 1.33  | +0.50                          | N   | OP   | (SB) Sky Harbor Blvd & Ramp to 44th St                 |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                |     |      | 1996   |               |             |                     |                        |                      |             |                |                      |                 |
| 1.35  | +0.51                          | N   | SB   | <a href="#">Projects spanning M2 to M3</a>             |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 3  | 10            | 42          | 10                  | 0.11                   | 1996                 |             |                |                      |                 |
| 1.43  | +0.60                          | N   | TI   | (SB) SS202 (off)                                       |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 1  |               | 12          |                     | 0.34                   |                      |             |                |                      |                 |
|   |                                | N   | TI   | (SB) Airport Ramp F (off)                              |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 1  |               | 12          |                     | 0.14                   |                      |             |                |                      |                 |
| 1.46  | +0.62                          | N   | SB   | <a href="#">Projects spanning M2 to M3</a>             |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 3  | 10            | 48          | 10                  | 0.07                   | 1996                 |             |                |                      |                 |
|   |                                | N   | TI   | (SB) SS202 (off)                                       |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 2  |               | 24          |                     | 0.03                   |                      |             |                |                      |                 |
| 1.49  | +0.65                          | N   | TI   | (SB) SS202 (off)                                       |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 1.5  |               | 18          |                     | 0.03                   |                      |             |                |                      |                 |
| 1.52  | +0.69                          | N   | SB   | <a href="#">Projects spanning M2 to M3</a>             |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 3  | 10            | 36          | 10                  | 0.34                   | 1996                 |             |                |                      |                 |
| 1.69  | M003 +0.06                     | N   | TI   | (SB) Air Ln (on)                                       |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 1  |               | 12          |                     | 0.17                   |                      |             |                |                      |                 |
| 1.77  | +0.15                          | N   | TI   | (SB) SS202 (off)                                       |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 1  |               | 12          |                     | 0.30                   |                      |             |                |                      |                 |
| 1.86  | +0.24                          | N   | SB   | <a href="#">Projects spanning M3 to M4</a>             |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | PCC | PCC  | 3  | 10            | 36          | 10                  | 0.26                   | 1996                 |             |                |                      |                 |
| 2.12  | +0.50                          | N   | J    | (SB) End S 153 at Washington St                        |               |             |                     |                        |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>5.80</b> | <b>10.00</b>        | <b>34.14</b>           | <b>10.00</b>         | <b>2.13</b> | <b>1996.0</b>  | 2.12 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>5.77</b> | <b>10.00</b>        | <b>34.58</b>           | <b>10.00</b>         | <b>2.12</b> | <b>1996.0</b>  |                      |                 |

**S 153 at M003+0.50**

**M003+0.50 on S 153**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 169 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 169**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 169 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M000+0.00                      | C   | J    | Begin S 169 at S 069 Dewey -- [B24]            |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Yavapai County                          |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   |  |               |              |                     |               |                      |              |                |                      |                 |
|  |                                |     |      | AC   | AC            | 2            | 8                   | 24            | 8                    | 0.08         | 1995           |                      |                 |
| 0.08   | +0.08                          | C   | UH   | AC   | AC            | 2            | 5                   | 24            | 5                    | 15.08        | 12 Oct 1999    |                      |                 |
| 0.25   | +0.25                          | C   | BR   | Agua Fria River                                |               |              |                     |               |                      |              |                |                      |                 |
| 0.69   | +0.69                          | C   | J    | Outback Rd                                     |               |              |                     |               |                      |              |                |                      |                 |
| 4.77   | M004+0.76                      | C   | J    | Cherry Rd                                      |               |              |                     |               |                      |              |                |                      |                 |
| 4.92   | +0.91                          | C   | J    | Ormes Rd                                       |               |              |                     |               |                      |              |                |                      |                 |
| 6.06   | M006+0.05                      | C   | JB   | Enter Prescott NF                              |               |              |                     |               |                      |              |                |                      |                 |
| 9.65   | M009+0.65                      | C   | J    | Hackberry Wash Rd                              |               |              |                     |               |                      |              |                |                      |                 |
| 9.70   | +0.69                          | C   | BR   | Hackberry Wash RCB                             |               |              |                     |               |                      |              |                |                      |                 |
| 15.05  | M015+0.05                      | C   | J    | I 017 Exit #278 C & J-ramp -- [R]              |               |              |                     |               |                      |              |                |                      |                 |
| 15.09  | +0.09                          | C   | OP   | I 017 Exit #278                                |               |              |                     |               |                      |              |                |                      |                 |
| 15.16  | +0.16                          | C   | J    | End S 169 at I 017 Exit #278 A & G-ramp -- [L] |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>30.32</b> | <b>5.02</b>         | <b>24.00</b>  | <b>5.02</b>          | <b>15.16</b> | <b>1999.0</b>  | 0.00 Miles of Median |                 |



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 177 at M136+0.31**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M136+0.31 on S 177**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 177 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M136 +0.31                     | C   | J    | Begin S 177 at S 077 in Winkelman                           |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Winkelman, Gila County                               |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M136 to M137</a>              | AC            | AC           | 4                   | 6             | 48                   | 6            | 0.27           | 1994                 |                 |
|  |                                | C   | CG   | Curb to Left and Right                                      |               |              |                     |               |                      |              | 0.05           |                      |                 |
| 0.27   | +0.58                          | C   | UH   | <a href="#">Projects spanning M136 to M137</a>              | AC            | AC           | 2                   | 5             | 24                   | 5            | 1.20           | 1994                 |                 |
| 0.28   | +0.59                          | C   | JB   | WCL Winkelman & ECL Hayden Elev 2100                        |               |              |                     |               |                      |              |                |                      |                 |
| 1.47   | M137 +0.70                     | C   | UH   | <a href="#">Projects spanning M137 to M138</a>              | AC            | AC           | 2                   | 2             | 24                   | 2            | 12.79          | 1994                 |                 |
| 1.58   | +0.81                          | C   | UP   | Water Trestle   |               |              |                     |               |                      |              |                | 1960                 | 16'-08"         |
| 1.66   | +0.90                          | C   | J    | Kennecott Ave   |               |              |                     |               |                      |              |                |                      |                 |
| 1.83   | M138 +0.04                     | C   | JB   | WCL Hayden  |               |              |                     |               |                      |              |                |                      |                 |
| 1.96   | +0.17                          | C   | JB   | Pinal County  |               |              |                     |               |                      |              |                |                      |                 |
| 3.40   | M139 +0.60                     | C   | J    | Rd to Railroad Yard   |               |              |                     |               |                      |              |                |                      |                 |
| 9.03   | M145 +0.25                     | C   | JB   | SCL Kearny Elev 2020  |               |              |                     |               |                      |              |                |                      |                 |
| 9.70   | +0.92                          | C   | J    | Upton Dr (Kearny)   |               |              |                     |               |                      |              |                |                      |                 |
| 9.98   | M146 +0.19                     | C   | J    | Tilbury Dr (Kearny)   |               |              |                     |               |                      |              |                |                      |                 |
| 10.75  | +0.97                          | C   | JB   | NCL Kearny  |               |              |                     |               |                      |              |                |                      |                 |
| 13.01  | M149 +0.23                     | C   | J    | Local Rd -- [L3]  |               |              |                     |               |                      |              |                |                      |                 |
| 13.28  | +0.50                          | C   | J    | Local Rd -- [L3]  |               |              |                     |               |                      |              |                |                      |                 |
| 14.26  | M150 +0.48                     | C   | UH   | <a href="#">Projects spanning M150 to M151</a>              | AC            | MBH          | 2                   | 5             | 24                   | 5            | 1.44           | 88                   |                 |
| 15.70  | M151 +0.92                     | C   | UH   | <a href="#">Projects spanning M151 to M152</a>              | AC            | MBH          | 2                   | 5             | 24                   | 5            | 0.03           | 03 Aug 1999          |                 |
| 15.73  | +0.95                          | C   | UH   |   | AC            | AC           | 2                   | 5             | 24                   | 5            | 0.30           | 03 Aug 1999          |                 |
| 15.97  | M152 +0.19                     | C   | J    | Kelvin Rd and Florence-Kelvin Hwy -- [L]                    |               |              |                     |               |                      |              |                |                      |                 |
| 16.03  | +0.25                          | C   | UH   | <a href="#">Projects spanning M152 to M153</a>              | AC            | AC           | 2                   | 5             | 24                   | 5            | 5.29           | 15 Sep 2003          |                 |
| 16.55  | +0.77                          | C   | J    | Ray Mine Rd -- [L2]   |               |              |                     |               |                      |              |                |                      |                 |
| 19.35  | M155 +0.57                     | C   | J    | Asarco Copper Operations Visitor View Point Entrance -- [L] |               |              |                     |               |                      |              |                |                      |                 |
| 21.23  | M157 +0.45                     | C   | J    | Mineral Creek Rd -- [L]                                     |               |              |                     |               |                      |              |                |                      |                 |
| 21.32  | +0.55                          | C   | UH   | <a href="#">Projects spanning M157 to M158</a>              | AC            | AC           | 2                   | 2             | 24                   | 2            | 6.97           | 92                   |                 |
| 24.62  | M160 +0.87                     | C   | JB   | Enter Tonto NF  |               |              |                     |               |                      |              |                |                      |                 |
| 28.29  | M164 +0.59                     | C   | UH   | <a href="#">Projects spanning M164 to M165</a>              | AC            | MBH          | 2                   | 8             | 24                   | 8            | 3.40           | 72                   |                 |
| 30.68  | M166 +0.72                     | C   | JB   | SCL Superior Elev 2820                                      |               |              |                     |               |                      |              |                |                      |                 |
| 31.06  | M167 +0.10                     | C   | J    | Sunset Dr   |               |              |                     |               |                      |              |                |                      |                 |
| 31.56  | +0.61                          | C   | J    | U 060 Exit #226 A & G-ramp -- [R]                           |               |              |                     |               |                      |              |                |                      |                 |
| 31.58  | +0.62                          | C   | OP   | U 060   |               |              |                     |               |                      |              |                | 1995                 | Unknown         |
| 31.59  | +0.64                          | C   | J    | U 060 Exit #226 J-ramp -- [L]                               |               |              |                     |               |                      |              |                |                      |                 |
| 31.69  | +0.72                          | C   | J    | End S 177 at U 060 Exit #226 -- [B]                         |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |   |               | <b>63.92</b> | <b>3.46</b>         | <b>24.20</b>  | <b>3.46</b>          | <b>31.69</b> | <b>1992.5</b>  | 0.00 Miles of Median |                 |

**S 177 at M167+0.72**

**M167+0.72 on S 177**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 179 at M298+0.87**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M298+0.87 on S 179**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 179 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M298 +0.87                     | C   | J    | Begin S 179 at I 017 at Exit #298              |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Yavapai County                          |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M298 to M299</a> | AC            | AC           | 2                   | 5             | 24                   | 5            | 7.25           | 1994                 |                 |
| 3.65   | M302 +0.53                     | C   | BR   | Dry Beaver Creek                               |               |              |                     |               |                      |              | 1962           | 166 ft Steel         |                 |
| 7.25   | M306 +0.12                     | C   | UH   | <a href="#">Projects spanning M306 to M307</a> | AC            | AC           | 5                   | 5             | 60                   | 5            | 0.16           | 1994                 |                 |
| 7.35   | +0.23                          | C   | J    | Jack Canyon Rd                                 |               |              |                     |               |                      |              |                |                      |                 |
| 7.41   | +0.28                          | C   | UH   | <a href="#">Projects spanning M306 to M307</a> | AC            | AC           | 2                   | 1             | 24                   | 1            | 0.62           | 1994                 |                 |
| 8.03   | +0.90                          | C   | UH   |  | AC            | AC           | 5                   | 3             | 60                   | 3            | 0.13           | 1994                 |                 |
| 8.15   | +1.02                          | C   | J    | Bell Rock Blvd                                 |               |              |                     |               |                      |              |                |                      |                 |
| 8.16   | +1.03                          | C   | UH   | <a href="#">Projects spanning M306 to M307</a> | AC            | AC           | 2                   | 1             | 24                   | 1            | 0.93           | 1994                 |                 |
| 9.09   | M307 +0.89                     | C   | UH   | <a href="#">Projects spanning M307 to M308</a> | AC            | MBH          | 2                   | 1             | 24                   | 1            | 3.30           | 86                   |                 |
| 9.27   | M308 +0.16                     | C   | JB   | Coconino County                                |               |              |                     |               |                      |              |                |                      |                 |
| 10.46  | M309 +0.32                     | C   | JB   | SCL Sedona                                     |               |              |                     |               |                      |              |                |                      |                 |
| 11.16  | M310 +0.03                     | C   | J    | Local Rd -- [B124]                             |               |              |                     |               |                      |              |                |                      |                 |
| 11.20  | +0.07                          | C   | UB   | SUB Sedona                                     |               |              |                     |               |                      |              |                |                      |                 |
| 11.40  | +0.27                          | C   | J    | Local Rd -- [L3]                               |               |              |                     |               |                      |              |                |                      |                 |
| 11.68  | +0.55                          | C   | J    | Chapel Rd                                      |               |              |                     |               |                      |              |                |                      |                 |
| 12.18  | M311 +0.09                     | C   | J    | Local Rd -- [B1234]                            |               |              |                     |               |                      |              |                |                      |                 |
| 12.39  | +0.30                          | C   | UH   | <a href="#">Projects spanning M311 to M312</a> | AC            | AC           | 2                   | 1             | 24                   | 1            | 0.20           | 21 Oct 2004          |                 |
| 12.59  | +0.50                          | C   | UH   |  | AC            | MBH          | 2                   | 1             | 24                   | 1            | 1.60           | 86                   |                 |
| 12.89  | +0.80                          | C   | J    | Local Rd -- [R4]                               |               |              |                     |               |                      |              |                |                      |                 |
| 13.79  | M312 +0.72                     | C   | J    | Local Rd -- [R1]                               |               |              |                     |               |                      |              |                |                      |                 |
| 14.12  | M313 +0.08                     | C   | J    | Schnebly Hill Rd                               |               |              |                     |               |                      |              |                |                      |                 |
| 14.18  | +0.14                          | C   | BR   | Oak Creek                                      |               |              |                     |               |                      |              | 1969           | 151 ft Steel         |                 |
| 14.19  | +0.15                          | C   | UH   | <a href="#">Projects spanning M313 to M314</a> | MBL           | MBH          | 2                   | 8             | 24                   | 8            | 0.21           | 68                   |                 |
| 14.40  | +0.36                          | C   | UH   |  | AC            | MBH          | 4                   | 2             | 48                   | 2            | 0.09           | 78                   |                 |
| 14.49  | +0.44                          | C   | J    | End S 179 at SA089 Sedona -- [B12]             |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>30.03</b> | <b>3.17</b>         | <b>24.87</b>  | <b>3.17</b>          | <b>14.49</b> | <b>1991.0</b>  | 0.00 Miles of Median |                 |

**S 179 at M313+0.44**

**M313+0.44 on S 179**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 181 at M038+0.25**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M038+0.25 on S 181**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                     | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 181 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M038 +0.25                     | C   | J    | Begin S 181 at U 191 South of Turkey Creek Ridge |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Cochise County                            |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | AC   | AC            | 2            | 1                   | 24            | 1                    | 11.84        | 19 Jun 1998    |                      |                 |
|  |                                | C   | X    | Mileposts set by Odometer                        |               |              |                     |               |                      |              |                |                      |                 |
| 11.84  | M050 +0.00                     | C   | UH   | AC   | AC            | 2            | 1                   | 24            | 1                    | 13.93        | 1994           |                      |                 |
| 22.71  | M060 +0.96                     | C   | J    | SY181 North to East Wye Leg                      |               |              |                     |               |                      |              |                |                      |                 |
| 22.72  | +0.97                          | C   | TI   | AC   | AC            | 1            | 2                   | 12            | 6                    | 0.10         | 1994           |                      |                 |
| 22.79  | M061 +0.03                     | C   | J    | S 186 North to Willcox -- [B4]                   |               |              |                     |               |                      |              |                |                      |                 |
| 22.84  | +0.08                          | C   | TI   | AC   | AC            | 1            | 2                   | 12            | 4                    | 0.07         | 1994           |                      |                 |
|  |                                | C   | J    | SY181 West to North Wye Leg                      |               |              |                     |               |                      |              |                |                      |                 |
| 22.86  | +0.10                          | C   | TI   | NB S 181 Y-ramp (return)                         |               |              |                     |               |                      |              |                |                      |                 |
| 23.86  | M062 +0.08                     | C   | EQ   | MP 62+0.08 Back Equals MP 63-0.90                |               |              |                     |               |                      |              |                |                      |                 |
| 25.77  | M064 +0.00                     | C   | UH   | BST  | Gravel        | 2            | 1                   | 24            | 1                    | 1.03         | 48             |                      |                 |
| 26.80  | M065 +0.04                     | C   | J    | End at Entrance to Chiricahua NM                 |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>53.60</b> | <b>1.00</b>         | <b>24.00</b>  | <b>1.00</b>          | <b>26.80</b> | <b>1994.0</b>  | 0.00 Miles of Median |                 |

**S 181 at M065+0.04**

**M065+0.04 on S 181**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 186 at M326+0.19**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M326+0.19 on S 186**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 186 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |                        |                      |             |                |                    |                      |
| 0.00   | M326+0.19                      | C   | J    | Begin S 186 at I 010 Exit #340 in Willcox -- [B]               |               |            |                     |                        |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Cochise County  |               |            |                     |                        |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M326 to M327</a>                 | AC            | AC         | 2                   | 8                      | 24                   | 8           | 0.07           | 2002               |                      |
| 0.07   | +0.25                          | C   | J    | Circle Rd/I 010 Frontage Rd -- [R]                             |               |            |                     |                        |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M326 to M327</a>                 | AC            | AC         | 2                   | 8                      | 24                   | 8           | 0.17           | 24 Jun 2002        |                      |
| 0.11   | +0.30                          | C   | J    | I 010 Exit #340 J & C-ramp in Willcox -- [R]                   |               |            |                     |                        |                      |             |                |                    |                      |
| 0.17   | +0.36                          | C   | OP   | EB/WB I 010  |               |            |                     |                        |                      |             |                | Concrete           |                      |
| 0.24   | +0.42                          | C   | J    | I 010 Exit #340 A & G-ramp in Willcox -- [L]                   |               |            |                     |                        |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M326 to M327</a>                 | AC            | AC         | 2                   | 0                      | 24                   | 0           | 0.14           | 24 Jun 2002        |                      |
| 0.38   | +0.56                          | C   | J    | Right turn lane from SR 186 to Bisbee Ave. -- [B1]             |               |            |                     |                        |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M326 to M327</a>                 | AC            | AC         | 2                   | 8                      | 24                   | 8           | 0.02           | 24 Jun 2002        |                      |
| 0.40   | +0.59                          | C   | MD   | 12 ft Painted Median   |               |            |                     |                        | 12                   |             | 0.91           |                    |                      |
|  |                                | C   | CG   | Curb to Left and Right   |               |            |                     |                        |                      |             | 0.91           |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M326 to M327</a>                 | AC            | AC         | 4                   | 2                      | 48                   | 2           | 0.91           | 24 Jun 2002        |                      |
| 1.31   | M327+0.49                      | C   | J    | SB010 at Haskell Ave, overlap SB010(4) for 0.71 miles -- [B12] |               |            |                     |                        |                      |             |                |                    |                      |
| 2.02   | M328+0.20                      | C   | J    | Continue S 186 on Maley St at Haskell Ave                      |               |            |                     |                        |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M328 to M329</a>                 | AC            | MBH        | 4                   | 4                      | 48                   | 4           | 0.07           | 61                 |                      |
|  |                                | C   | CG   | Curb to Left and Right   |               |            |                     |                        |                      |             | 0.07           |                    |                      |
| 2.09   | +0.27                          | C   | UH   | <a href="#">Projects spanning M328 to M329</a>                 | MBL           | MBH        | 4                   | 8                      | 48                   | 8           | 0.23           | 50                 |                      |
| 2.32   | +0.50                          | C   | UH   |  | AC            | MBH        | 2                   | 8                      | 24                   | 8           | 5.98           | 61                 |                      |
| 2.82   | M329+0.01                      | C   | JB   | SCL Willcox  |               |            |                     |                        |                      |             |                |                    |                      |
| 8.04   | M334+0.22                      | C   | J    | Kansas Settlement Rd   |               |            |                     |                        |                      |             |                |                    |                      |
| 8.30   | +0.48                          | C   | UH   | <a href="#">Projects spanning M334 to M335</a>                 | MBL           | MBH        | 2                   | 5                      | 24                   | 5           | 8.58           | 57                 |                      |
| 16.79  | M342+0.97                      | C   | X    | Dos Cabezas (Unincorporated) Elev 5071                         |               |            |                     |                        |                      |             |                |                    |                      |
| 16.88  | M343+0.06                      | C   | UH   | <a href="#">Projects spanning M343 to M344</a>                 | BST           | BST        | 2                   | 3                      | 24                   | 3           | 0.09           | 65                 |                      |
| 16.97  | +0.15                          | C   | UH   |  | AC            | AC         | 2                   | 1                      | 24                   | 1           | 16.25          | 1993               |                      |
| 33.22  | M359+0.25                      | C   | UH   | <a href="#">Projects spanning M359 to M360</a>                 | AC            | AC         | 2                   | 5                      | 24                   | 5           | 0.18           | 1994               |                      |
| 33.34  | +0.38                          | C   | TI   | NB S 181 (on)  |               |            |                     |                        |                      |             |                |                    |                      |
| 33.39  | +0.42                          | C   | J    | End S 186 at S 181 -- [B2]                                     |               |            |                     |                        |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>67.80</b>        | <b>3.49</b>            | <b>24.89</b>         | <b>3.49</b> | <b>32.69</b>   | <b>1977.6</b>      | 0.91 Miles of Median |

**S 186 at M359+0.42**

**M359+0.42 on S 186**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 187 at M186+0.77**

**(As of 12/31/2005)** Generated: 10/17/2006 4:51:58PM

**M186+0.77 on S 187**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                     | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>S 187 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |             |                |                      |                 |
| 0.00   | M186 +0.77                     | C   | J    | Begin S 187 at S 387 North of Exit #185 of I 010 |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | C   | JB   | Inside Gila River IR, Pinal County               |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M186 to M187</a>   |               |              |                     |               |                      |             |                |                      |                 |
|  |                                |     |      | AC   | MBH           | 2            | 2                   | 24            | 2                    | 0.15        | 68             |                      |                 |
| 0.15   | +0.92                          | C   | UH   | AC   | AC            | 2            | 2                   | 24            | 2                    | 5.28        | 13 Nov 2001    |                      |                 |
| 5.43   | M192 +0.19                     | C   | J    | End S 187 at S 087 South of Olberg               |               |              |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>10.86</b> | <b>2.00</b>         | <b>24.00</b>  | <b>2.00</b>          | <b>5.43</b> | <b>2000.1</b>  | 0.00 Miles of Median |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 188 at M214+0.92**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M214+0.92 on S 188**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 188 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M214 +0.92                     | C   | J    | Begin S 188 at U 060 near Globe                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Just Outside NUB Globe/Miami                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Globe Elev 3540, Gila County            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M214 to M215</a> | AC            | MBH        | 3                   | 2             | 36                   | 2     | 0.52           |                    | 76              |
|  |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.20           |                    |                 |
| 0.06   | +0.98                          | C   | JB   | NCL Globe                                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.25   | M215 +0.17                     | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.27           |                    |                 |
| 0.52   | +0.44                          | C   | UH   | <a href="#">Projects spanning M215 to M216</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 1.89           |                    | 76              |
| 2.41   | M217 +0.33                     | C   | UH   | <a href="#">Projects spanning M217 to M218</a> | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.21           |                    | 76              |
| 2.63   | +0.54                          | C   | J    | Rd to Inspiration Mine                         |               |            |                     |               |                      |       |                |                    |                 |
|  | +0.55                          | C   | UH   | <a href="#">Projects spanning M217 to M218</a> | AC            | MBH        | 3                   | 4             | 48                   | 4     | 0.87           |                    | 76              |
| 3.38   | M218 +0.30                     | C   | JB   | EnterTonto NF                                  |               |            |                     |               |                      |       |                |                    |                 |
| 3.44   | +0.36                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 3.45   | +0.37                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 3.50   | +0.42                          | C   | UH   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC         | 3                   | 4             | 48                   | 4     | 0.19           | 20 Apr 2001        |                 |
| 3.62   | +0.54                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 3.64   | +0.55                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 3.70   | +0.61                          | C   | UH   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC         | 3                   | 4             | 54                   | 4     | 0.02           | 20 Apr 2001        |                 |
| 3.72   | +0.64                          | C   | UH   |  | AC            | AC         | 3                   | 4             | 54                   | 6     | 0.04           | 20 Apr 2001        |                 |
| 3.76   | +0.68                          | C   | UH   |  | AC            | AC         | 3                   | 4             | 60                   | 6     | 0.09           | 20 Apr 2001        |                 |
| 3.78   | +0.70                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 3.86   | +0.77                          | C   | UH   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC         | 3                   | 4             | 48                   | 6     | 0.03           | 20 Apr 2001        |                 |
|  |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      |       | 0.75           |                    |                 |
| 3.88   | +0.80                          | C   | UH   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC         | 2                   | 4             | 36                   | 8     | 0.52           | 20 Apr 2001        |                 |
| 4.40   | M219 +0.31                     | C   | UH   | <a href="#">Projects spanning M219 to M220</a> | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.24           | 20 Apr 2001        |                 |
| 4.50   | +0.41                          | C   | J    | Old SR 88 -- [R14]                             |               |            |                     |               |                      |       |                |                    |                 |
| 4.61   | +0.52                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 4.64   | +0.55                          | C   | UH   | <a href="#">Projects spanning M219 to M220</a> | AC            | AC         | 2                   | 6             | 24                   | 8     | 0.06           | 20 Apr 2001        |                 |
| 4.70   | +0.61                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 3.28           | 20 Apr 2001        |                 |
| 4.87   | +0.78                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 5.04   | +0.95                          | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.01           |                    |                 |
| 5.06   | +0.97                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.04           |                    |                 |
| 5.09   | M220 +0.01                     | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.04           |                    |                 |
| 5.14   | +0.05                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 5.31   | +0.22                          | C   | CG   | Curb to Left                                   |               |            |                     |               |                      |       | 0.29           |                    |                 |
| 5.66   | +0.58                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.11           |                    |                 |
| 5.93   | +0.84                          | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.19           |                    |                 |

**S 188 at M220+0.84**

**M220+0.84 on S 188**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 188 at M221+0.05**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M221+0.05 on S 188**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|-----------------------|-----------------|
| 6.14           | M221 +0.05                     | C   | CG   | Curb to Left                                   |               |            |                     |                        |                      | 0.07  |                |                       |                 |
| 6.35           | +0.27                          | C   | CG   | Curb to Right                                  |               |            |                     |                        |                      | 0.12  |                |                       |                 |
| 6.52           | +0.44                          | C   | CG   | Curb to Right                                  |               |            |                     |                        |                      | 0.08  |                |                       |                 |
| 6.63           | +0.55                          | C   | CG   | Curb to Right                                  |               |            |                     |                        |                      | 0.02  |                |                       |                 |
| 6.65           | +0.57                          | C   | CG   | Curb to Left and Right                         |               |            |                     |                        |                      | 0.04  |                |                       |                 |
| 6.70           | +0.61                          | C   | CG   | Curb to Left                                   |               |            |                     |                        |                      | 0.01  |                |                       |                 |
| 6.79           | +0.71                          | C   | CG   | Curb to Right                                  |               |            |                     |                        |                      | 0.06  |                |                       |                 |
| 6.91           | +0.83                          | C   | CG   | Curb to Right                                  |               |            |                     |                        |                      | 0.05  |                |                       |                 |
| 7.25           | M222 +0.17                     | C   | CG   | Curb to Right                                  |               |            |                     |                        |                      | 0.13  |                |                       |                 |
| 7.58           | +0.50                          | C   | BR   | Murray Wash                                    |               |            |                     |                        |                      |       | 1999           | 305 ft Concrete       |                 |
| 7.82           | +0.74                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |                        |                      |       |                |                       |                 |
|                |                                | C   | CG   | Curb to Right                                  |               |            |                     |                        |                      | 0.05  |                |                       |                 |
| 7.90           | +0.81                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |                        |                      |       |                |                       |                 |
| 7.93           | +0.84                          | C   | CG   | Embankment Curb to Left                        |               |            |                     |                        |                      | 0.05  |                |                       |                 |
| 7.98           | +0.89                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6                      |                      | 0.18  |                |                       |                 |
|                | +0.90                          | C   | UH   | <a href="#">Projects spanning M222 to M223</a> | AC            | AC         | 2                   | 6                      | 24                   | 6     | 0.04           | 20 Apr 2001           |                 |
| 8.02           | +0.93                          | C   | UH   |  | AC            | AC         | 2                   | 6                      | 30                   | 6     | 0.06           | 20 Apr 2001           |                 |
| 8.08           | M223 +0.00                     | C   | UH   | <a href="#">Projects spanning M223 to M224</a> | AC            | AC         | 2                   | 6                      | 36                   | 6     | 0.02           | 20 Apr 2001           |                 |
| 8.10           | +0.02                          | C   | UH   |  | AC            | AC         | 2                   | 4                      | 36                   | 4     | 0.19           | 20 Apr 2001           |                 |
| 8.16           | +0.08                          | C   | J    | Old SR 88 -- [R4]                              |               |            |                     |                        |                      |       |                |                       |                 |
| 8.28           | +0.19                          | C   | CG   | Embankment Curb to Left                        |               |            |                     |                        |                      | 0.05  |                |                       |                 |
| 8.29           | +0.21                          | C   | UH   | <a href="#">Projects spanning M223 to M224</a> | AC            | AC         | 2                   | 6                      | 36                   | 4     | 0.11           | 20 Apr 2001           |                 |
| 8.40           | +0.32                          | C   | UH   |  | AC            | AC         | 2                   | 8                      | 36                   | 4     | 1.14           | 20 Apr 2001           |                 |
| 8.83           | +0.75                          | C   | CG   | Embankment Curb to Right                       |               |            |                     |                        |                      | 0.15  |                |                       |                 |
| 9.24           | M224 +0.16                     | C   | CG   | Embankment Curb to Right                       |               |            |                     |                        |                      | 0.09  |                |                       |                 |
| 9.53           | +0.45                          | C   | UH   | <a href="#">Projects spanning M224 to M225</a> | AC            | AC         | 2                   | 8                      | 30                   | 4     | 0.11           | 20 Apr 2001           |                 |
| 9.65           | +0.57                          | C   | UH   |  | AC            | AC         | 2                   | 8                      | 30                   | 6     | 0.10           | 20 Apr 2001           |                 |
| 9.66           | +0.58                          | C   | CG   | Embankment Curb to Left                        |               |            |                     |                        |                      | 0.09  |                |                       |                 |
| 9.75           | +0.67                          | C   | UH   | <a href="#">Projects spanning M224 to M225</a> | AC            | AC         | 2                   | 8                      | 24                   | 6     | 0.01           | 20 Apr 2001           |                 |
|                |                                | C   | CG   | Embankment Curb to Left and Right              |               |            |                     |                        |                      | 0.15  |                |                       |                 |
| 9.76           | +0.68                          | C   | UH   | <a href="#">Projects spanning M224 to M225</a> | AC            | AC         | 2                   | 8                      | 24                   | 8     | 0.37           | 20 Apr 2001           |                 |
| 9.91           | +0.82                          | C   | CG   | Embankment Curb to Left                        |               |            |                     |                        |                      | 0.15  |                |                       |                 |
| 10.12          | M225 +0.04                     | C   | CG   | Embankment Curb to Right                       |               |            |                     |                        |                      | 0.18  |                |                       |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M225 to M226</a> | AC            | AC         | 2                   | 8                      | 24                   | 8     | 0.59           | 30 Nov 2005           |                 |
| 10.38          | +0.30                          | C   | J    | Devore Wash Access Rd -- [R]                   |               |            |                     |                        |                      |       | 30 Nov 2005    |                       |                 |
| 10.64          | +0.56                          | C   | BR   | Devore Wash                                    |               |            |                     |                        |                      |       | 30 Nov 2005    | 636 ft Concrete/Steel |                 |
| 10.71          | +0.63                          | C   | UH   | <a href="#">Projects spanning M225 to M226</a> | AC            | AC         | 2                   | 8                      | 30                   | 6     | 0.06           | 30 Nov 2005           |                 |
| 10.77          | +0.69                          | C   | UH   |  | AC            | AC         | 2                   | 8                      | 36                   | 4     | 1.15           | 30 Nov 2005           |                 |
| 11.92          | M226 +0.83                     | C   | UH   | <a href="#">Projects spanning M226 to M227</a> | AC            | AC         | 2.5                 | 6                      | 42                   | 4     | 0.13           | 30 Nov 2005           |                 |

**S 188 at M226+0.83**

**M226+0.83 on S 188**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 188 at M226+0.90**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M226+0.90 on S 188**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance       |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------------|
| 11.99          | M226+0.90                      | C   | SVP  | NB Paved 278' long variable 0-16' wide         |               |            |                     |               |                      | 0.05  | 30 Nov 2005    |                    |                       |
| 12.05          | +0.95                          | C   | UH   | <a href="#">Projects spanning M226 to M227</a> | AC            | AC         | 3                   | 4             | 48                   | 4     | 0.12           | 30 Nov 2005        |                       |
|                |                                | C   | SVP  | NB Paved 294' long variable 16-0' wide         |               |            |                     |               |                      |       | 0.06           | 30 Nov 2005        |                       |
| 12.13          | M227+0.04                      | C   | SVP  | NB Paved 432' long 16' wide                    |               |            |                     |               |                      |       | 0.08           | 30 Nov 2005        |                       |
| 12.17          | +0.09                          | C   | UH   | <a href="#">Projects spanning M227 to M228</a> | AC            | AC         | 3                   | 4             | 42                   | 6     | 0.12           | 30 Nov 2005        |                       |
| 12.29          | +0.21                          | C   | UH   |  | AC            | AC         | 3                   | 4             | 36                   | 8     | 2.24           | 30 Nov 2005        |                       |
| 13.54          | M228+0.47                      | C   | BR   | Sandy Blevens Wash                             |               |            |                     |               |                      |       |                | 30 Nov 2005        | 500 ft Concrete/Steel |
| 14.31          | M229+0.24                      | C   | BR   | Wilson Wash                                    |               |            |                     |               |                      |       |                | 30 Nov 2005        | 356 ft Concrete/Steel |
| 14.50          | +0.43                          | C   | J    | Henderson Ranch Rd -- [L]                      |               |            |                     |               |                      |       |                | 30 Nov 2005        |                       |
| 14.53          | +0.46                          | C   | UH   | <a href="#">Projects spanning M229 to M230</a> | AC            | AC         | 3                   | 4             | 42                   | 6     | 0.04           | 30 Nov 2005        |                       |
| 14.57          | +0.50                          | C   | UH   |  | AC            | AC         | 3                   | 4             | 48                   | 4     | 0.08           | 30 Nov 2005        |                       |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.07           |                    |                       |
| 14.64          | +0.57                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.01           |                    |                       |
| 14.65          | +0.58                          | C   | J    | S 288 North to Young -- [R14]                  |               |            |                     |               |                      |       |                | 30 Nov 2005        |                       |
|                |                                | C   | UH   | <a href="#">Projects spanning M229 to M230</a> | AC            | AC         | 3                   | 4             | 36                   | 4     | 0.36           | 30 Nov 2005        |                       |
| 14.97          | +0.90                          | C   | BR   | Apprentice Wash                                |               |            |                     |               |                      |       |                | 30 Nov 2005        | 260 ft Concrete/Steel |
| 15.01          | +0.94                          | C   | UH   | <a href="#">Projects spanning M229 to M230</a> | AC            | AC         | 3                   | 4             | 42                   | 6     | 0.06           | 30 Nov 2005        |                       |
| 15.07          | +1.00                          | C   | UH   |  | AC            | AC         | 3                   | 4             | 48                   | 4     | 0.79           | 30 Nov 2005        |                       |
| 15.86          | M230+0.77                      | C   | UH   | <a href="#">Projects spanning M230 to M231</a> | AC            | AC         | 3                   | 4             | 42                   | 6     | 0.13           | 30 Nov 2005        |                       |
| 15.98          | +0.90                          | C   | UH   |  | AC            | AC         | 3                   | 4             | 36                   | 8     | 1.56           | 30 Nov 2005        |                       |
| 16.30          | M231+0.22                      | C   | BR   | Quail Springs Wash                             |               |            |                     |               |                      |       |                | 30 Nov 2005        | 533 ft Concrete/Steel |
| 17.55          | M232+0.46                      | C   | UH   | <a href="#">Projects spanning M232 to M233</a> | AC            | AC         | 2.5                 | 6             | 30                   | 8     | 0.06           | 30 Nov 2005        |                       |
| 17.60          | +0.51                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.27           | 30 Nov 2005        |                       |
| 17.87          | +0.78                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.80           | 01 Jul 2003        |                       |
| 18.20          | M233+0.12                      | C   | J    | Roosevelt Lake Resort Rd -- [R23]              |               |            |                     |               |                      |       |                |                    |                       |
| 18.44          | +0.35                          | C   | BR   | Pinto Creek                                    |               |            |                     |               |                      |       |                |                    | Unknown               |
| 18.53          | +0.45                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.76           |                    |                       |
| 18.63          | +0.54                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                       |
| 18.64          | +0.55                          | C   | FR   | Two Way Frontage Rd Left                       | AC            | AC         | 2                   |               | 24                   |       | 0.10           | 01 Jul 2003        |                       |
| 18.78          | +0.70                          | C   | J    | Spring Creek Rd -- [B]                         |               |            |                     |               |                      |       |                |                    |                       |
| 18.93          | +0.85                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   |               | 24                   |       | 0.19           | 01 Jul 2003        |                       |
| 18.99          | +0.90                          | C   | FR   | Two Way Frontage Rd Left                       | AC            | AC         | 2                   |               | 24                   |       | 0.04           | 01 Jul 2003        |                       |
| 19.01          | +0.93                          | C   | FR   | One Way Frontage Rd Left                       | AC            | AC         | 1                   |               | 12                   |       | 0.03           | 01 Jul 2003        |                       |
|                |                                | C   | FR   | One Way Frontage Rd Left                       | AC            | AC         | 1                   |               | 12                   |       | 0.04           | 01 Jul 2003        |                       |
| 19.04          | +0.96                          | C   | FR   | Two Way Frontage Rd Left                       | AC            | AC         | 2                   |               | 24                   |       | 0.04           | 01 Jul 2003        |                       |
| 19.08          | +1.00                          | C   | J    | Hayhook Rd -- [L]                              |               |            |                     |               |                      |       |                |                    |                       |
| 19.12          | M234+0.03                      | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                       |
| 19.35          | +0.26                          | C   | J    | Jordan Rd -- [R]                               |               |            |                     |               |                      |       |                |                    |                       |
| 19.67          | +0.58                          | C   | UH   | <a href="#">Projects spanning M234 to M235</a> | AC            | AC         | 2                   | 8             | 24                   | 6     | 0.13           | 01 Jul 2003        |                       |

**S 188 at M234+0.58**

**M234+0.58 on S 188**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 188 at M234+0.70**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M234+0.70 on S 188**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 19.79          | M234 +0.70                     | C   | J    | Roosevelt Lake Estates Rd -- [R23]                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M234 to M235</a>    | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.90           | 01 Jul 2003        |                 |
| 20.01          | +0.92                          | C   | BR   | Campaign Creek                                    |               |            |                     |               |                      |       |                | Unknown            |                 |
| 20.59          | M235 +0.50                     | C   | J    | Schoolhouse Rd -- [R2]                            |               |            |                     |               |                      |       |                |                    |                 |
| 20.84          | +0.75                          | C   | J    | J-B Rd -- [L]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 21.21          | M236 +0.13                     | C   | J    | Forest Rd 83 -- [B24]                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                         | AC            | AC         | 2                   |               | 24                   |       | 0.03           | 01 Jul 2003        |                 |
| 21.37          | +0.28                          | C   | FR   | Two Way Frontage Rd Left                          | AC            | AC         | 2                   |               | 24                   |       | 0.24           | 01 Jul 2003        |                 |
| 21.69          | +0.60                          | C   | UH   | <a href="#">Projects spanning M236 to M237</a>    | AC            | AC         | 2                   | 8             | 24                   | 6     | 0.15           | 01 Jul 2003        |                 |
| 21.84          | +0.75                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.75           | 01 Jul 2003        |                 |
| 24.57          | M239 +0.49                     | C   | J    | Scenic Viewpoint -- [L14]                         |               |            |                     |               |                      |       |                |                    |                 |
| 24.59          | +0.50                          | C   | UH   | <a href="#">Projects spanning M239 to M240</a>    | AC            | AC         | 2                   | 6             | 24                   | 8     | 0.13           | 01 Jul 2003        |                 |
| 24.72          | +0.63                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.30           | 01 Jul 2003        |                 |
| 25.02          | +0.93                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 6     | 0.17           | 01 Jul 2003        |                 |
| 25.18          | M240 +0.10                     | C   | J    | Windy Hill Rd/Windy Hill Recreation Site -- [R23] |               |            |                     |               |                      |       |                |                    |                 |
| 25.19          |                                | C   | UH   | <a href="#">Projects spanning M240 to M241</a>    | AC            | AC         | 2                   | 8             | 24                   | 12    | 0.08           | 01 Jul 2003        |                 |
| 25.27          | +0.19                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 10    | 0.14           | 01 Jul 2003        |                 |
| 25.41          | +0.32                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.50           | 01 Jul 2003        |                 |
| 25.59          | +0.50                          | C   | JB   | Leave Tonto NF/Enter Tonto NM                     |               |            |                     |               |                      |       |                |                    |                 |
| 25.91          | +0.82                          | C   | J    | Tonto National Monument -- [L14]                  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M240 to M241</a>    | AC            | AC         | 2                   | 6.5           | 24                   | 8     | 0.12           | 01 Jul 2003        |                 |
| 26.03          | +0.94                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.77           | 01 Jul 2003        |                 |
| 26.51          | M241 +0.42                     | C   | JB   | Leave Tonto NM/Enter Tonto NF                     |               |            |                     |               |                      |       |                |                    |                 |
| 26.80          | +0.71                          | C   | UH   | <a href="#">Projects spanning M241 to M242</a>    | AC            | AC         | 2                   | 8             | 24                   | 6     | 0.12           | 01 Jul 2003        |                 |
| 26.92          | +0.83                          | C   | J    | Roosevelt Work Center -- [R23]                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M241 to M242</a>    | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.16           | 01 Jul 2003        |                 |
| 27.08          | M242 +0.00                     | C   | UH   | <a href="#">Projects spanning M242 to M243</a>    | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 0.10           | 60                 |                 |
| 27.18          | +0.09                          | C   | UH   |   | AC            | MBH        | 2                   | 5             | 24                   | 5     | 2.06           | 91                 |                 |
| 27.74          | +0.65                          | C   | BR   | Cottonwood Creek                                  |               |            |                     |               |                      |       |                | 1991               | 630 ft Concrete |
| 28.03          | +0.94                          | C   | X    | Roosevelt (Unincorporated) Elev 2192              |               |            |                     |               |                      |       |                |                    |                 |
| 28.50          | M243 +0.41                     | C   | BR   | Government Hill                                   |               |            |                     |               |                      |       |                | 1991               | 615 ft Concrete |
| 29.24          | M244 +0.15                     | C   | J    | S 088 near Roosevelt Dam                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M244 to M245</a>    | PCC           | PCC        | 2                   | 7             | 24                   | 7     | 0.57           | 90                 |                 |
| 29.36          | +0.27                          | C   | BR   | Roosevelt Lake                                    |               |            |                     |               |                      |       |                | 1990               | 2199 ft Steel   |
| 29.81          | +0.72                          | C   | UH   | <a href="#">Projects spanning M244 to M245</a>    | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.35           | 90                 |                 |
| 30.16          | M245 +0.07                     | C   | UH   | <a href="#">Projects spanning M245 to M246</a>    | AC            | MBH        | 2                   | 5             | 24                   | 5     | 2.64           | 89                 |                 |
| 31.69          | M246 +0.60                     | C   | BR   | Vineyard Canyon                                   |               |            |                     |               |                      |       |                | 1989               | 638 ft Concrete |
| 32.29          | M247 +0.21                     | C   | BR   | Mills Canyon                                      |               |            |                     |               |                      |       |                | 1989               | 490 ft Concrete |
| 32.44          | +0.36                          | C   | BR   | Soltera Cove                                      |               |            |                     |               |                      |       |                |                    | Unknown         |

**S 188 at M247+0.36**

**M247+0.36 on S 188**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 188 at M247+0.56**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M247+0.56 on S 188**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 32.64          | M247 +0.56                     | C   | BR   | Bachelor Cove                                  |               |            |                     |               |                      |       |                | Unknown            |                 |
| 32.80          | +0.72                          | C   | UH   | <a href="#">Projects spanning M247 to M248</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.51           | 85                 |                 |
| 32.87          | +0.79                          | C   | J    | Bachelor Cove Rd                               |               |            |                     |               |                      |       |                |                    |                 |
| 33.06          | +0.98                          | C   | BR   | Cholla Bay                                     |               |            |                     |               |                      |       | 1985           | 238 ft Concrete    |                 |
| 33.15          | M248 +0.08                     | C   | J    | Cholla Campground Rd                           |               |            |                     |               |                      |       |                |                    |                 |
| 33.31          | +0.24                          | C   | UH   | <a href="#">Projects spanning M248 to M249</a> | AC            | MBH        | 3                   | 4             | 36                   | 4     | 0.27           | 85                 |                 |
| 33.48          | +0.41                          | C   | J    | Local Rd -- [R14]                              |               |            |                     |               |                      |       |                |                    |                 |
| 33.58          | +0.51                          | C   | UH   | <a href="#">Projects spanning M248 to M249</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.68           | 85                 |                 |
| 33.95          | +0.88                          | C   | BR   | Rock Creek                                     |               |            |                     |               |                      |       | 1985           | 303 ft Concrete    |                 |
| 34.26          | M249 +0.20                     | C   | UH   | <a href="#">Projects spanning M249 to M250</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 1.15           | 84                 |                 |
| 35.41          | M250 +0.35                     | C   | UH   | <a href="#">Projects spanning M250 to M251</a> | AC            | MBH        | 3                   | 6             | 36                   | 6     | 0.24           | 84                 |                 |
| 35.47          | +0.41                          | C   | J    | Local Rd -- [R14]                              |               |            |                     |               |                      |       |                |                    |                 |
| 35.65          | +0.59                          | C   | UH   | <a href="#">Projects spanning M250 to M251</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 1.94           | 84                 |                 |
| 36.36          | M251 +0.27                     | C   | BR   | Bumble Bee Creek                               |               |            |                     |               |                      |       | 1984           | 261 ft Concrete    |                 |
| 37.59          | M252 +0.51                     | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 3                   | 4             | 36                   | 4     | 0.34           | 84                 |                 |
| 37.71          | +0.63                          | C   | J    | Local Rd -- [R14]                              |               |            |                     |               |                      |       |                |                    |                 |
| 37.93          | +0.85                          | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 2.20           | 84                 |                 |
| 40.12          | M254 +1.01                     | C   | UH   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.73           | 84                 |                 |
| 40.22          | M255 +0.00                     | C   | EQ   | MP 254+1.12 Back Equals MP 255+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 40.39          | +0.16                          | C   | BR   | Ash Creek                                      |               |            |                     |               |                      |       | 1984           | 254 ft Concrete    |                 |
| 40.85          | +0.62                          | C   | UH   | <a href="#">Projects spanning M255 to M256</a> | AC            | AC         | 2                   | 6             | 24                   | 6     | 1.35           | 1993               |                 |
| 42.20          | M257 +0.00                     | C   | UH   | <a href="#">Projects spanning M257 to M258</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.80           | 1995               |                 |
| 42.49          | +0.29                          | C   | X    | Sycamore Creek Concrete Dip                    |               |            |                     |               |                      |       |                |                    |                 |
| 42.89          | M258 +0.00                     | C   | EQ   | MP 257+0.70 Back Equals MP 250+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 43.73          | +0.83                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 43.76          | +0.87                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 44.02          | M259 +0.13                     | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 44.31          | +0.42                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 44.72          | +0.83                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 45.00          | M260 +0.11                     | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.11           | 12 Sep 2005        |                 |
| 45.11          | +0.22                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      |       | 0.07           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.13           | 12 Sep 2005        |                 |
| 45.18          | +0.29                          | C   | J    | Dryer Dr -- [R41]                              |               |            |                     |               |                      |       |                | 12 Sep 2005        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 45.24          | +0.35                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               |                      |       | 0.08           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.22           | 12 Sep 2005        |                 |
| 45.34          | +0.45                          | C   | J    | Riverside Acres Rd East                        |               |            |                     |               |                      |       |                |                    |                 |
| 45.41          | +0.52                          | C   | J    | Cypress Cir -- [R]                             |               |            |                     |               |                      |       |                | 12 Sep 2005        |                 |

**S 188 at M260+0.52**

**M260+0.52 on S 188**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 188 at M260+0.57**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M260+0.57 on S 188**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 45.47          | M260 +0.57                     | C   | UH   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.33           |                    | 12 Sep 2005     |
| 45.55          | +0.66                          | C   | J    | Tonto Creek Trl -- [R1]                        |               |            |                     |               |                      |       |                |                    | 12 Sep 2005     |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 45.68          | +0.78                          | C   | J    | Rattlesnake Ln -- [R]                          |               |            |                     |               |                      |       |                |                    | 12 Sep 2005     |
| 45.71          | +0.82                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      |       | 0.15           |                    |                 |
| 45.80          | +0.91                          | C   | J    | Jacqleen St -- [R]                             |               |            |                     |               |                      |       |                |                    | 12 Sep 2005     |
|                |                                | C   | UH   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.75           |                    | 1995            |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               |                      |       | 0.09           |                    |                 |
| 46.55          | M261 +0.66                     | C   | UH   | <a href="#">Projects spanning M261 to M262</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.89           |                    | 1995            |
| 46.94          | M262 +0.00                     | C   | EQ   | MP 261+1.05 Back Equals MP 262+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 47.06          | +0.12                          | C   | J    | Local Rd -- [R14]                              |               |            |                     |               |                      |       |                |                    |                 |
| 47.44          | +0.50                          | C   | UH   | <a href="#">Projects spanning M262 to M263</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.53           |                    | 2001            |
| 47.53          | +0.59                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 47.55          | +0.61                          | C   | J    | Punkin Center Rd East                          |               |            |                     |               |                      |       |                |                    |                 |
| 47.59          | +0.65                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 47.97          | M263 +0.03                     | C   | UH   | <a href="#">Projects spanning M263 to M264</a> | AC            | AC         | 2                   | 0             | 24                   | 0     | 1.67           |                    | 2001            |
| 48.69          | M264 +0.00                     | C   | EQ   | MP 263+0.75 Back Equals MP 264+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 49.64          | M265                           | C   | EQ   | MP 264+0.95 Back Equals MP 265+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M265 to M266</a> | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.44           |                    | 21 May 2003     |
| 50.07          | +0.43                          | C   | UH   |  | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.68           |                    | 21 May 2003     |
| 50.19          | M266 +0.00                     | C   | EQ   | MP 265+0.55 Back Equals MP 266+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 50.24          | +0.05                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 50.75          | +0.56                          | C   | UH   | <a href="#">Projects spanning M266 to M267</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 3.23           |                    | 21 May 2003     |
| 50.89          | +0.70                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 50.98          | +0.79                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 51.25          | M267 +0.07                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 51.26          |                                | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 51.69          | +0.50                          | C   | J    | Slade Creek Trl -- [R]                         |               |            |                     |               |                      |       |                |                    |                 |
| 52.04          | +0.86                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 52.13          | +0.94                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 52.36          | M268 +0.17                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 52.46          | +0.28                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 52.56          | +0.37                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 52.57          | +0.39                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 52.58          |                                | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 52.77          | +0.58                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 52.88          | +0.70                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 53.21          | M269 +0.02                     | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 53.24          | +0.05                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |

**S 188 at M269+0.05**

**M269+0.05 on S 188**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 188 at M269+0.12**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M269+0.12 on S 188**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 53.30          | M269+0.12                      | C   | J    | Old Highway 188 -- [L]                         |               |            |                     |               |                      |       |                |                    |                 |
| 53.57          | +0.38                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 53.71          | +0.52                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 53.95          | +0.77                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 53.97          | +0.78                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 53.98          | +0.79                          | C   | UH   | <a href="#">Projects spanning M269 to M270</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.83           | 19 Dec 2001        |                 |
| 54.05          | +0.86                          | C   | J    | Old Highway 188 -- [L]                         |               |            |                     |               |                      |       |                |                    |                 |
| 54.41          | M270+0.22                      | C   | BR   | Cottonwood Creek                               |               |            |                     |               |                      |       | 1966           | 106 ft Concrete    |                 |
| 54.81          | +0.62                          | C   | UH   | <a href="#">Projects spanning M270 to M271</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 1.00           | 19 Dec 2001        |                 |
| 55.10          | M271+0.00                      | C   | EQ   | MP 270+0.92 Back Equals MP 271+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 55.81          | +0.70                          | C   | UH   | <a href="#">Projects spanning M271 to M272</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.17           | 19 Dec 2001        |                 |
| 56.20          | M272+0.12                      | C   | BR   | Gold Creek                                     |               |            |                     |               |                      |       | 2001           | 247 ft Concrete    |                 |
| 56.98          | +0.89                          | C   | UH   | <a href="#">Projects spanning M272 to M273</a> | AC            | AC         | 2                   | 8             | 24                   | 6.5   | 0.02           | 19 Dec 2001        |                 |
| 56.99          | +0.91                          | C   | UH   |  | AC            | AC         | 2                   | 6.5           | 24                   | 6.5   | 0.01           | 19 Dec 2001        |                 |
| 57.00          | +0.92                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.28           | 19 Dec 2001        |                 |
| 57.09          | +1.01                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 57.16          | M273+0.00                      | C   | EQ   | MP 272+1.08 Back Equals MP 273+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 57.20          | +0.03                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 57.24          | +0.07                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 57.28          | +0.12                          | C   | UH   | <a href="#">Projects spanning M273 to M274</a> | AC            | AC         | 2                   | 6.5           | 24                   | 6.5   | 0.14           | 19 Dec 2001        |                 |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.14           |                    |                 |
| 57.42          | +0.26                          | C   | UH   | <a href="#">Projects spanning M273 to M274</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.23           | 19 Dec 2001        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.23           |                    |                 |
| 57.56          | +0.39                          | C   | J    | Jakes Corner -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 57.64          | +0.48                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 57.66          | +0.49                          | C   | UH   | <a href="#">Projects spanning M273 to M274</a> | AC            | AC         | 2                   | 6.5           | 24                   | 6.5   | 0.14           | 19 Dec 2001        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.14           |                    |                 |
| 57.68          | +0.52                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 57.79          | +0.63                          | C   | UH   | <a href="#">Projects spanning M273 to M274</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.04           | 85                 |                 |
| 57.83          | +0.66                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.68           | 85                 |                 |
| 58.05          | +0.88                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 58.51          | M274+0.35                      | C   | UH   | <a href="#">Projects spanning M274 to M275</a> | AC            | AC         | 2                   | 1             | 24                   | 5     | 1.82           | 85                 |                 |
| 60.33          | M276+0.16                      | C   | UH   | <a href="#">Projects spanning M276 to M277</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.10           | 85                 |                 |
| 60.43          | +0.26                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.06           | 85                 |                 |
| 60.49          | +0.33                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.28           | 1995               |                 |
| 60.58          | +0.42                          | C   | RA   | Mazatzal Rest Area Left                        | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.42           |                    |                 |
| 60.60          | +0.43                          | C   | J    | Rest Area -- [L23]                             |               |            |                     |               |                      |       |                |                    |                 |
| 60.77          | +0.60                          | C   | UH   | <a href="#">Projects spanning M276 to M277</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.06           | 1995               |                 |
| 60.82          | +0.66                          | C   | J    | S 087 (NB)                                     |               |            |                     |               |                      |       |                |                    |                 |

**S 188 at M276+0.66**

**M276+0.66 on S 188**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 188 at M276+0.66**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M276+0.66 on S 188**

| GIS<br>Route<br>Mile                      | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                      | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles        | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|--------------------------------------|------------------|---------------|---------------------------|------------------|----------------------------|--------------|----------------|-----------------------|--------------------|
| 60.82                                     | M276 +0.66                           | C   | UH   | AC                                   | MBH              | 2             | 8                         | 24               | 8                          | 0.03         | 88             |                       |                    |
| 60.85                                     | +0.78                                | C   | J    | End S 188 at S 087 (SB) South of Rye |                  |               |                           |                  |                            |              |                |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b> |                                      |     |      |                                      |                  | <b>129.99</b> | <b>5.96</b>               | <b>27.01</b>     | <b>6.23</b>                | <b>60.89</b> | <b>1995.9</b>  | 3.32 Miles of Median  |                    |
| <b>Frontage Roads Averages/Totals:</b>    |                                      |     |      |                                      |                  | <b>1.35</b>   | <b>0.00</b>               | <b>22.82</b>     | <b>0.00</b>                | <b>0.71</b>  |                |                       |                    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 189 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 189**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 189 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.01   | M000 +0.00                     | C   | J    | Begin S 189 at Nogales Intl Border             |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | At South Border of Nogales Urbanized Area      |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Nogales, Santa Cruz County              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | <a href="#">Projects spanning M0 to M1</a>     | AC            | AC         | 2                   | 2             | 24                   | 4     | 0.33           | 1996               |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.33           |                    |                 |
| 0.21   | +0.20                          | C   | IS   | (NB) Inspection Station Return to Mexico (off) | AC            | AC         |                     |               | ?                    |       | 0.06           |                    |                 |
| 0.33   | +0.32                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>     | AC            | AC         | 4                   | 2             | 48                   | 4     | 0.01           | 04 Sep 2003        |                 |
|  |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.74           |                    |                 |
| 0.35   | +0.34                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>     | AC            | AC         | 4                   | 6             | 48                   | 6     | 0.01           | 04 Sep 2003        |                 |
| 0.36   | +0.35                          | C   | UH   |  | AC            | AC         | 4                   | 6             | 60                   | 6     | 0.05           | 04 Sep 2003        |                 |
| 0.41   | +0.40                          | C   | TI   | (EB/WB) Port of Entry Rd                       | PCC           | PCC        | 2                   | 4             | 28                   | 4     | 0.27           | 04 Sep 2003        |                 |
|  |                                | C   | IS   | Inspection Station (Truck Entrance)            | PCC           | PCC        | 2                   | 4             | 28                   | 4     | 0.27           | 2004               |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>     | AC            | AC         | 4                   | 6             | 60                   | 4     | 0.05           | 04 Sep 2003        |                 |
| 0.46   | +0.45                          | C   | UH   |  | AC            | AC         | 4                   | 6             | 48                   | 4     | 0.20           | 04 Sep 2003        |                 |
| 0.66   | +0.65                          | C   | UH   |  | AC            | AC         | 4                   | 6             | 48                   | 5     | 0.05           | 04 Sep 2003        |                 |
| 0.71   | +0.70                          | C   | UH   |  | AC            | AC         | 4                   | 6             | 48                   | 6     | 1.01           | 1996               |                 |
| 1.13   | +1.12                          | C   | J    | Target Range Rd -- [B124]                      |               |            |                     |               |                      |       |                |                    |                 |
| 1.15   | M001 +0.01                     | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.43           |                    |                 |
| 1.61   | +0.46                          | C   | BR   | Mariposa Canyon #1                             |               |            |                     |               |                      |       |                | 1996               | 191 ft Concrete |
| 1.72   | +0.57                          | C   | NB   | <a href="#">Projects spanning M1 to M2</a>     | AC            | AC         | 4                   | 6             | 48                   | 2     | 0.14           | 1996               |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.14           |                    |                 |
| 1.73   | +0.58                          | A   | J    | Mariposa Ranch Rd -- [L23]                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.85   | +0.71                          | C   | UH   | <a href="#">Projects spanning M1 to M2</a>     | AC            | AC         | 4                   | 6             | 48                   | 6     | 0.72           | 1996               |                 |
|  |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.06           |                    |                 |
| 1.92   | +0.77                          | C   | J    | Industrial Park Dr -- [B4]                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.94   | +0.79                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.69           |                    |                 |
| 2.53   | M002 +0.50                     | C   | J    | Road to Nogales H.S.                           |               |            |                     |               |                      |       |                |                    |                 |
| 2.57   | +0.53                          | C   | UH   | <a href="#">Projects spanning M2 to M3</a>     | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.32           | 1996               |                 |
|  |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.17           |                    |                 |
| 2.67   | +0.63                          | C   | J    | Industrial Park Dr (Signalized) -- [B234]      |               |            |                     |               |                      |       |                |                    |                 |
| 2.73   | +0.69                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.12           |                    |                 |
| 2.85   | +0.81                          | C   | BR   | Mariposa Canyon #2                             |               |            |                     |               |                      |       |                | 1996               | 208 ft Concrete |
| 2.90   | +0.86                          | C   | NB   | <a href="#">Projects spanning M2 to M3</a>     | AC            | AC         | 3                   | 4             | 36                   | 4     | 0.01           | 1996               |                 |
|  |                                | C   | NB   |  | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.02           | 1996               |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.04           |                    |                 |
| 2.92   | +0.88                          | C   | J    | I 019 Exit #4, Mariposa C-Ramp and J-Ramp      |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | <a href="#">Projects spanning M2 to M3</a>     | PCC           | PCC        | 3                   | 2             | 36                   | 16    | 0.11           | 1996               |                 |

**S 189 at M002+0.88**

**M002+0.88 on S 189**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 189 at M002+0.90**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M002+0.90 on S 189**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |             |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|-------------|
| 2.94           | M002 +0.90                     | C   | MD   | 4 ft Concrete Curbed Median                |               |            |                     |               |                      |       | 0.11           |                    |                 |         |             |
| 2.96           | +0.93                          | C   | UP   | I 019 SB                                   |               |            |                     |               |                      |       |                | 1996               |                 | 16'-06" |             |
| 2.99           | +0.95                          | C   | UP   | I 019 NB                                   |               |            |                     |               |                      |       |                | 1996               |                 | 16'-07" |             |
| 3.03           | +0.99                          | C   | J    | I 019 Exit #4, Mariposa A-Ramp and G-Ramp  |               |            |                     |               |                      |       |                |                    |                 |         |             |
|                |                                | C   | NB   | <a href="#">Projects spanning M2 to M3</a> |               |            |                     | PCC           | PCC                  | 2     | 2              | 24                 | 4               | 0.08    | 1996        |
| 3.05           | M003 +0.01                     | C   | MD   | Variable Concrete Curbed Median            |               |            |                     |               |                      |       | 0.05           |                    |                 |         |             |
| 3.10           | +0.06                          | C   | UH   | <a href="#">Projects spanning M3 to M4</a> |               |            |                     | AC            | MBH                  | 4     | 4              | 48                 | 4               | 0.47    | 90          |
|                |                                | C   | MD   | 12 ft Painted Median                       |               |            |                     |               |                      |       | 12             |                    |                 | 0.07    |             |
| 3.21           | +0.17                          | C   | J    | Congress Dr -- [B234]                      |               |            |                     |               |                      |       |                |                    |                 |         |             |
| 3.25           | +0.21                          | C   | MD   | 12 ft Painted Median                       |               |            |                     |               |                      |       | 12             |                    |                 | 0.30    |             |
| 3.57           | +0.53                          | C   | J    | Mastick Way (Signalized) -- [B1234]        |               |            |                     |               |                      |       |                |                    |                 |         |             |
|                |                                | C   | UH   | <a href="#">Projects spanning M3 to M4</a> |               |            |                     | AC            | MBH                  | 4     | 4              | 48                 | 4               | 0.17    | 08 Sep 2000 |
| 3.75           | +0.75                          | C   | J    | End S 189 at SB019(1)                      |               |            |                     |               |                      |       |                |                    |                 |         |             |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 189 at M000+0.02**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.02 on S 189**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>S 189 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |              |                     |               |                      |             |                |                      |                 |
| 0.03  | M000 +0.02                     | N   | J    | Begin S 189 SB divided centerline north of Nogales Intl Border |               |              |                     |               |                      |             |                |                      |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M0 to M1</a>                     | AC            | AC           | 2                   | 4             | 24                   | 2           | 0.31           | 1996                 |                 |
| 0.16  | +0.14                          | N   | IS   | (NB) Inspection Station Return to Mexico (park)                |               |              |                     |               |                      |             |                |                      |                 |
| 0.24  | +0.23                          | N   | IS   | (SB) Inspection Station Return to USA (off)                    |               |              |                     |               |                      |             |                |                      |                 |
| 0.34  | +0.33                          | N   | J    | S 189 return to single centerline                              |               |              |                     |               |                      |             |                |                      |                 |
| 1.74  | M001 +0.57                     | N   | J    | Continue S 189 SB divided centerline at Mariposa Rd            |               |              |                     |               |                      |             |                |                      |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M1 to M2</a>                     | AC            | PCC          | 2                   | 2             | 24                   | 2           | 0.04           | 1996                 |                 |
| 1.78  | +0.61                          | N   | SB   |  |               |              |                     |               |                      |             |                |                      |                 |
| 1.83  | +0.66                          | N   | SB   |  |               |              |                     |               |                      |             |                |                      |                 |
| 1.88  | +0.71                          | N   | J    | S 189 return to single centerline                              |               |              |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>14.04</b> | <b>4.90</b>         | <b>45.25</b>  | <b>5.25</b>          | <b>3.75</b> | <b>1996.1</b>  | 3.08 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>0.90</b>  | <b>5.16</b>         | <b>24.00</b>  | <b>2.00</b>          | <b>0.45</b> | <b>1996.0</b>  |                      |                 |



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 195 at M002+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M002+0.50 on S 195**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 195 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M002 +0.50                     | C   | J    | Begin S 195 at Ave E 1/2                                      |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Yuma County  |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M2 to M3</a>                    | AC            | AC         | 2                   | 7             | 24                   | 7           | 3.57           | 20 Jun 2003        |                      |
| 0.52   | +1.01                          | C   | J    | Local Rd -- [R]   |               |            |                     |               |                      |             |                |                    |                      |
| 1.51   | M004 +0.00                     | C   | JB   | Enter San Luis  |               |            |                     |               |                      |             |                |                    |                      |
| 3.57   | M006 +0.07                     | C   | J    | Avenue B -- [B]   |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M6 to M7</a>                    | AC            | MBH        | 2                   | 8             | 26                   | 8           | 0.31           | 20 Jun 2003        |                      |
| 3.59   | M003 +0.59                     | C   | JB   | Leave San Luis, Enter Yuma County (new alignment)             |               |            |                     |               |                      |             |                |                    |                      |
| 3.88   | M006 +0.38                     | C   | J    | Temporary End S 195 1/2 mile E of Ave B                       |               |            |                     |               |                      |             |                |                    |                      |
| 4.59   | M004 +0.59                     | C   | JB   | Leave Yuma County, Enter City of Yuma (Unbuilt Alignment)     |               |            |                     |               |                      |             |                |                    |                      |
| 17.96  | M023 +0.78                     | C   | J    | Continue S 195 ADOT Control at SB008(1) (Signalized) -- [B24] |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UB   | Inside Yuma Urbanized Area                                    |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside City of Yuma   |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M23 to M24</a>                  | AC            | Unk        | 4                   | 0             | 48                   | 0           | 0.13           | 2003               |                      |
|  |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |             | 0.13           |                    |                      |
| 18.09  | +0.91                          | C   | DH   | <a href="#">Projects spanning M23 to M24</a>                  | AC            | Unk        | 4                   | 0             | 48                   | 0           | 0.29           | 2003               |                      |
|  |                                | C   | MD   | Variable Concrete Curbed Median                               |               |            |                     |               |                      |             | 0.48           |                    |                      |
|  |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |             | 0.48           |                    |                      |
| 18.21  | M024 +0.03                     | C   | J    | Local Rd -- [B124]  |               |            |                     |               |                      |             |                |                    |                      |
| 18.38  | +0.19                          | C   | DH   | <a href="#">Projects spanning M24 to M25</a>                  | AC            | Unk        | 4                   | 0             | 54                   | 0           | 0.01           | 2003               |                      |
| 18.39  | +0.20                          | C   | DH   |   | AC            | Unk        | 4                   | 0             | 60                   | 0           | 0.02           | 2003               |                      |
| 18.41  | +0.23                          | C   | J    | Gila Ridge Rd (Signalized) -- [B24]                           |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | DH   | <a href="#">Projects spanning M24 to M25</a>                  | AC            | Unk        | 4                   | 0             | 48                   | 0           | 0.16           | 2003               |                      |
| 18.44  | +0.26                          | C   | J    | I 008 A-Ramp & G-Ramp (Signalized) -- [B24]                   |               |            |                     |               |                      |             |                |                    |                      |
| 18.47  | M020 +0.80                     | C   | UB   | SUB Yuma (Unbuilt Alignment)                                  |               |            |                     |               |                      |             |                |                    |                      |
|  | M024 +0.28                     | C   | UP   | I 008 EB  |               |            |                     |               |                      |             | 2003           |                    | ??-??"               |
|  | M018 +0.47                     | C   | JB   | Temp Leaving Yuma (Unbuilt Alignment)                         |               |            |                     |               |                      |             |                |                    |                      |
| 18.49  | M024 +0.31                     | C   | UP   | I 008 WB  |               |            |                     |               |                      |             | 2003           |                    | ??-??"               |
| 18.57  | +0.39                          | C   | J    | End S 195 at I 008 C-Ramp & L-Ramp (Signalized) -- [B2]       |               |            |                     |               |                      |             |                |                    |                      |
| 19.47  | M019 +0.48                     | C   | JB   | Re-Entering Yuma (Unbuilt Alignment)                          |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |   |               |            | <b>8.28</b>         | <b>6.85</b>   | <b>24.93</b>         | <b>6.85</b> | <b>4.01</b>    | <b>2003.0</b>      | 0.48 Miles of Median |

**S 195 at M019+0.48**

**M019+0.48 on S 195**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M000-0.01**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000-0.01 on S 202**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 202 - Cardinal (low to higher reference marker)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 -0.01                     | C   | TI (EB) S 202 HOV (off)   | PCC          | PCC           | 1          |                     | 12            |                      | 0.74  |                |                    |                 |
| 0.01   | +0.00                          | C   | J (EB) Begin S 202 at I 010 EB                                    |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB Inside Phoenix-Mesa Urbanized Area                             |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB Inside Phoenix, Maricopa County                                |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB <a href="#">Projects spanning M0 to M1</a>                     | AC/PCC       | AC/PCC        | 3          | 2                   | 36            | 2                    | 0.12  | 01 May 2005    |                    |                 |
|  |                                | C   | MD Variable Concrete Curbed Median                                |              |               |            |                     |               |                      | 0.52  |                |                    |                 |
| 0.14   | +0.12                          | C   | EB <a href="#">Projects spanning M0 to M1</a>                     | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.28  | 01 May 2005    |                    |                 |
|  |                                | C   | TI (EB) S 051 NB (off)  | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.42  | 23 Oct 2005    |                    |                 |
| 0.22   |                                | C   | X MP 33+0.22 to MP 44+0.56 Survey Only                            |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.24   | M000 +0.22                     | A   | OP I 010 to S 202 HOV Ramps over I 010, S 051 & S 202 Interchange |              |               |            |                     |               |                      |       | 1987           | 1481 ft Concrete   |                 |
| 0.31   | +0.29                          | C   | OP (EB) Exit #1A S 051  |              |               |            |                     |               |                      |       | 1987           | 985 ft Concrete    |                 |
| 0.34   | +0.32                          | C   | UP (EB) Under S 051 SB to S 202 EB                                |              |               |            |                     |               |                      |       | 1990           |                    | 18'-09"         |
| 0.42   | +0.40                          | C   | EB <a href="#">Projects spanning M0 to M1</a>                     | AC/PCC       | AC/PCC        | 2          | 2                   | 30            | 2                    | 0.02  | 01 May 2005    |                    |                 |
| 0.44   | +0.42                          | C   | EB  | AC/PCC       | AC/PCC        | 2          | 2                   | 36            | 2                    | 0.07  | 01 May 2005    |                    |                 |
| 0.51   | +0.49                          | C   | EB  | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 2                    | 0.03  | 01 May 2005    |                    |                 |
|  |                                | C   | TI (EB) 24th St (off)   | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.15  | 90             |                    |                 |
| 0.52   | M022 +1.19                     | C   | J Temporary End S 202 at Exit #23A Power Rd                       |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | X MP 23+0.22 to MP 30+0.83 Survey Only                            |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.53   | M000 +0.52                     | C   | EB <a href="#">Projects spanning M0 to M1</a>                     | AC/PCC       | AC/PCC        | 2          | 8                   | 24            | 10                   | 0.05  | 01 May 2005    |                    |                 |
|  |                                | C   | MD Concrete Median Barrier  |              |               |            |                     |               |                      | 1.45  |                |                    |                 |
| 0.59   | +0.57                          | C   | EB <a href="#">Projects spanning M0 to M1</a>                     | AC/PCC       | AC/PCC        | 3          | 8                   | 36            | 10                   | 0.09  | 01 May 2005    |                    |                 |
| 0.65   | +0.64                          | C   | TI (EB) 24th St (off)   | PCC          | PCC           | 2.5        | 2                   | 30            | 8                    | 0.08  | 90             |                    |                 |
| 0.68   | +0.66                          | C   | EB <a href="#">Projects spanning M0 to M1</a>                     | AC/PCC       | AC/PCC        | 4          | 8                   | 48            | 10                   | 0.37  | 01 May 2005    |                    |                 |
|  |                                | C   | TI (EB) I 010 NB (on)   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.73   | +0.72                          | C   | TI (EB) 24th St (off)   | PCC          | PCC           | 4          | 2                   | 48            | 8                    | 0.02  | 90             |                    |                 |
| 0.75   | +0.73                          | C   | TI (EB) 24th St (off)   | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.03  | 90             |                    |                 |
|  |                                | C   | TI (EB) 24th St (off)   | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.02  | 90             |                    |                 |
| 0.78   | +0.76                          | A   | TI (NB/SB) 24th St Crossing                                       | PCC          | PCC           | 5          |                     | 60            |                      | 0.12  |                |                    |                 |
|  | +0.77                          | A   | OP Exit #1B 24th St   |              |               |            |                     |               |                      |       | 1990           | 253 ft Concrete    |                 |
|  |                                | C   | VMS (EB) Variable Message Sign #250 (Existing)                    |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.79   |                                | C   | TI (EB) 24th St (on)  | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.03  | 90             |                    |                 |
|  | +0.78                          | C   | TI (EB) 24th St (on)  | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.02  | 90             |                    |                 |
| 0.81   | +0.80                          | C   | TI (EB) 24th St (on)  | PCC          | PCC           | 2          | 2                   | 24            | 8                    | 0.18  | 90             |                    |                 |
| 1.00   | +0.98                          | C   | TI (EB) 24th St (on)  | PCC          | PCC           | 1.5        | 2                   | 18            | 8                    | 0.03  | 90             |                    |                 |
| 1.02   | M001 +0.00                     | C   | TI (EB) 24th St (on)  | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.03  | 90             |                    |                 |
| 1.05   | +0.02                          | C   | EB <a href="#">Projects spanning M1 to M2</a>                     | AC/PCC       | AC/PCC        | 4          | 10                  | 60            | 12                   | 0.53  | 01 May 2005    |                    |                 |
| 1.58   | +0.56                          | C   | EB  | AC/PCC       | AC/PCC        | 4          | 8                   | 48            | 10                   | 0.53  | 01 May 2005    |                    |                 |

**S 202 at M001+0.56**

**M001+0.56 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M001+0.56**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.56 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 1.58           | M001 +0.56                     | C   | TI (EB) 32nd St (off)                         | PCC          | PCC           | 1          | 2                   | 24            | 2                    | 0.05  | 90             |                    |                 |
| 1.63           | +0.61                          | C   | TI (EB) 32nd St (off)                         | PCC          | PCC           | 2.5        | 2                   | 30            | 2                    | 0.12  | 90             |                    |                 |
| 1.75           | +0.72                          | C   | TI (EB) 32nd St (off)                         | PCC          | PCC           | 4          | 2                   | 48            | 2                    | 0.01  | 90             |                    |                 |
| 1.76           | +0.74                          | C   | TI (EB) 32nd St (off)                         | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.03  | 90             |                    |                 |
|                |                                | C   | TI (EB) 32nd St (off)                         | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.03  | 90             |                    |                 |
| 1.79           | +0.77                          | A   | OP Exit #1C 32nd St                           |              |               |            |                     |               |                      |       | 1990           | 194 ft Concrete    |                 |
|                |                                | A   | TI (NB/SB) 32ND St Crossing                   | PCC          | PCC           | 6          |                     | 72            |                      | 0.15  |                |                    |                 |
| 1.81           | +0.78                          | C   | TI (EB) 32nd St (on)                          | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.05  | 90             |                    |                 |
| 1.83           | +0.80                          | C   | TI (EB) 32nd St (on)                          | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.03  | 90             |                    |                 |
| 1.85           | +0.82                          | C   | TI (EB) 32nd St (on)                          | PCC          | PCC           | 2.5        | 2                   | 30            | 2                    | 0.05  | 90             |                    |                 |
| 1.90           | +0.88                          | C   | TI (EB) 32nd St (on)                          | Unk          | Unk           | 2          | 2                   | 24            | 2                    | 0.05  | 90             |                    |                 |
| 1.95           | +0.93                          | C   | TI (EB) 32nd St (on)                          | PCC          | PCC           | 1          | 2                   | 12            | 2                    | 0.16  | 90             |                    |                 |
| 1.98           | +0.96                          | C   | MD Variable Concrete Median Barrier           |              |               |            |                     |               |                      | 0.27  |                |                    |                 |
| 2.11           | M002 +0.09                     | C   | EB <a href="#">Projects spanning M2 to M3</a> | AC/PCC       | AC/PCC        | 4          | 8                   | 60            | 10                   | 0.14  | 01 May 2005    |                    |                 |
| 2.25           | +0.23                          | C   | EB AC/PCC                                     | AC/PCC       | AC/PCC        | 5          | 3                   | 60            | 10                   | 0.67  | 01 May 2005    |                    |                 |
|                |                                | C   | MD Variable Concrete Curbed Barrier           |              |               |            |                     |               |                      | 1.48  |                |                    |                 |
| 2.61           | +0.59                          | C   | TI (EB) 40th/44th St (off)                    | PCC          | PCC           | 1          | 8                   | 12            | 10                   | 0.07  |                |                    |                 |
| 2.68           | +0.66                          | C   | TI (EB) 40th/44th St (off)                    | PCC          | PCC           | 2.5        | 8                   | 30            | 10                   | 0.10  |                |                    |                 |
| 2.78           | +0.76                          | C   | TI (EB) 40th/44th St (off)                    | PCC          | PCC           | 4          | 8                   | 48            | 10                   | 0.05  |                |                    |                 |
| 2.84           | +0.81                          | A   | TI (NB/SB) 40th St Crossing                   | PCC          | PCC           | 4          |                     | 48            |                      | 0.15  |                |                    |                 |
|                |                                | A   | OP 40th St                                    |              |               |            |                     |               |                      |       | 1990           | 158 ft Concrete    |                 |
|                |                                | C   | FR One Way Frontage Rd EB                     | PCC          | PCC           | 2          | 2                   | 24            | 2                    | 0.47  |                |                    |                 |
| 2.92           | +0.90                          | C   | EB <a href="#">Projects spanning M2 to M3</a> | AC/PCC       | AC/PCC        | 5          | 2                   | 60            | 10                   | 0.08  | 01 May 2005    |                    |                 |
| 3.00           | +0.98                          | C   | EB AC/PCC                                     | AC/PCC       | AC/PCC        | 4          | 2                   | 48            | 10                   | 0.57  | 01 May 2005    |                    |                 |
|                |                                | C   | TI (EB) S 143 NB/SB (off)                     | PCC          | PCC           | 2          |                     | 24            |                      | 0.26  | 1998           |                    |                 |
| 3.25           | M003 +0.23                     | C   | TI (EB) S 143 SB (off)                        | PCC          | PCC           | 1.5        |                     | 18            |                      | 0.03  | 1998           |                    |                 |
|                |                                | C   | TI (EB) S 143 NB (off)                        | PCC          | PCC           | 1          |                     | 12            |                      | 0.66  | 1998           |                    |                 |
| 3.28           | +0.26                          | C   | TI (EB) S 143 SB (off)                        | PCC          | PCC           | 2          |                     | 24            |                      | 0.71  | 1998           |                    |                 |
| 3.30           | +0.28                          | A   | TI (NB/SB) 44th St Crossing                   | PCC          | PCC           | 6          |                     | 72            |                      | 0.15  |                |                    |                 |
|                |                                | C   | OP (EB) Exit #2 44th St                       |              |               |            |                     |               |                      |       |                | Unknown            |                 |
| 3.31           | +0.29                          | C   | TI (EB) 44th St (on)                          | PCC          | PCC           | 2          |                     | 24            |                      | 0.02  | 1998           |                    |                 |
| 3.32           |                                | C   | TI (EB) 44th St (on)                          | PCC          | PCC           | 2          |                     | 24            |                      | 0.02  | 1998           |                    |                 |
| 3.33           | +0.31                          | C   | TI (EB) 44th St (on)                          | PCC          | PCC           | 2.5        |                     | 30            |                      | 0.02  | 1998           |                    |                 |
| 3.35           | +0.32                          | C   | TI (EB) 44th St (on)                          | PCC          | PCC           | 2          |                     | 24            |                      | 0.06  | 1998           |                    |                 |
| 3.41           | +0.38                          | C   | TI (EB) 44th St (on)                          | PCC          | PCC           | 1.5        |                     | 18            |                      | 0.04  | 1998           |                    |                 |
| 3.45           | +0.42                          | C   | TI (EB) 44th St (on)                          | PCC          | PCC           | 2          |                     | 24            |                      | 0.12  | 1998           |                    |                 |
| 3.52           | +0.50                          | A   | UP S 202 EB to S 143 NB                       |              |               |            |                     |               |                      |       | 1991           |                    | 16'-09"         |
| 3.54           | +0.51                          | C   | OP (EB) Exit #4 S 143                         |              |               |            |                     |               |                      |       | 1990           | 324 ft Concrete    |                 |
| 3.57           | +0.54                          | C   | EB <a href="#">Projects spanning M3 to M4</a> | AC/PCC       | AC/PCC        | 4          | 2                   | 60            | 10                   | 0.03  | 01 May 2005    |                    |                 |

**S 202 at M003+0.54**

**M003+0.54 on S 202**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M003+0.57**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M003+0.57 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 3.60           | M003 +0.57                     | C   | EB   | <a href="#">Projects spanning M3 to M4</a>  | AC/PCC        | AC/PCC     | 4                   | 2             | 54                   | 10    | 0.14           | 01 May 2005        |                 |
| 3.73           | +0.71                          | C   | EB   |   | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.49           | 01 May 2005        |                 |
|                |                                | C   | MD   | 7 ft Concrete Median Barrier                |               |            |                     |               |                      |       | 1.77           |                    |                 |
| 3.82           | +0.79                          | C   | OP   | (EB) 48th St                                |               |            |                     |               |                      |       |                | 1993               | 154 ft Concrete |
| 3.91           | +0.89                          | C   | TI   | (EB) Van Buren St / 52nd St (off)           | PCC           | PCC        | 0.5                 | 10            | 6                    | 10    | 0.03           | 1993               |                 |
| 3.94           | +0.92                          | C   | TI   | (EB) Van Buren St / 52nd St (off)           | PCC           | PCC        | 1                   | 10            | 12                   | 10    | 0.31           | 1993               |                 |
| 4.06           | M004 +0.02                     | C   | VMS  | (EB) Variable Message Sign #251 (Existing)  |               |            |                     |               |                      |       |                |                    |                 |
| 4.22           | +0.19                          | C   | EB   | <a href="#">Projects spanning M4 to M5</a>  | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.01           | 1993               |                 |
| 4.23           |                                | C   | EB   |   | PCC           | PCC        | 4                   | 10            | 48                   | 10    | 0.60           | 1993               |                 |
| 4.24           | +0.21                          | C   | TI   | (EB) Van Buren St / 52nd St (off)           | PCC           | PCC        | 2                   | 10            | 24                   | 10    | 0.06           | 1993               |                 |
|                |                                | C   | OP   | (EB) Ramp to 48th St                        |               |            |                     |               |                      |       |                | 1992               | 154 ft Concrete |
| 4.27           | +0.24                          | C   | TI   | (EB) Van Buren St / 52nd St (off)           | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.03           | 1993               |                 |
| 4.29           | +0.26                          | C   | TI   | (EB) Van Buren St / 52nd St (off)           | PCC           | PCC        | 2                   | 10            | 24                   | 10    | 0.01           | 1993               |                 |
| 4.30           |                                | C   | TI   | (EB) Van Buren St / 52nd St (off)           | PCC           | PCC        | 1                   | 10            | 12                   | 10    | 0.01           | 1993               |                 |
| 4.37           | +0.34                          | A   | TI   | (EB/WB) Frontage Rd Connector               | Unk           | Unk        | 2                   |               | 24                   |       | 0.02           |                    |                 |
| 4.41           | +0.38                          | C   | OP   | (EB) Exit #4A                               |               |            |                     |               |                      |       |                | 1993               | 307 ft Concrete |
|                |                                | A   | TI   | (SB) 52nd St Crossing                       | PCC           | PCC        | 3                   |               | 36                   |       | 0.16           |                    |                 |
|                |                                | A   | TI   | (NB/SB) 52ND St Crossing                    | PCC           | PCC        | 4                   |               | 48                   |       | 0.07           |                    |                 |
| 4.56           | +0.52                          | A   | TI   | (EB/WB) Van Buren St Crossing               | PCC           | PCC        | 4                   |               | 48                   |       | 0.15           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #4B                               |               |            |                     |               |                      |       |                | 1993               | 216 ft Concrete |
|                |                                | C   | TI   | (EB) Van Buren St / 52nd St (on)            | PCC           | PCC        | 2.5                 | 10            | 30                   | 10    | 0.08           | 1993               |                 |
| 4.64           | +0.61                          | C   | TI   | (EB) Van Buren St / 52nd St (on)            | PCC           | PCC        | 2                   | 10            | 24                   | 10    | 0.07           | 1993               |                 |
| 4.71           | +0.68                          | C   | TI   | (EB) Van Buren St / 52nd St (on)            | PCC           | PCC        | 1.5                 | 10            | 18                   | 10    | 0.04           | 1993               |                 |
| 4.75           | +0.72                          | C   | TI   | (EB) Van Buren St / 52nd St (on)            | PCC           | PCC        | 1                   | 10            | 12                   | 10    | 0.07           | 1993               |                 |
| 4.83           | +0.79                          | C   | EB   | <a href="#">Projects spanning M4 to M5</a>  | PCC           | PCC        | 4                   | 10            | 60                   | 10    | 0.12           | 1993               |                 |
| 4.88           | +0.84                          | C   | OP   | (EB) Washington St                          |               |            |                     |               |                      |       |                | 1992               | 216 ft Concrete |
| 4.95           | +0.92                          | C   | EB   | <a href="#">Projects spanning M4 to M5</a>  | PCC           | PCC        | 4                   | 10            | 54                   | 10    | 0.14           | 1993               |                 |
| 5.09           | M005 +0.06                     | C   | EB   | <a href="#">Projects spanning M5 to M6</a>  | PCC           | PCC        | 4                   | 10            | 48                   | 10    | 0.41           | 1993               |                 |
| 5.19           | +0.15                          | C   | BR   | (EB) Grand Canal Viaduct & Union Pacific RR |               |            |                     |               |                      |       |                | 1993               | 418 ft Concrete |
| 5.30           | +0.26                          | C   | TI   | (EB) Priest Dr (off)                        | PCC           | PCC        | 1                   | 10            | 12                   | 10    | 0.29           | 1993               |                 |
| 5.38           | +0.35                          | C   | OP   | (EB) SS202 WB                               |               |            |                     |               |                      |       |                | 1993               | 271 ft Concrete |
| 5.50           | +0.47                          | C   | EB   | <a href="#">Projects spanning M5 to M6</a>  | PCC           | PCC        | 4                   | 10            | 48                   | 10    | 0.14           | 1995               |                 |
|                |                                | C   | MD   | 2 ft Concrete Median Barrier                |               |            |                     |               |                      |       | 2.68           |                    |                 |
| 5.57           | +0.54                          | C   | TI   | (EB) Priest Dr (off)                        | PCC           | PCC        | 2                   | 10            | 24                   | 10    | 0.07           | 1993               |                 |
| 5.64           | +0.61                          | C   | EB   | <a href="#">Projects spanning M5 to M6</a>  | PCC           | PCC        | 5                   | 10            | 72                   | 10    | 0.23           | 1995               |                 |
|                |                                | C   | TI   | (EB) SS202 EB (on)                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | (EB) Priest Dr (off)                        | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.05           | 1993               |                 |
| 5.69           | +0.66                          | C   | TI   | (EB) Priest Dr (off)                        | PCC           | PCC        | 4                   | 10            | 48                   | 10    | 0.04           | 1993               |                 |
| 5.73           | +0.70                          | A   | JB   | ECL Phoenix / WCL Tempe                     |               |            |                     |               |                      |       |                |                    |                 |

**S 202 at M005+0.70**

**M005+0.70 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M005+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M005+0.71 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|
| 5.74           | M005 +0.71                     | A   | UP   | Exit #6 Priest Drive OP                    |               |            |                     |                        |                      |       | 1993           |                    | ??'-??"         |
|                |                                | A   | TI   | (NB/SB) Priest Dr Crossing                 | Unk           | Unk        | 6                   | 72                     |                      | 0.09  |                |                    |                 |
| 5.75           | +0.72                          | C   | FR   | One Way Frontage Rd EB                     | AC            | Unk        | 2                   | 24                     |                      | 0.66  |                |                    |                 |
| 5.87           | +0.84                          | C   | EB   | <a href="#">Projects spanning M5 to M6</a> | PCC           | PCC        | 5                   | 10                     | 66                   | 10    | 1995           |                    |                 |
| 6.06           | M006 +0.03                     | C   | EB   | <a href="#">Projects spanning M6 to M7</a> | PCC           | PCC        | 5                   | 10                     | 60                   | 10    | 1995           |                    |                 |
| 6.07           | +0.04                          | C   | TI   | (EB) Priest Dr (on)                        | PCC           | PCC        | 1                   | 12                     |                      | 0.06  |                |                    |                 |
| 6.13           | +0.10                          | C   | EB   | <a href="#">Projects spanning M6 to M7</a> | PCC           | PCC        | 5                   | 10                     | 72                   | 10    | 1995           |                    |                 |
| 6.33           | +0.30                          | C   | EB   |  | PCC           | PCC        | 5                   | 10                     | 66                   | 10    | 1995           |                    |                 |
| 6.41           | +0.37                          | A   | TI   | (NB/SB) Center Ave Crossing                | PCC           | PCC        | 4                   | 48                     |                      | 0.16  |                |                    |                 |
|                |                                | A   | UP   | Exit #6 Center Parkway                     |               |            |                     |                        |                      |       |                |                    | 18'-06"         |
|                | +0.38                          | C   | TI   | (EB) Center Pkwy (on)                      | PCC           | PCC        | 1                   | 10                     | 12                   | 10    | 92             |                    |                 |
| 6.46           | +0.43                          | C   | EB   | <a href="#">Projects spanning M6 to M7</a> | PCC           | PCC        | 5                   | 10                     | 60                   | 10    | 1995           |                    |                 |
| 6.60           | +0.57                          | C   | EB   |  | PCC           | PCC        | 5                   | 10                     | 72                   | 10    | 1995           |                    |                 |
| 6.78           | +0.75                          | C   | EB   |  | PCC           | PCC        | 5                   | 10                     | 66                   | 10    | 1995           |                    |                 |
| 6.81           | +0.77                          | A   | OP   | RR and Mill Ave Viaduct                    |               |            |                     |                        |                      |       | 1992           | 1030 ft Concrete   |                 |
| 6.93           | +0.89                          | C   | EB   | <a href="#">Projects spanning M6 to M7</a> | PCC           | PCC        | 5                   | 10                     | 60                   | 10    | 1995           |                    |                 |
| 7.16           | M007 +0.13                     | A   | OP   | West Ped                                   |               |            |                     |                        |                      |       | 1992           | 74 ft Concrete     |                 |
| 7.44           | +0.41                          | A   | OP   | East Ped                                   |               |            |                     |                        |                      |       | 1992           | 74 ft Concrete     |                 |
| 7.51           | +0.48                          | C   | TI   | (EB) Scottsdale Rd (off)                   | PCC           | PCC        | 1                   | 10                     | 12                   | 10    | 92             |                    |                 |
| 7.52           | +0.49                          | A   | OP   | College Ave                                |               |            |                     |                        |                      |       | 1992           | 126 ft Concrete    |                 |
| 7.56           | +0.53                          | C   | TI   | (EB) Scottsdale Rd (off)                   | PCC           | PCC        | 2.5                 | 10                     | 30                   | 10    | 92             |                    |                 |
| 7.66           | +0.62                          | C   | TI   | (EB) Scottsdale Rd (off)                   | PCC           | PCC        | 4                   | 10                     | 48                   | 10    | 92             |                    |                 |
| 7.74           | +0.71                          | C   | TI   | (EB) Scottsdale Rd (off)                   | PCC           | PCC        | 2                   | 10                     | 24                   | 10    | 92             |                    |                 |
|                |                                | C   | TI   | (EB) Scottsdale Rd (off)                   | PCC           | PCC        | 2                   | 10                     | 24                   | 10    | 92             |                    |                 |
| 7.77           | +0.73                          | A   | OP   | Exit #7 Scottsdale Road                    |               |            |                     |                        |                      |       | 1992           | 200 ft Concrete    |                 |
|                |                                | A   | TI   | (NB/SB) Scottsdale Dr Crossing             | PCC           | PCC        | 6                   | 72                     |                      | 0.17  |                |                    |                 |
| 7.78           | +0.74                          | C   | TI   | (EB) Scottsdale Rd (on)                    | PCC           | PCC        | 2                   | 10                     | 24                   | 10    | 92             |                    |                 |
|                |                                | C   | TI   | (EB) Scottsdale Rd (on)                    | PCC           | PCC        | 1                   | 10                     | 12                   | 10    | 92             |                    |                 |
| 7.79           | +0.76                          | A   | BR   | Indian Bend Wash                           |               |            |                     |                        |                      |       | 1994           | 1008 ft Concrete   |                 |
|                |                                | C   | TI   | (EB) Scottsdale Rd (on)                    | PCC           | PCC        | 2.5                 | 10                     | 30                   | 10    | 92             |                    |                 |
| 7.82           | +0.78                          | C   | TI   | (EB) Scottsdale Rd (on)                    | PCC           | PCC        | 2                   | 10                     | 24                   | 10    | 92             |                    |                 |
| 7.96           | +0.93                          | C   | TI   | (EB) Scottsdale Rd (on)                    | PCC           | PCC        | 1.5                 | 10                     | 18                   | 10    | 92             |                    |                 |
| 7.97           |                                | C   | JB   | Temp Leave Tempe / Enter County Island     |               |            |                     |                        |                      |       |                |                    |                 |
| 8.00           | +0.97                          | C   | TI   | (EB) Scottsdale Rd (on)                    | PCC           | PCC        | 1                   | 10                     | 12                   | 10    | 92             |                    |                 |
| 8.01           | +0.98                          | C   | JB   | Leave County Island / Enter Tempe          |               |            |                     |                        |                      |       |                |                    |                 |
| 8.04           | M008 +0.01                     | C   | EB   | <a href="#">Projects spanning M8 to M9</a> | PCC           | PCC        | 5                   | 10                     | 72                   | 10    | 1995           |                    |                 |
| 8.14           | +0.10                          | C   | EB   |  | PCC           | PCC        | 5                   | 10                     | 66                   | 10    | 1995           |                    |                 |
| 8.18           | +0.15                          | C   | EB   |  | PCC           | PCC        | 5                   | 10                     | 66                   | 10    | 1996           |                    |                 |
|                |                                | C   | MD   | 9 ft Concrete Median Barrier               |               |            |                     |                        |                      |       | 1.00           |                    |                 |

**S 202 at M008+0.15**

**M008+0.15 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M008+0.22**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M008+0.22 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|
| 8.26           | M008 +0.22                     | C   | BR   | (EB) Salt River Bridge                       |               |            |                     |               |                      |       | 1996           | 5292 ft Concrete   |                 |         |
| 8.29           | +0.25                          | C   | EB   | <a href="#">Projects spanning M8 to M9</a>   | PCC           | PCC        | 5                   | 10            | 60                   | 10    | 0.04           |                    | 1996            |         |
| 8.33           | +0.29                          | C   | EB   |  | PCC           | PCC        | 5                   | 10            | 66                   | 10    | 0.02           |                    | 1996            |         |
| 8.35           | +0.31                          | C   | EB   |  | PCC           | PCC        | 5                   | 10            | 72                   | 10    | 0.04           |                    | 1996            |         |
| 8.39           | +0.35                          | C   | EB   |  | PCC           | PCC        | 5                   | 10            | 60                   | 10    | 0.80           |                    | 1996            |         |
|                |                                | C   | TI   | (EB) Hayden Rd (off)                         | PCC           | PCC        | 1                   |               | 12                   |       | 0.24           |                    | 1996            |         |
| 8.62           | +0.59                          | C   | TI   | (EB) Hayden Rd (off)                         | PCC           | PCC        | 2.5                 |               | 30                   |       | 0.06           |                    | 1996            |         |
| 8.68           | +0.64                          | C   | TI   | (EB) Hayden Rd (off)                         | PCC           | PCC        | 4                   |               | 48                   |       | 0.04           |                    | 1996            |         |
| 8.73           | +0.70                          | C   | OP   | (EB) Exit #8 McClintock Road                 |               |            |                     |               |                      |       |                |                    | 1996            | Unknown |
|                |                                | A   | TI   | (NB/SB) Hayden Rd/McClintock Dr Crossing     | Unk           | Unk        | 6                   |               | 72                   |       | 0.06           |                    |                 |         |
| 9.18           | M009 +0.16                     | C   | MD   | Variable Concrete Curbed Median              |               |            |                     |               |                      |       | 0.17           |                    |                 |         |
|                |                                | C   | EB   | <a href="#">Projects spanning M9 to M10</a>  | PCC           | PCC        | 4                   | 12            | 60                   | 12    | 0.23           | 1994               |                 |         |
| 9.21           | +0.18                          | C   | JB   | Temp Leave Tempe / Enter Salt River IR       |               |            |                     |               |                      |       |                |                    |                 |         |
| 9.23           | +0.21                          | C   | VMS  | (EB) Variable Message Sign #252 (Existing)   |               |            |                     |               |                      |       |                |                    |                 |         |
| 9.35           | +0.33                          | C   | MD   | Variable Soil Median                         |               |            |                     |               |                      |       | 0.06           |                    |                 |         |
| 9.41           | +0.39                          | C   | EB   | <a href="#">Projects spanning M9 to M10</a>  | PCC           | PCC        | 4                   | 22            | 60                   | 12    | 0.02           | 1997               |                 |         |
|                |                                | C   | MD   | Variable Concrete Median Barrier             |               |            |                     |               |                      |       | 0.20           |                    |                 |         |
| 9.44           | +0.41                          | C   | EB   | <a href="#">Projects spanning M9 to M10</a>  | PCC           | PCC        | 4                   | 22            | 66                   | 12    | 0.04           | 1997               |                 |         |
| 9.47           | +0.45                          | C   | EB   |  | PCC           | PCC        | 4                   | 22            | 72                   | 12    | 0.02           | 1997               |                 |         |
| 9.49           | +0.47                          | C   | EB   |  | PCC           | PCC        | 4                   | 22            | 48                   | 12    | 0.12           | 1997               |                 |         |
|                |                                | C   | TI   | (EB) S 101 NB/SB (off)                       | PCC           | PCC        | 2                   |               | 24                   |       | 0.04           |                    |                 |         |
| 9.54           | +0.51                          | C   | TI   | (EB) S 101 NB/SB (off)                       | PCC           | PCC        | 2.5                 |               | 30                   |       | 0.04           |                    |                 |         |
| 9.57           | +0.55                          | C   | TI   | (EB) S 101 NB/SB (off)                       | PCC           | PCC        | 3                   |               | 36                   |       | 0.08           |                    |                 |         |
| 9.61           | +0.59                          | C   | EB   | <a href="#">Projects spanning M9 to M10</a>  | PCC           | PCC        | 4                   | 8             | 48                   | 10    | 0.09           | 1997               |                 |         |
|                |                                | C   | MD   | 32 ft Soil Median                            |               |            |                     |               |                      |       | 2.28           |                    |                 |         |
| 9.62           |                                | C   | JB   | Leave Salt River IR / Reenter Tempe          |               |            |                     |               |                      |       |                |                    |                 |         |
| 9.64           | +0.62                          | C   | TI   | (EB) S 101 SB (off)                          | PCC           | PCC        | 2                   |               | 24                   |       | 0.21           |                    |                 |         |
| 9.65           |                                | C   | TI   | (EB) S 101 NB (off)                          | PCC           | PCC        | 1                   |               | 12                   |       | 0.75           |                    |                 |         |
| 9.69           | +0.67                          | A   | UP   | Under S 202 WB to S 101 SB                   |               |            |                     |               |                      |       |                | 1995               | 16'-06"         |         |
| 9.70           | +0.68                          | C   | EB   | <a href="#">Projects spanning M9 to M10</a>  | PCC           | PCC        | 3.5                 | 8             | 42                   | 10    | 0.18           | 1997               |                 |         |
| 9.76           | +0.73                          | C   | JB   | ECL Tempe / WCL Mesa                         |               |            |                     |               |                      |       |                |                    |                 |         |
| 9.77           | +0.75                          | C   | TI   | (EB) S 101 NB (off)                          | PCC           | PCC        | 2                   |               | 24                   |       | 0.25           |                    |                 |         |
| 9.80           | +0.78                          | C   | TI   | (EB) S 101 SB (off)                          | PCC           | PCC        | 3                   |               | 36                   |       | 0.16           |                    |                 |         |
| 9.81           | +0.79                          | C   | UP   | (EB) Under S 101 SB/NB                       |               |            |                     |               |                      |       |                | 18 Oct 1996        | ??'-??"         |         |
| 9.88           | +0.86                          | C   | EB   | <a href="#">Projects spanning M9 to M10</a>  | PCC           | PCC        | 3                   | 8             | 36                   | 10    | 0.25           | 1997               |                 |         |
| 9.89           |                                | C   | TI   | (EB) S 101 SB (off)                          | AC/PCC        | AC/PCC     | 3                   |               | 36                   |       | 0.02           |                    |                 |         |
| 9.95           | +0.93                          | A   | UP   | Under S 202 EB to S 101 NB                   |               |            |                     |               |                      |       |                | 1997               | ??'-??"         |         |
| 10.13          | M010 +0.11                     | C   | EB   | <a href="#">Projects spanning M10 to M11</a> | PCC           | PCC        | 3                   | 8             | 36                   | 12    | 0.08           | 1997               |                 |         |
| 10.22          | +0.19                          | C   | EB   |  | PCC           | PCC        | 3                   | 8             | 48                   | 12    | 0.52           | 1997               |                 |         |

**S 202 at M010+0.19**

**M010+0.19 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M010+0.19**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M010+0.19 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 10.22          | M010 +0.19                     | C   | TI   | (EB) S 101 (on)                              |               |            |                     |               |                      |       |                |                    |                 |
| 10.74          | +0.71                          | C   | EB   | <a href="#">Projects spanning M10 to M11</a> | PCC           | PCC        | 3                   | 8             | 54                   | 12    | 0.03           | 1997               |                 |
| 10.77          | +0.74                          | C   | EB   |  | PCC           | PCC        | 3                   | 8             | 60                   | 12    | 0.08           | 1997               |                 |
| 10.85          | +0.82                          | C   | EB   |  | PCC           | PCC        | 3                   | 8             | 42                   | 12    | 0.21           | 1997               |                 |
|                |                                | C   | TI   | (EB) Dobson Rd (off)                         | PCC           | PCC        | 1                   | 2             | 14                   | 6     | 0.11           | 1997               |                 |
| 10.93          | +0.90                          | C   | JB   | Temp Leave Mesa                              |               |            |                     |               |                      |       |                |                    |                 |
| 10.95          | +0.93                          | C   | TI   | (EB) Dobson Rd (off)                         | PCC           | PCC        | 2                   | 2             | 28                   | 6     | 0.06           | 1997               |                 |
| 11.01          | +0.98                          | C   | TI   | (EB) Dobson Rd (off)                         | PCC           | PCC        | 3                   | 2             | 42                   | 6     | 0.07           | 1997               |                 |
| 11.06          | M011 +0.03                     | C   | EB   | <a href="#">Projects spanning M11 to M12</a> | PCC           | PCC        | 3                   | 8             | 36                   | 12    | 0.24           | 1997               |                 |
| 11.10          | +0.07                          | C   | TI   | (EB) Dobson Rd (on)                          | PCC           | PCC        | 2                   | 2             | 28                   | 6     | 0.04           | 1997               |                 |
|                |                                | C   | OP   | (EB) Exit #10 Dobson Road                    |               |            |                     |               |                      |       |                | 1997               | 222 ft Concrete |
|                |                                | A   | TI   | (NB/SB Dobson Rd Crossing                    | PCC           | PCC        | 2                   |               | 24                   |       | 0.13           |                    |                 |
| 11.13          | +0.10                          | C   | TI   | (EB) Dobson Rd (on)                          | PCC           | PCC        | 1.5                 | 2             | 21                   | 6     | 0.09           | 1997               |                 |
| 11.21          | +0.18                          | C   | TI   | (EB) Dobson Rd (on)                          | PCC           | PCC        | 1                   | 2             | 14                   | 6     | 0.09           | 1997               |                 |
| 11.30          | +0.27                          | C   | EB   | <a href="#">Projects spanning M11 to M12</a> | PCC           | PCC        | 3                   | 8             | 48                   | 12    | 0.27           | 1997               |                 |
| 11.56          | +0.54                          | C   | EB   |  | AC/PCC        | AC         | 3                   | 8             | 48                   | 12    | 0.26           | 29 Mar 2004        |                 |
|                |                                | C   | CG   | Low Profile Gutter to Right                  |               |            |                     |               |                      |       | 4.42           | 2004               |                 |
| 11.83          | +0.80                          | C   | EB   | <a href="#">Projects spanning M11 to M12</a> | AC/PCC        | AC         | 3                   | 8             | 36                   | 12    | 0.42           | 29 Mar 2004        |                 |
|                |                                | C   | TI   | (EB) Alma School Rd (off)                    | PCC           | PCC        | 1                   | 4             | 14                   | 6     | 0.04           | 1997               |                 |
| 11.86          | +0.83                          | C   | TI   | (EB) Alma School Rd (off)                    | PCC           | PCC        | 2                   | 4             | 28                   | 6     | 0.06           | 1997               |                 |
| 11.89          | +0.86                          | C   | MD   | Variable Soil Median                         |               |            |                     |               |                      |       | 0.30           |                    |                 |
| 11.93          | +0.90                          | C   | TI   | (EB) Alma School Rd (off)                    | PCC           | PCC        | 3                   | 4             | 42                   | 6     | 0.12           | 10 May 2004        |                 |
| 12.07          | M012 +0.04                     | C   | OP   | (EB) Exit #11 Alma School Road               |               |            |                     |               |                      |       |                | 1997               | 157 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Alma School Rd Crossing              | PCC           | PCC        | 4                   |               | 48                   |       | 0.12           |                    |                 |
|                |                                | C   | TI   | (EB) Alma School Rd (on)                     | AC/PCC        | AC/PCC     | 2                   | 4             | 28                   | 6     | 0.18           | 10 May 2004        |                 |
| 12.19          | +0.16                          | C   | MD   | 32 ft Soil Median                            |               |            |                     |               |                      |       | 0.86           |                    |                 |
| 12.24          | +0.21                          | C   | TI   | (EB) Alma School Rd (on)                     | AC/PCC        | AC/PCC     | 1.5                 | 4             | 21                   | 6     | 0.01           | 1997               |                 |
| 12.25          | +0.22                          | C   | EB   | <a href="#">Projects spanning M12 to M13</a> | AC/PCC        | AC         | 3                   | 8             | 48                   | 12    | 0.21           | 29 Mar 2004        |                 |
| 12.40          | +0.38                          | A   | JB   | Reenter Mesa                                 |               |            |                     |               |                      |       |                |                    |                 |
| 12.46          | +0.44                          | C   | EB   | <a href="#">Projects spanning M12 to M13</a> | AC/PCC        | AC         | 3                   | 8             | 54                   | 12    | 0.03           | 29 Mar 2004        |                 |
| 12.50          | +0.47                          | C   | EB   |  | AC/PCC        | AC         | 3                   | 8             | 60                   | 12    | 0.09           | 29 Mar 2004        |                 |
| 12.59          | +0.56                          | C   | EB   |  | AC/PCC        | AC         | 3                   | 8             | 42                   | 12    | 0.14           | 29 Mar 2004        |                 |
|                |                                | C   | TI   | (EB) McKellips Rd (off)                      | PCC           | PCC        | 1.5                 | 8             | 18                   | 12    | 0.01           | 1998               |                 |
| 12.60          | +0.57                          | C   | TI   | (EB) McKellips Rd (off)                      | PCC           | PCC        | 2                   | 8             | 24                   | 12    | 0.11           | 10 May 2004        |                 |
| 12.71          | +0.68                          | C   | TI   | (EB) McKellips Rd (off)                      | PCC           | PCC        | 2.5                 | 8             | 30                   | 12    | 0.04           | 1998               |                 |
| 12.73          | +0.70                          | C   | EB   | <a href="#">Projects spanning M12 to M13</a> | AC/PCC        | AC         | 3                   | 8             | 36                   | 12    | 0.15           | 29 Mar 2004        |                 |
| 12.74          | +0.72                          | C   | TI   | (EB) McKellips Rd (off)                      | PCC           | PCC        | 3                   | 8             | 36                   | 12    | 0.01           | 1998               |                 |
| 12.76          | +0.73                          | A   | TI   | (EB/WB) McKellips Rd Crossing                | PCC           | PCC        | 4                   |               | 48                   |       | 0.12           |                    |                 |
|                |                                | C   | OP   | (EB) Exit #12 McKellips Road                 |               |            |                     |               |                      |       |                | 1998               | Unknown         |

**S 202 at M012+0.73**

**M012+0.73 on S 202**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M012+0.85**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M012+0.85 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 12.88          | M012 +0.85                     | C   | EB   | <a href="#">Projects spanning M12 to M13</a> | AC/PCC        | AC         | 3                   | 8             | 42                   | 12    | 0.06           | 29 Mar 2004        |                 |
| 12.94          | +0.91                          | C   | EB   |  | AC/PCC        | AC         | 3                   | 8             | 48                   | 12    | 0.08           | 29 Mar 2004        |                 |
| 13.02          | +0.99                          | C   | EB   |  | AC/PCC        | AC         | 3                   | 8             | 36                   | 12    | 0.47           | 29 Mar 2004        |                 |
|                |                                | C   | TI   | (EB) Country Club Dr (off)                   | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.07           | 2002               |                 |
| 13.05          | M013 +0.02                     | C   | MD   | Variable 30-32 ft Soil Median                |               |            |                     |               |                      |       | 3.25           |                    |                 |
| 13.09          | +0.06                          | C   | TI   | (EB) Country Club Dr (off)                   | PCC           | PCC        | 1.5                 |               | 18                   |       | 0.06           | 10 May 2004        |                 |
| 13.16          | +0.13                          | C   | TI   | (EB) Country Club Dr (off)                   | PCC           | PCC        | 3                   |               | 36                   |       | 0.08           | 2002               |                 |
| 13.26          | +0.23                          | C   | OP   | (EB) Exit #13 Country Club Dr                |               |            |                     |               |                      |       |                | 13 Jan 2002        | 246 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Country Club Dr Crossing             | PCC           | PCC        | 4                   |               | 48                   |       | 0.12           |                    |                 |
|                |                                | C   | TI   | (EB) Country Club Dr (on)                    | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           | 2002               |                 |
| 13.27          | +0.24                          | C   | JB   | Temp Leave Mesa                              |               |            |                     |               |                      |       |                |                    |                 |
| 13.29          | +0.26                          | C   | TI   | (EB) Country Club Dr (on)                    | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.20           | 10 May 2004        |                 |
| 13.48          | +0.46                          | C   | EB   | <a href="#">Projects spanning M13 to M14</a> | AC/PCC        | AC         | 3                   | 8             | 48                   | 12    | 0.16           | 29 Mar 2004        |                 |
| 13.58          | +0.56                          | C   | JB   | Reenter Mesa                                 |               |            |                     |               |                      |       |                |                    |                 |
| 13.65          | +0.62                          | C   | EB   | <a href="#">Projects spanning M13 to M14</a> | AC/PCC        | AC         | 3                   | 8             | 42                   | 10    | 0.14           | 29 Mar 2004        |                 |
| 13.79          | +0.76                          | C   | EB   |  | AC/PCC        | AC         | 3                   | 8             | 36                   | 10    | 2.20           | 29 Mar 2004        |                 |
| 13.82          | +0.79                          | A   | UP   | Center St                                    |               |            |                     |               |                      |       |                | 13 Jan 2002        | ??'-??"         |
| 14.55          | M014 +0.52                     | A   | UP   | Mesa Dr                                      |               |            |                     |               |                      |       |                | 13 Jan 2002        | ??'-??"         |
| 15.56          | M015 +0.54                     | A   | UP   | Stapley Dr                                   |               |            |                     |               |                      |       |                | 13 Jan 2002        | ??'-??"         |
| 15.99          | +0.96                          | C   | EB   | <a href="#">Projects spanning M15 to M16</a> | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.15           | 20 Oct 2003        |                 |
| 16.14          | M016 +0.11                     | C   | EB   | <a href="#">Projects spanning M16 to M17</a> | AC            | AC         | 3                   | 8             | 42                   | 10    | 0.03           | 20 Oct 2003        |                 |
| 16.17          | +0.15                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.09           | 20 Oct 2003        |                 |
| 16.26          | +0.23                          | C   | TI   | (EB) Gilbert Rd (off)                        | AC/PCC        | AC/PCC     | 1.5                 |               | 18                   |       | 0.05           | 2002               |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M16 to M17</a> | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.98           | 20 Oct 2003        |                 |
| 16.30          | +0.27                          | C   | MD   | Variable 32-42 ft Soil Median                |               |            |                     |               |                      |       | 0.19           |                    |                 |
| 16.31          | +0.29                          | C   | TI   | (EB) Gilbert Rd (off)                        | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.15           | 2002               |                 |
| 16.45          | +0.43                          | C   | TI   | (EB) Gilbert Rd (off)                        | AC/PCC        | AC/PCC     | 2.5                 |               | 30                   |       | 0.06           | 2002               |                 |
| 16.48          | +0.46                          | A   | UP   | Gilbert Rd J-Ramp to S 202 WB                |               |            |                     |               |                      |       |                | 13 Jan 2002        | ??'-??"         |
| 16.49          |                                | C   | MD   | 42 ft Soil Median                            |               |            |                     |               |                      |       | 1.70           |                    |                 |
| 16.51          | +0.49                          | C   | TI   | (EB) Gilbert Rd (off)                        | PCC           | PCC        | 3                   |               | 36                   |       | 0.05           | 2002               |                 |
| 16.58          | +0.56                          | A   | UP   | Exit #16 Gilbert Rd                          |               |            |                     |               |                      |       |                | 13 Jan 2002        | ??'-??"         |
|                |                                | A   | TI   | (NB/SB) Gilbert Rd Crossing                  | PCC           | PCC        | 4                   |               | 48                   |       | 0.11           |                    |                 |
| 16.89          | +0.87                          | C   | UP   | (EB) McDowell Rd                             |               |            |                     |               |                      |       |                | 13 Jan 2002        | ??'-??"         |
|                |                                | A   | TI   | (EB/WB) McDowell Rd Crossing                 | PCC           | PCC        | 4                   |               | 48                   |       | 0.16           |                    |                 |
| 16.95          | +0.92                          | C   | TI   | (EB) McDowell Rd (on)                        | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           | 2002               |                 |
| 16.98          | +0.95                          | C   | TI   | (EB) McDowell Rd (on)                        | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.11           | 2002               |                 |
| 17.02          | +0.99                          | C   | UP   | (EB) S 202 WB C-Ramp to McDowell Rd          |               |            |                     |               |                      |       |                | 07 Oct 2002        | ??'-??"         |
| 17.08          | M017 +0.05                     | C   | TI   | (EB) McDowell Rd (on)                        | AC/PCC        | AC/PCC     | 1.5                 |               | 18                   |       | 0.11           | 2002               |                 |
| 17.19          | +0.16                          | C   | TI   | (EB) McDowell Rd (on)                        | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.04           | 2002               |                 |

**S 202 at M017+0.16**

**M017+0.16 on S 202**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M017+0.20**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M017+0.20 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 17.24          | M017 +0.20                     | C   | EB   | <a href="#">Projects spanning M17 to M18</a> | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.34           | 20 Oct 2003        |                 |
| 17.35          | +0.31                          | C   | JB   | Temp Leave Mesa                              |               |            |                     |               |                      |       |                |                    |                 |
| 17.58          | +0.54                          | C   | EB   | <a href="#">Projects spanning M17 to M18</a> | AC            | AC         | 3                   | 8             | 42                   | 10    | 0.18           | 20 Oct 2003        |                 |
| 17.76          | +0.72                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 36                   | 10    | 0.88           | 20 Oct 2003        |                 |
| 18.13          | M018 +0.10                     | C   | UP   | (EB) Thomas Rd                               |               |            |                     |               |                      |       |                | 07 Oct 2002        | ??'-??"         |
| 18.18          | +0.15                          | C   | MD   | Variable 42-32 ft Soil Median                |               |            |                     |               |                      |       | 0.59           |                    |                 |
| 18.58          | +0.55                          | A   | JB   | Reenter Mesa                                 |               |            |                     |               |                      |       |                |                    |                 |
| 18.64          | +0.61                          | C   | EB   | <a href="#">Projects spanning M18 to M19</a> | AC            | AC         | 3                   | 8             | 42                   | 10    | 0.03           | 20 Oct 2003        |                 |
| 18.67          | +0.64                          | C   | EB   |  | AC            | AC         | 3                   | 8             | 48                   | 10    | 0.09           | 20 Oct 2003        |                 |
| 18.76          | +0.73                          | C   | CG   | Low Profile Gutter to Right                  |               |            |                     |               |                      |       | 2.02           | 2004               |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M18 to M19</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.54           | 26 Mar 2004        |                 |
|                |                                | C   | TI   | (EB) Val Vista Rd (off)                      | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.10           | 2002               |                 |
| 18.77          |                                | C   | MD   | 32 ft Soil Median                            |               |            |                     |               |                      |       | 3.93           |                    |                 |
| 18.85          | +0.82                          | C   | TI   | (EB) Val Vista Rd (off)                      | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.10           | 2002               |                 |
| 18.96          | +0.93                          | C   | TI   | (EB) Val Vista Rd (off)                      | PCC           | PCC        | 3                   |               | 36                   |       | 0.10           | 2002               |                 |
| 19.08          | M019 +0.05                     | A   | UP   | Exit #19 Val Vista Dr                        |               |            |                     |               |                      |       |                | 07 Oct 2002        | ??'-??"         |
|                |                                | A   | TI   | (NB/SB) Val Vista Dr Crossing                | PCC           | PCC        | 4                   |               | 48                   |       | 0.16           |                    |                 |
| 19.10          | +0.07                          | C   | TI   | (EB) Val Vista Rd (on)                       | PCC           | PCC        | 2                   |               | 24                   |       | 0.03           | 2002               |                 |
| 19.13          | +0.10                          | C   | TI   | (EB) Val Vista Rd (on)                       | AC/PCC        | AC/PCC     | 2                   |               | 24                   |       | 0.15           | 2002               |                 |
| 19.28          | +0.25                          | C   | TI   | (EB) Val Vista Rd (on)                       | AC/PCC        | AC/PCC     | 1.5                 |               | 18                   |       | 0.02           | 2002               |                 |
| 19.30          | +0.27                          | C   | EB   | <a href="#">Projects spanning M19 to M20</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 48                   | 10    | 0.52           | 26 Mar 2004        |                 |
| 19.38          | +0.35                          | A   | BR   | SRP Equipment RCB OP                         |               |            |                     |               |                      |       |                | 11 Feb 2002        | 23 ft Concrete  |
| 19.39          | +0.36                          | C   | BR   | (EB) South Canal                             |               |            |                     |               |                      |       |                | 11 Feb 2002        | 110 ft Concrete |
| 19.42          | +0.39                          | A   | BR   | SRP Equipment RCB OP                         |               |            |                     |               |                      |       |                | 11 Feb 2002        | 23 ft Concrete  |
| 19.82          | +0.79                          | C   | TI   | (EB) Greenfield Rd (off)                     | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.09           | 2002               |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M19 to M20</a> | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 10    | 0.17           | 26 Mar 2004        |                 |
| 19.91          | +0.88                          | C   | TI   | (EB) Greenfield Rd (off)                     | PCC           | PCC        | 2                   |               | 24                   |       | 0.09           | 2002               |                 |
| 19.99          | +0.97                          | C   | EB   | <a href="#">Projects spanning M19 to M20</a> | AC/PCC        | AC/PCC     | 2.5                 | 8             | 30                   | 10    | 0.20           | 26 Mar 2004        |                 |
| 20.00          |                                | C   | TI   | (EB) Greenfield Rd (off)                     | PCC           | PCC        | 3                   |               | 36                   |       | 0.09           | 2002               |                 |
| 20.10          | M020 +0.08                     | A   | TI   | (NB/SB) Greenfield Rd Crossing               | PCC           | PCC        | 4                   |               | 48                   |       | 0.27           |                    |                 |
|                |                                | A   | UP   | Exit #20 Greenfield Rd                       |               |            |                     |               |                      |       |                | 07 Oct 2002        | ??'-??"         |
| 20.11          | +0.09                          | C   | TI   | (EB) Greenfield Rd (on)                      | PCC           | PCC        | 1                   |               | 12                   |       | 0.22           | 2002               |                 |
| 20.19          | +0.17                          | C   | EB   | <a href="#">Projects spanning M20 to M21</a> | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.14           | 26 Mar 2004        |                 |
| 20.34          | +0.31                          | C   | EB   |  | AC/PCC        | AC/PCC     | 2                   | 8             | 36                   | 10    | 0.03           | 26 Mar 2004        |                 |
| 20.37          | +0.35                          | C   | EB   |  | AC/PCC        | AC/PCC     | 2                   | 8             | 30                   | 10    | 0.10           | 26 Mar 2004        |                 |
| 20.47          | +0.44                          | C   | EB   |  | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.28           | 26 Mar 2004        |                 |
| 20.75          | +0.73                          | C   | EB   |  | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.03           | 11 Jan 2003        |                 |
| 20.78          | +0.76                          | C   | EB   |  | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.33           | 11 Jan 2003        |                 |
|                |                                | C   | TI   | (EB) Higley Rd (off)                         | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.34           | 27 Jun 2005        |                 |

**S 202 at M020+0.76**

**M020+0.76 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M020+0.76**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M020+0.76 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|-----------------------|-----------------|
| 20.78          | M020 +0.76                     | C   | CG   | Low Profile Gutter to Right                                   |               |            |                     |               |                      | 1.92  | 27 Jun 2005    |                       |                 |
| 21.11          | M021 +0.07                     | C   | EB   | <a href="#">Projects spanning M21 to M22</a>                  | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.25           | 27 Jun 2005           |                 |
|                |                                | A   | UP   | Exit #21 Higley Rd  |               |            |                     |               |                      |       | 27 Jun 2005    |                       | ??'-??"         |
|                |                                | A   | TI   | (NB/SB) Recker Rd Crossing                                    | PCC           | PCC        | 4                   |               | 48                   |       | 0.16           |                       |                 |
|                |                                | A   | TI   | (NB/SB) Power Rd Crossing                                     | AC            | AC         | 4                   |               | 48                   |       | 0.14           |                       |                 |
|                |                                | A   | TI   | (NB/SB) Power Rd Crossing                                     | PCC           | PCC        | 4                   |               | 48                   |       | 0.09           |                       |                 |
|                |                                | A   | TI   | (NB/SB) Power Rd Crossing                                     | AC            | AC         | 4                   |               | 48                   |       | 0.05           | 27 Jun 2005           |                 |
|                |                                | A   | TI   | (NB/SB) Higley Rd Crossing                                    | PCC           | PCC        | 4                   |               | 48                   |       | 0.16           |                       |                 |
|                | +0.08                          | C   | TI   | (EB) Higley Rd (on)   | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.25           | 27 Jun 2005           |                 |
| 21.36          | +0.32                          | C   | EB   | <a href="#">Projects spanning M21 to M22</a>                  | AC/PCC        | AC/PCC     | 2                   | 8             | 36                   | 10    | 0.44           | 27 Jun 2005           |                 |
| 21.80          | +0.77                          | C   | EB   |   | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.65           | 27 Jun 2005           |                 |
|                |                                | C   | TI   | (EB) Recker Rd (off)  | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.42           | 27 Jun 2005           |                 |
| 22.20          | M022 +0.17                     | C   | TI   | (EB) Recker Rd (on)   | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.35           | 27 Jun 2005           |                 |
|                |                                | A   | UP   | Exit #22 Recker Rd  |               |            |                     |               |                      |       | 27 Jun 2005    |                       | ??'-??"         |
| 22.46          | +0.42                          | C   | EB   | <a href="#">Projects spanning M22 to M23</a>                  | AC/PCC        | AC/PCC     | 2                   | 8             | 36                   | 10    | 0.09           | 27 Jun 2005           |                 |
| 22.55          | +0.51                          | C   | EB   |   | AC/PCC        | AC/PCC     | 2                   | 8             | 30                   | 10    | 0.10           | 27 Jun 2005           |                 |
| 22.65          | +0.62                          | C   | EB   |   | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 10    | 0.05           | 27 Jun 2005           |                 |
| 22.70          | +0.70                          | C   | TI   | (EB) Power Rd (off)   | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.52           | 27 Jun 2005           |                 |
|                |                                | C   | X    | Traffic on Ramps  |               |            |                     |               |                      |       |                |                       |                 |
| 30.53          | M030 +0.51                     | C   | OP   | (SB) Ramp S 202 SB to U 060 EB over mainlines, ramps (CLOSED) |               |            |                     |               |                      |       | 24 Jan 2005    | 420 ft Concrete/Steel |                 |
| 30.55          | +0.52                          | C   | UP   | (SB) S 202 SB to U 060 WB Under S 202 NB to U 060 WB Ramp     |               |            |                     |               |                      |       | 23 Jan 2005    |                       | 44'-08"         |
| 30.58          | +0.56                          | C   | OP   | (SB) U 060 (Closed)   |               |            |                     |               |                      |       | 24 Jan 2005    | 339 ft Concrete/Steel |                 |
| 30.66          | +0.63                          | C   | UP   | (SB) Ramp S 202 NB to U 060 WB                                |               |            |                     |               |                      |       | 23 Jan 2005    |                       | ??'-??"         |
| 30.86          | +0.83                          | C   | J    | Continue (SB) S 202 at U 060 EB to S 202 SB Ramp              |               |            |                     |               |                      |       | 22 Jan 2005    |                       |                 |
|                |                                | C   | SB   | <a href="#">Projects spanning M30 to M31</a>                  | AC/PCC        | AC/PCC     | 2                   | 44            | 24                   | 36    | 0.50           | 22 Jan 2005           |                 |
|                |                                | C   | TI   | (SB) U 060 EB (on)  |               |            |                     |               |                      |       |                |                       |                 |
|                |                                | C   | MD   | 78 ft Soil Median with Cable Barrier                          |               |            |                     |               |                      |       | 0.28           |                       |                 |
|                |                                | C   | CG   | Low Profile Gutter to Right                                   |               |            |                     |               |                      |       | 0.79           | 22 Jan 2005           |                 |
| 31.11          | +0.08                          | A   | TI   | (EB/WB) Baseline Rd Crossing                                  | PCC           | PCC        | 5                   | 0             | 55                   | 6     | 0.16           | 22 Jan 2005           |                 |
|                |                                | A   | TI   | (EB/WB) Baseline Rd Crossing                                  | AC            | AC         | 5                   | 0             | 60                   | 6     | 0.03           | 22 Jan 2005           |                 |
|                |                                | A   | TI   | (EB/WB) Baseline Rd Crossing                                  | AC            | AC         | 4.5                 | 0             | 54                   | 6     | 0.05           | 22 Jan 2005           |                 |
|                |                                | A   | TI   | (EB/WB) Baseline Rd Crossing                                  | AC            | AC         | 4.5                 | 0             | 54                   | 6     | 0.10           | 22 Jan 2005           |                 |
|                | M031 +0.07                     | C   | OP   | (SB) Exit #31 at Baseline Rd                                  |               |            |                     |               |                      |       | 22 Jan 2005    | 186 ft Concrete/Steel |                 |
| 31.12          | +0.08                          | C   | TI   | (SB) Baseline Rd (on)   | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.19           | 22 Jan 2005           |                 |
| 31.14          | +0.11                          | C   | MD   | Variable Soil Median with Cable Barrier                       |               |            |                     |               |                      |       | 0.51           |                       |                 |
| 31.31          | +0.27                          | C   | TI   | (SB) Baseline Rd (on)   | PCC           | PCC        | 1.5                 | 2             | 18                   | 5     | 0.09           | 22 Jan 2005           |                 |
| 31.36          | +0.33                          | C   | SB   | <a href="#">Projects spanning M31 to M32</a>                  | AC/PCC        | AC/PCC     | 2                   | 44            | 30                   | 23    | 0.03           | 22 Jan 2005           |                 |
| 31.39          | +0.36                          | C   | SB   |   | AC/PCC        | AC/PCC     | 2                   | 44            | 36                   | 10    | 0.36           | 22 Jan 2005           |                 |
| 31.66          | +0.62                          | C   | MD   | 32 ft Soil Median with Cable Barrier                          |               |            |                     |               |                      |       | 1.51           |                       |                 |

**S 202 at M031+0.62**

**M031+0.62 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M031+0.62**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M031+0.62 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance       |             |                       |  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------------|-------------|-----------------------|--|
| 31.66          | M031 +0.62                     | C   | CG   | Low Profile Gutter to Left and Right         |               |            |                     |               |                      |       |                |                    | 0.48                  | 22 Jan 2005 |                       |  |
| 31.76          | +0.72                          | C   | SB   | <a href="#">Projects spanning M31 to M32</a> |               |            |                     |               |                      |       |                |                    | 0.08                  | 22 Jan 2005 |                       |  |
| 31.84          | +0.80                          | C   | SB   | AC/PCC                                       | AC/PCC        | 2          | 44                  | 48            | 10                   | 0.13  | 22 Jan 2005    |                    |                       |             |                       |  |
| 31.97          | +0.94                          | C   | SB   | AC/PCC                                       | AC/PCC        | 2          | 44                  | 24            | 10                   | 0.37  | 22 Jan 2005    |                    |                       |             |                       |  |
|                |                                | C   | TI   | (SB) Guadalupe Rd (off)                      | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.08           | 22 Jan 2005        |                       |             |                       |  |
| 32.05          | M032 +0.02                     | C   | TI   | (SB) Guadalupe Rd (off)                      | PCC           | PCC        | 2.5                 | 3             | 30                   | 5     | 0.03           | 22 Jan 2005        |                       |             |                       |  |
| 32.08          | +0.04                          | C   | TI   | (SB) Guadalupe Rd (off)                      | PCC           | PCC        | 3                   | 4             | 36                   | 2     | 0.06           | 22 Jan 2005        |                       |             |                       |  |
| 32.14          | +0.10                          | A   | TI   | (EB/WB) Guadalupe Rd Crossing                | AC            | AC         | 6                   | 0             | 66                   | 6     | 0.12           | 22 Jan 2005        |                       |             |                       |  |
|                |                                | C   | CG   | Low Profile Gutter to Right                  |               |            |                     |               |                      |       |                |                    | 1.02                  | 22 Jan 2005 |                       |  |
| 32.15          | +0.11                          | A   | TI   | (EB/WB) Guadalupe Rd Crossing                | PCC           | PCC        | 6                   | 0             | 66                   | 6     | 0.15           | 22 Jan 2005        |                       |             |                       |  |
|                |                                | C   | UP   | (SB) Exit #32 at Guadalupe Rd                |               |            |                     |               |                      |       |                |                    | 17'-04"               |             |                       |  |
|                |                                | A   | TI   | (EB/WB) Guadalupe Rd Crossing                | AC            | AC         | 6                   | 0             | 66                   | 6     | 0.11           | 22 Jan 2005        |                       |             |                       |  |
| 32.17          | +0.13                          | C   | TI   | (SB) Guadalupe Rd                            | PCC           | PCC        | 2                   | 4             | 24                   | 2     | 0.11           | 22 Jan 2005        |                       |             |                       |  |
| 32.28          | +0.24                          | C   | TI   | (SB) Guadalupe Rd                            | PCC           | PCC        | 1.5                 | 3             | 18                   | 8     | 0.07           | 22 Jan 2005        |                       |             |                       |  |
| 32.35          | +0.31                          | C   | SB   | <a href="#">Projects spanning M32 to M33</a> |               |            |                     |               |                      |       |                |                    | 0.02                  | 22 Jan 2005 |                       |  |
| 32.37          | +0.33                          | C   | SB   | AC/PCC                                       | AC/PCC        | 2          | 44                  | 30            | 16                   | 0.19  | 22 Jan 2005    |                    |                       |             |                       |  |
| 32.56          | +0.52                          | C   | SB   | AC/PCC                                       | AC/PCC        | 2          | 44                  | 24            | 22                   | 0.19  | 22 Jan 2005    |                    |                       |             |                       |  |
| 32.75          | +0.71                          | C   | SB   | AC/PCC                                       | AC/PCC        | 2          | 44                  | 24            | 15                   | 0.08  | 22 Jan 2005    |                    |                       |             |                       |  |
| 32.83          | +0.80                          | C   | SB   | AC/PCC                                       | AC/PCC        | 2          | 44                  | 24            | 8                    | 0.11  | 22 Jan 2005    |                    |                       |             |                       |  |
| 32.94          | +0.91                          | C   | TI   | (SB) Elliot Rd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.22           | 22 Jan 2005        |                       |             |                       |  |
|                |                                | C   | SB   | <a href="#">Projects spanning M32 to M33</a> |               |            |                     |               |                      |       |                |                    | 0.22                  | 22 Jan 2005 |                       |  |
|                |                                | C   | X    | Traffic on Ramps                             |               |            |                     |               |                      |       |                |                    |                       |             |                       |  |
| 33.16          | +1.13                          | C   | OP   | (SB) Exit #33 at Elliot Rd                   |               |            |                     |               |                      |       |                | 22 Jan 2005        | 216 ft Concrete/Steel |             |                       |  |
|                |                                | A   | TI   | (EB/WB) Elliot Rd Crossing                   | AC            | AC         | 3.5                 | 0             | 38.5                 | 17    | 0.03           | 22 Jan 2005        |                       |             |                       |  |
|                |                                | A   | TI   | (EB/WB) Elliot Rd Crossing                   | AC            | AC         | 2.5                 | 0             | 27.5                 | 17    | 0.04           | 22 Jan 2005        |                       |             |                       |  |
|                |                                | A   | TI   | (EB/WB) Elliot Rd Crossing                   | AC            | AC         | 2                   | 0             | 22                   | 9     | 0.07           | 22 Jan 2005        |                       |             |                       |  |
|                |                                | A   | TI   | (EB/WB) Elliot Rd Crossing                   | PCC           | PCC        | 4                   | 0             | 44                   | 17    | 0.15           | 22 Jan 2005        |                       |             |                       |  |
| 33.20          | +1.17                          | A   | TI   | (EB/WB) Elliot Rd Crossing                   | AC            | AC         | 4                   | 0             | 44                   | 17    | 0.12           | 22 Jan 2005        |                       |             |                       |  |
|                |                                | A   | TI   | (EB/WB) Elliot Rd Crossing                   | AC            | AC         | 4                   | 0             | 44                   | 0     | 0.01           | 22 Jan 2005        |                       |             |                       |  |
| 34.22          | M034 +0.14                     | C   | OP   | Warner Rd                                    |               |            |                     |               |                      |       |                |                    |                       | 31 Dec 2005 | 217 ft Concrete/Steel |  |
| 34.26          | +0.18                          | A   | TI   | (EB/WB) Warner Rd Crossing                   | PCC           | PCC        | 6                   |               | 72                   |       | 0.12           |                    |                       |             |                       |  |
| 34.71          | +0.63                          | C   | OP   | Hawes Rd                                     |               |            |                     |               |                      |       |                |                    |                       | 31 Dec 2005 | 215 ft Concrete/Steel |  |
| 35.74          | M035 +0.67                     | C   | OP   | Sossaman Rd                                  |               |            |                     |               |                      |       |                |                    |                       | 31 Dec 2005 | 124 ft Concrete/Steel |  |
| 36.47          | M036 +0.40                     | C   | BR   | Roosevelt Canel                              |               |            |                     |               |                      |       |                |                    |                       | 31 Dec 2005 | 396 ft Concrete/Steel |  |
| 36.71          | +0.64                          | A   | TI   | (NB/SB) Power Rd Crossing                    | PCC           | PCC        | 6                   |               | 72                   |       | 0.43           |                    |                       |             |                       |  |
| 36.72          |                                | C   | OP   | Power Rd                                     |               |            |                     |               |                      |       |                |                    |                       | 2005        | 214 ft Concrete/Steel |  |
| 37.71          | M037 +0.63                     | A   | TI   | (NB/SB) Recker Rd Crossing                   | PCC           | PCC        | 6                   |               | 72                   |       | 0.10           |                    |                       |             |                       |  |
| 38.70          | M038 +0.62                     | A   | TI   | (NB/SB) Higley Rd Crossing                   | PCC           | PCC        | 6                   |               | 72                   |       | 0.46           |                    |                       |             |                       |  |
| 39.78          | M039 +0.68                     | A   | TI   | (EB/WB) Ray Rd Crossing                      | AC            | AC         | 2                   | 5.5           | 22                   | 5.5   | 0.11           | 31 Nov 2004        |                       |             |                       |  |

**S 202 at M039+0.68**

**M039+0.68 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M039+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M039+0.71 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 39.81          | M039 +0.71                     | A   | TI (EB/WB) Ray Rd Crossing                          | AC           | AC            | 2.5        | 5.5                 | 30            | 4                    | 0.04  | 31 Nov 2004    |                    |                 |
| 39.84          | +0.73                          | A   | UP Greenfield Rd under UPRR                         |              |               |            |                     |               |                      |       | 24 Feb 2005    |                    | 17'-00"         |
|                | +0.74                          | A   | TI (EB/WB) Ray Rd Crossing                          | AC           | AC            | 4          | 5.5                 | 48            | 27.5                 | 0.07  | 31 Nov 2004    |                    |                 |
| 39.86          | +0.76                          | A   | UP Ray Rd WB  |              |               |            |                     |               |                      |       | 31 Nov 2004    |                    | 17'-10"         |
|                |                                | A   | UP Ray Rd EB  |              |               |            |                     |               |                      |       | 31 Nov 2004    |                    | 17'-10"         |
| 39.87          | +0.77                          | A   | TI (EB/WB) Ray Rd Crossing                          | PCC          | PCC           | 4          | 5.5                 | 48            | 27.5                 | 0.06  | 31 Nov 2004    |                    |                 |
| 39.89          | +0.78                          | A   | UP UPRR   |              |               |            |                     |               |                      |       | 24 Feb 2005    |                    | 16'-10"         |
| 39.91          | +0.81                          | A   | TI (EB/WB) Ray Rd Crossing                          | AC           | AC            | 4          | 5.5                 | 48            | 27.5                 | 0.10  | 31 Nov 2004    |                    |                 |
| 39.92          | +0.82                          | A   | TI (EB/WB) Ray Rd Crossing                          | AC           | AC            | 4.5        | 5.5                 | 54            | 21.5                 | 0.04  | 31 Nov 2004    |                    |                 |
| 39.95          | +0.85                          | A   | TI (EB/WB) Ray Rd Crossing                          | AC           | AC            | 5          | 5.5                 | 60            | 16.5                 | 0.11  | 31 Nov 2004    |                    |                 |
|                |                                | A   | TI (EB/WB) Greenfield Rd                            | AC           | AC            | 6          | 5.5                 | 69            | 5.5                  | 0.61  | 24 Feb 2005    |                    |                 |
| 40.87          | M040 +0.80                     | A   | TI (EB/WB) Williams Field Rd Crossing               | PCC          | PCC           | 6          |                     | 72            |                      | 0.46  |                |                    |                 |
| 41.56          | M041 +0.49                     | A   | TI (EB/WB) Santan Village Pkwy Crossing             | AC           | AC            | 6          |                     | 72            |                      | 0.03  |                |                    |                 |
|                |                                | A   | TI (EB/WB) Santan Village Pkwy Crossing             | PCC          | PCC           | 6          | 5.5                 | 66            | 5.5                  | 0.15  | 24 Feb 2005    |                    |                 |
|                |                                | A   | UP Greenfield Rd                                    |              |               |            |                     |               |                      |       | 24 Feb 2005    |                    | 16'-06"         |
| 41.92          | +0.85                          | A   | TI (EB/WB) Pecos Rd Crossing                        | PCC          | PCC           | 6          |                     | 72            |                      | 0.09  |                |                    |                 |
| 42.67          | M042 +0.59                     | A   | TI (NB/SB) Val Vista Dr Crossing                    | PCC          | PCC           | 6          |                     | 72            |                      | 0.39  |                |                    |                 |
| 43.68          | M043 +0.60                     | A   | TI (NB/SB) Lindsay Rd Crossing                      | PCC          | PCC           | 6          |                     | 72            |                      | 0.11  |                |                    |                 |
| 44.64          | M044 +0.56                     | A   | TI (NB/SB) Gilbert Rd Crossing                      | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.10  | 18 Dec 2005    |                    |                 |
|                |                                | A   | TI (NB/SB) Gilbert Rd Crossing                      | AC           | AC            | 3.5        | 0                   | 42            | 18                   | 0.04  | 18 Dec 2005    |                    |                 |
|                |                                | C   | J Continue (WB) S 202 WB Ramp at Gilbert Rd         |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UP (WB) Exit #44 at Gilbert Rd SB                   |              |               |            |                     |               |                      |       | 18 Dec 2005    |                    | ??'-??"         |
|                |                                | C   | UP (WB) Exit #44 at Gilbert Rd NB                   |              |               |            |                     |               |                      |       | 18 Dec 2005    |                    | ??'-??"         |
|                |                                | C   | X Traffic on Ramps                                  |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI (NB/SB) Gilbert Rd Crossing                      | PCC          | PCC           | 4          | 18                  | 48            | 18                   | 0.15  | 18 Dec 2005    |                    |                 |
|                |                                | A   | TI (NB/SB) Gilbert Rd Crossing                      | AC           | AC            | 3.5        | 18                  | 42            | 18                   | 0.06  | 18 Dec 2005    |                    |                 |
|                |                                | A   | TI (NB/SB) Gilbert Rd Crossing                      | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.05  |                |                    |                 |
| 44.85          | +0.77                          | A   | JB Inside Chandler, Maricopa County                 |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | WB <a href="#">Projects spanning M44 to M45</a>     | AC/PCC       | PCC           | 2          | 8                   | 36            | 10                   | 0.20  | 18 Dec 2005    |                    |                 |
|                |                                | C   | MD 30 ft Soil Median with Cable Barrier             |              |               |            |                     |               |                      | 2.65  |                |                    |                 |
|                |                                | C   | CG Curb to Right                                    |              |               |            |                     |               |                      | 2.65  | 18 Dec 2005    |                    |                 |
|                |                                | C   | X (WB) Continue Mainline S 202 at Gilbert Rd G-Ramp |              |               |            |                     |               |                      |       |                |                    |                 |
| 45.05          | +0.97                          | C   | WB <a href="#">Projects spanning M44 to M45</a>     | AC/PCC       | PCC           | 3          | 8                   | 48            | 10                   | 0.38  | 18 Dec 2005    |                    |                 |
| 45.43          | M045 +0.35                     | C   | WB <a href="#">Projects spanning M45 to M46</a>     | AC/PCC       | PCC           | 3          | 8                   | 36            | 10                   | 0.42  | 18 Dec 2005    |                    |                 |
|                |                                | C   | TI (WB) Cooper Rd (off)                             | PCC          | PCC           | 1          | 2                   | 12            | 8                    | 0.02  | 18 Dec 2005    |                    |                 |
| 45.45          | +0.36                          | C   | TI (WB) Cooper Rd (off)                             | PCC          | PCC           | 1          | 4                   | 12            | 8                    | 0.05  | 18 Dec 2005    |                    |                 |
| 45.50          | +0.42                          | C   | TI (WB) Cooper Rd (off)                             | PCC          | PCC           | 2.5        | 4                   | 30            | 5                    | 0.06  | 18 Dec 2005    |                    |                 |
| 45.56          | +0.47                          | C   | TI (WB) Cooper Rd (off)                             | PCC          | PCC           | 3          | 4                   | 36            | 2                    | 0.08  | 18 Dec 2005    |                    |                 |
| 45.64          | +0.55                          | A   | TI (NB/SB) Cooper Rd Crossing                       | AC           | AC            | 2          | 0                   | 24            | 0                    | 0.01  | 18 Dec 2005    |                    |                 |

**S 202 at M045+0.55**
**M045+0.55 on S 202**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M045+0.55**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M045+0.55 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |               | Miles       | Year/Date Open        | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|-------------|---------------|-------------|-----------------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width | Width Right | Surface Width |             |                       |                    |                 |
| 45.64          | M045 +0.55                     | A   | TI (NB/SB) Cooper Rd Crossing                   | AC           | AC            | 3          | 0          | 36            | 0           | 0.07          | 18 Dec 2005 |                       |                    |                 |
|                |                                | A   | TI (NB/SB) Cooper Rd Crossing                   | AC           | AC            | 4          | 0          | 48            | 0           | 0.04          | 18 Dec 2005 |                       |                    |                 |
|                | +0.56                          | C   | TI (WB) Cooper Rd (on)                          | PCC          | PCC           | 2          | 2          | 24            | 4           | 0.15          | 18 Dec 2005 |                       |                    |                 |
|                |                                | C   | UP (WB) Exit #45 at Cooper Rd SB                |              |               |            |            |               |             |               | 18 Dec 2005 |                       | 17'-01"            |                 |
|                |                                | C   | UP (WB) Exit #45 at Cooper Rd NB                |              |               |            |            |               |             |               | 18 Dec 2005 |                       | 17'-01"            |                 |
|                |                                | A   | TI (NB/SB) Cooper Rd Crossing                   | PCC          | PCC           | 4          | 18         | 48            | 0           | 0.14          | 18 Dec 2005 |                       |                    |                 |
|                |                                | A   | TI (NB/SB) Cooper Rd Crossing                   | AC           | AC            | 4          | 18         | 48            | 0           | 0.02          | 18 Dec 2005 |                       |                    |                 |
|                |                                | A   | TI (NB/SB) Cooper Rd Crossing                   | AC           | AC            | 3.5        | 18         | 42            | 0           | 0.04          | 18 Dec 2005 |                       |                    |                 |
| 45.65          |                                | A   | TI (NB/SB) Cooper Rd Crossing                   | AC           | AC            | 3          | 0          | 36            | 0           | 0.07          | 18 Dec 2005 |                       |                    |                 |
|                |                                | A   | TI (NB/SB) Cooper Rd Crossing                   | AC           | AC            | 2          | 0          | 24            | 0           | 0.01          | 18 Dec 2005 |                       |                    |                 |
| 45.79          | +0.70                          | C   | TI (WB) Cooper Rd (on)                          | PCC          | PCC           | 1.5        | 2          | 18            | 4           | 0.06          | 18 Dec 2005 |                       |                    |                 |
| 45.85          | +0.76                          | C   | WB <a href="#">Projects spanning M45 to M46</a> | AC/PCC       | PCC           | 3          | 8          | 48            | 10          | 0.59          | 18 Dec 2005 |                       |                    |                 |
| 46.19          | M046 +0.10                     | C   | BR (WB) Consolidated Canal                      |              |               |            |            |               |             |               | 18 Dec 2005 | 131 ft Concrete/Steel |                    |                 |
| 46.44          | +0.35                          | C   | WB <a href="#">Projects spanning M46 to M47</a> | AC/PCC       | PCC           | 3          | 8          | 36            | 10          | 0.42          | 18 Dec 2005 |                       |                    |                 |
|                |                                | C   | TI (WB) Mcqueen Rd (off)                        | PCC          | PCC           | 1          | 2          | 12            | 8           | 0.06          | 18 Dec 2005 |                       |                    |                 |
| 46.49          | +0.40                          | C   | TI (WB) Mcqueen Rd (off)                        | PCC          | PCC           | 2.5        | 4          | 30            | 5           | 0.06          | 18 Dec 2005 |                       |                    |                 |
| 46.55          | +0.46                          | C   | TI (WB) Mcqueen Rd (off)                        | PCC          | PCC           | 3          | 4          | 36            | 2           | 0.09          | 18 Dec 2005 |                       |                    |                 |
| 46.64          | +0.55                          | A   | TI (NB/SB) Mcqueen Rd Crossing                  | AC           | AC            | 2          | 0          | 24            | 0           | 0.01          | 18 Dec 2005 |                       |                    |                 |
|                |                                | A   | TI (NB/SB) Mcqueen Rd Crossing                  | AC           | AC            | 3          | 0          | 36            | 0           | 0.08          | 18 Dec 2005 |                       |                    |                 |
|                |                                | A   | TI (NB/SB) Mcqueen Rd Crossing                  | AC           | AC            | 4          | 0          | 48            | 0           | 0.04          | 18 Dec 2005 |                       |                    |                 |
|                |                                | A   | TI (NB/SB) Mcqueen Rd Crossing                  | PCC          | PCC           | 4          | 0          | 48            | 0           | 0.14          | 18 Dec 2005 |                       |                    |                 |
|                |                                | C   | UP (WB) Exit #46 at Mcqueen Rd SB               |              |               |            |            |               |             |               | 18 Dec 2005 |                       | ??'-??"            |                 |
|                |                                | C   | UP (WB) Exit #46 at Mcqueen Rd NB               |              |               |            |            |               |             |               | 18 Dec 2005 |                       | ??'-??"            |                 |
|                |                                | C   | TI (WB) Mcqueen Rd (on)                         | PCC          | PCC           | 2          | 2          | 24            | 4           | 0.15          | 18 Dec 2005 |                       |                    |                 |
| 46.65          | +0.56                          | A   | TI (NB/SB) Mcqueen Rd Crossing                  | AC           | AC            | 4          | 0          | 48            | 0           | 0.04          | 18 Dec 2005 |                       |                    |                 |
|                |                                | A   | TI (NB/SB) Mcqueen Rd Crossing                  | AC           | AC            | 3          | 0          | 36            | 0           | 0.09          | 18 Dec 2005 |                       |                    |                 |
|                |                                | A   | TI (NB/SB) Mcqueen Rd Crossing                  | AC           | AC            | 2          | 0          | 24            | 0           | 0.01          | 18 Dec 2005 |                       |                    |                 |
| 46.80          | +0.71                          | C   | TI (WB) Mcqueen Rd (on)                         | PCC          | PCC           | 1.5        | 3          | 18            | 2           | 0.06          | 18 Dec 2005 |                       |                    |                 |
| 46.86          | +0.77                          | C   | WB <a href="#">Projects spanning M46 to M47</a> | AC/PCC       | PCC           | 3          | 8          | 48            | 10          | 0.52          | 18 Dec 2005 |                       |                    |                 |
| 47.38          | M047 +0.25                     | C   | TI (WB) Arizona Ave/S 087 (off)                 | PCC          | PCC           | 1          | 4          | 12            | 10          | 0.13          | 18 Dec 2005 |                       |                    |                 |
|                |                                | C   | WB <a href="#">Projects spanning M47 to M48</a> | AC/PCC       | PCC           | 3          | 8          | 36            | 10          | 0.12          | 18 Dec 2005 |                       |                    |                 |
| 47.44          | +0.32                          | C   | OP (WB) UPRR                                    |              |               |            |            |               |             |               | 18 Dec 2005 | 105 ft Concrete/Steel |                    |                 |
| 47.45          | +0.33                          | C   | OP (WB) Arizona Ave Ramp over UPRR              |              |               |            |            |               |             |               | 18 Dec 2005 | 107 ft Concrete/Steel |                    |                 |
| 47.50          | +0.37                          | C   | MD 30 ft Soil Median with Cable Barrier         |              |               |            |            |               |             | 1.91          |             |                       |                    |                 |
|                |                                | C   | WB <a href="#">Projects spanning M47 to M48</a> | AC/PCC       | PCC           | 3          | 8          | 36            | 10          | 0.51          | 20 Jun 2005 |                       |                    |                 |
|                |                                | C   | CG Curb to Right                                |              |               |            |            |               |             | 1.91          | 20 Jun 2005 |                       |                    |                 |
|                | +0.38                          | C   | TI (WB) Arizona Ave/S 087 (off)                 | PCC          | PCC           | 1          | 2          | 12            | 10          | 0.08          | 18 Dec 2005 |                       |                    |                 |
| 47.58          | +0.46                          | C   | TI (WB) Arizona Ave/S 087 (off)                 | PCC          | PCC           | 2.5        | 2          | 30            | 6           | 0.08          | 18 Dec 2005 |                       |                    |                 |
| 47.66          | +0.54                          | C   | TI (WB) Arizona Ave/S 087 (off)                 | PCC          | PCC           | 3          | 2          | 36            | 2           | 0.06          | 18 Dec 2005 |                       |                    |                 |

**S 202 at M047+0.54**

**M047+0.54 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M047+0.64**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M047+0.64 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 47.71          | M047 +0.64                     | A   | TI   | (NB/SB) Arizona Ave/S 087 Crossing           | AC            | AC         | 6                   | 5.5           | 70                   | 5.5   | 0.12           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Arizona Ave/S 087 Crossing           | AC            | AC         | 6                   | 5.5           | 70                   | 5.5   | 0.03           |                    |                 |
|                |                                | A   | TI   | (NB/SB) Arizona Ave Crossing                 | AC            | AC         | 6                   | 6.5           | 70                   | 6.5   | 0.13           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Arizona Ave Crossing                 | PCC           | PCC        | 6                   | 6.5           | 70                   | 6.25  | 0.15           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Arizona Ave Crossing                 | AC            | AC         | 6                   | 6.5           | 70                   | 6.5   | 0.05           |                    |                 |
|                | +0.59                          | C   | UP   | Exit #47 at Arizona Ave/S 087                |               |            |                     |               |                      |       |                | 20 Jun 2005        | 19'-06"         |
| 47.72          |                                | C   | TI   | (WB) Arizona Ave/S 087 (on)                  | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.05           | 20 Jun 2005        |                 |
| 47.76          | +0.64                          | C   | TI   | (WB) Arizona Ave/S 087 (on)                  | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.25           | 20 Jun 2005        |                 |
| 48.01          | +0.89                          | C   | WB   | <a href="#">Projects spanning M47 to M48</a> | AC/PCC        | PCC        | 3                   | 8             | 48                   | 10    | 0.50           | 20 Jun 2005        |                 |
| 48.51          | M048 +0.42                     | C   | WB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | PCC        | 3                   | 8             | 36                   | 10    | 0.46           | 20 Jun 2005        |                 |
|                |                                | C   | TI   | (WB) Alma School Rd (off)                    | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.07           | 20 Jun 2005        |                 |
| 48.58          | +0.49                          | C   | TI   | (WB) Alma School Rd (off)                    | AC/PCC        | AC/PCC     | 2.5                 | 2             | 30                   | 5     | 0.06           | 20 Jun 2005        |                 |
| 48.63          | +0.55                          | C   | TI   | (WB) Alma School Rd (off)                    | AC/PCC        | AC/PCC     | 3                   | 2             | 36                   | 2     | 0.04           | 20 Jun 2005        |                 |
| 48.67          | +0.59                          | C   | TI   | (WB) Alma School Rd (off)                    | PCC           | PCC        | 3                   | 2             | 36                   | 2     | 0.04           | 20 Jun 2005        |                 |
| 48.71          | +0.64                          | A   | TI   | (NB/SB) Alma School Rd Crossing              | AC            | AC         | 4                   |               | 48                   |       | 0.08           |                    |                 |
|                |                                | A   | TI   | (NB/SB) Alma School Rd Crossing              | AC            | AC         | 4.5                 | 6.5           | 54                   | 6.5   | 0.05           | 20 Jun 2005        |                 |
| 48.72          |                                | A   | TI   | (NB/SB) Alma School Rd Crossing              | AC            | AC         | 5.5                 | 6.5           | 66                   | 6.5   | 0.04           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Alma School Rd Crossing              | PCC           | PCC        | 5.5                 | 6.5           | 66                   | 6.5   | 0.01           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Alma School Rd Crossing              | PCC           | PCC        | 6                   | 6.5           | 72                   | 6.5   | 0.11           | 20 Jun 2005        |                 |
|                | +0.63                          | C   | UP   | Exit #48 at Alma School Rd                   |               |            |                     |               |                      |       |                | 20 Jun 2005        | 17'-07"         |
|                | +0.64                          | A   | TI   | (NB/SB) Alma School Rd Crossing              | PCC           | PCC        | 5.5                 | 6.5           | 66                   | 6.5   | 0.02           | 20 Jun 2005        |                 |
|                | +0.63                          | C   | TI   | (WB) Alma School Rd (on)                     | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.05           | 20 Jun 2005        |                 |
|                | +0.64                          | A   | TI   | (NB/SB) Alma School Rd Crossing              | AC            | AC         | 5.5                 | 6.5           | 66                   | 6.5   | 0.04           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Alma School Rd Crossing              | AC            | AC         | 5                   | 6.5           | 60                   | 6.5   | 0.06           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Alma School Rd Crossing              | AC            | AC         | 4                   | 6.5           | 48                   | 6.5   | 0.02           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Alma School Rd Crossing              | AC            | AC         | 4                   |               | 48                   |       | 0.08           |                    |                 |
| 48.76          | +0.68                          | C   | TI   | (WB) Alma School Rd (on)                     | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.10           | 20 Jun 2005        |                 |
| 48.87          | +0.78                          | C   | TI   | (WB) Alma School Rd (on)                     | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 2     | 0.06           | 20 Jun 2005        |                 |
| 48.93          | +0.84                          | C   | TI   | (WB) Alma School Rd (on)                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 2     | 0.04           | 20 Jun 2005        |                 |
| 48.97          | +0.88                          | C   | WB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | PCC        | 4                   | 8             | 48                   | 10    | 0.35           | 20 Jun 2005        |                 |
| 49.32          | M049 +0.25                     | C   | WB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | PCC        | 4                   | 8             | 54                   | 10    | 0.06           | 20 Jun 2005        |                 |
| 49.39          | +0.31                          | C   | WB   |  | AC/PCC        | PCC        | 4                   | 8             | 60                   | 10    | 0.17           | 20 Jun 2005        |                 |
| 49.41          | +0.33                          | C   | MD   | Variable Soil Median with Cable Barrier      |               |            |                     |               |                      |       | 1.30           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 0.48           | 20 Jun 2005        |                 |
| 49.55          | +0.47                          | C   | TI   | (WB) Dobson Rd (off)                         | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.03           | 20 Jun 2005        |                 |
|                |                                | C   | WB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | PCC        | 4                   | 8             | 48                   | 10    | 0.34           | 20 Jun 2005        |                 |
| 49.58          | +0.51                          | C   | TI   | (WB) Dobson Rd (off)                         | AC/PCC        | AC/PCC     | 2.5                 | 2             | 30                   | 8     | 0.06           | 20 Jun 2005        |                 |
| 49.64          | +0.56                          | C   | TI   | (WB) Dobson Rd (off)                         | AC/PCC        | AC/PCC     | 3                   | 2             | 36                   | 8     | 0.04           | 20 Jun 2005        |                 |
| 49.68          | +0.60                          | C   | TI   | (WB) Dobson Rd (off)                         | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.04           | 20 Jun 2005        |                 |

**S 202 at M049+0.60**

**M049+0.60 on S 202**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M049+0.64**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M049+0.64 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 49.72          | M049 +0.64                     | A   | TI   | (NB/SB) Dobson Rd Crossing  | AC            | AC         | 6                   | 72            |                      | 0.02  |                |                    |                 |
|                |                                | A   | TI   | (NB/SB) Dobson Rd Crossing  | AC            | AC         | 6                   | 6.5           | 72                   | 6.5   | 0.05           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Dobson Rd Crossing  | AC            | AC         | 6                   |               | 72                   |       | 0.07           |                    |                 |
|                |                                | A   | TI   | (NB/SB) Dobson Rd Crossing  | AC            | AC         | 6                   | 6.5           | 72                   | 6.5   | 0.12           | 20 Jun 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Dobson Rd Crossing  | PCC           | PCC        | 6                   | 6.5           | 72                   | 6.5   | 0.14           | 20 Jun 2005        |                 |
|                |                                | C   | UP   | Exit #49 at Dobson Rd   |               |            |                     |               |                      |       |                |                    | 16'-10"         |
| 49.89          | +0.81                          | C   | WB   | <a href="#">Projects spanning M49 to M50</a>                      | AC/PCC        | PCC        | 4                   | 8             | 48                   | 10    | 0.15           | 20 Jun 2005        |                 |
|                |                                | C   | CG   | Curb to Right   |               |            |                     |               |                      |       | 1.07           | 30 Jun 2005        |                 |
| 50.04          | +0.96                          | C   | WB   | <a href="#">Projects spanning M49 to M50</a>                      | AC/PCC        | PCC        | 4                   | 8             | 54                   | 10    | 0.06           | 20 Jun 2005        |                 |
| 50.10          | M050 +0.02                     | C   | WB   | <a href="#">Projects spanning M50 to M51</a>                      | AC/PCC        | PCC        | 4                   | 8             | 60                   | 10    | 0.17           | 20 Jun 2005        |                 |
| 50.27          | +0.19                          | C   | WB   |   | AC/PCC        | PCC        | 3                   | 6             | 36                   | 10    | 0.15           | 20 Jun 2005        |                 |
|                |                                | C   | TI   | (EB) S 101 NB (off)   | AC/PCC        | AC/PCC     | 2                   | 6             | 24                   | 10    | 0.66           | 20 Jun 2005        |                 |
| 50.42          | +0.34                          | C   | WB   | <a href="#">Projects spanning M50 to M51</a>                      | AC/PCC        | PCC        | 3                   | 6             | 42                   | 10    | 0.06           | 20 Jun 2005        |                 |
| 50.47          | +0.39                          | C   | WB   |   | AC/PCC        | PCC        | 3                   | 6             | 48                   | 10    | 0.04           | 20 Jun 2005        |                 |
| 50.51          | +0.43                          | C   | WB   |   | AC/PCC        | PCC        | 3                   | 6             | 36                   | 10    | 0.20           | 20 Jun 2005        |                 |
|                |                                | C   | TI   | (WB) S 101 Frontage Rd/Price Rd (off)                             | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.07           | 20 Jun 2005        |                 |
| 50.58          | +0.50                          | C   | TI   | (WB) S 101 Frontage Rd/Price Rd (off)                             | AC/PCC        | AC/PCC     | 3.5                 | 2             | 42                   | 8     | 0.10           | 20 Jun 2005        |                 |
| 50.68          | +0.60                          | C   | TI   | (WB) S 101 Frontage Rd/Price Rd (off)                             | PCC           | PCC        | 4                   | 2             | 52                   | 4     | 0.06           | 20 Jun 2005        |                 |
| 50.71          | +0.63                          | C   | MD   | Variable Soil Median with Concrete Median                         |               |            |                     |               |                      |       | 0.26           |                    |                 |
| 50.72          | +0.64                          | C   | WB   | <a href="#">Projects spanning M50 to M51</a>                      | AC/PCC        | PCC        | 3                   | 8             | 36                   | 10    | 0.25           | 20 Jun 2005        |                 |
| 50.73          | +0.65                          | A   | TI   | Price Rd Crossing and On Ramp to S-101                            | PCC           | PCC        | 2                   |               | 24                   |       | 0.32           | 20 Jun 2005        |                 |
| 50.74          |                                | C   | UP   | Exit #50B Price Rd  |               |            |                     |               |                      |       |                | 17 Nov 2003        | 17'-05"         |
| 50.76          | M050 +0.69                     | C   | TI   | (WB) Price Rd (on)  | PCC           | PCC        | 2                   | 5             | 24                   | 2.5   | 0.06           | Apr 2004           |                 |
| 50.77          |                                | A   | UP   | S 101 Frontage Rd under Ramp S 202 EB to S 101 SB                 |               |            |                     |               |                      |       |                | 17 Nov 2003        | 17'-05"         |
|                |                                | C   | OP   | (EB) Ramp S 202 EB to S 101 NB over S 101 Frontage Rd NB/Price Rd |               |            |                     |               |                      |       |                | 20 Jun 2005        | 480 ft Concrete |
| 50.81          | +0.73                          | C   | UP   | (WB) Ramp S 101 SB to S 202 EB                                    |               |            |                     |               |                      |       |                | 20 Jun 2005        | ??'-??"         |
| 50.82          | +0.74                          | C   | TI   | (WB) Price Rd (on)  | AC/PCC        | AC/PCC     | 2                   | 5             | 24                   | 2.5   | 0.03           | Apr 2004           |                 |
|                |                                | C   | UP   | (WB) Price Rd (on) under Ramp S 101 SB to S 202 EB                |               |            |                     |               |                      |       |                | 20 Jun 2005        | 48'-04"         |
| 50.85          | +0.77                          | C   | TI   | (WB) Price Rd (on)  | AC/PCC        | AC/PCC     | 1.5                 | 5             | 18                   | 8.25  | 0.08           | Apr 2004           |                 |
| 50.88          | +0.80                          | C   | UP   | (WB) S 202 Price Rd (on) under Ramp S 202 EB to S 101 NB          |               |            |                     |               |                      |       |                | 01 Jun 2003        | 21'-10"         |
| 50.90          | +0.82                          | C   | UP   | (WB) Ramp S 202 EB to S 101 NB                                    |               |            |                     |               |                      |       |                | 01 Jun 2003        | 20'-11"         |
| 50.93          | +0.85                          | C   | TI   | (WB) Price Rd (on)  | AC/PCC        | AC/PCC     | 1                   | 4             | 12                   | 14    | 0.03           | Apr 2004           |                 |
| 50.97          | +0.89                          | C   | WB   | <a href="#">Projects spanning M50 to M51</a>                      | AC/PCC        | PCC        | 3                   | 8             | 48                   | 10    | 0.15           | 17 Nov 2003        |                 |
|                |                                | C   | MD   | Variable 22 ft Soil Median with Cable Barrier                     |               |            |                     |               |                      |       | 3.14           |                    |                 |
|                |                                | C   | CG   | Curb to Right   |               |            |                     |               |                      |       | 3.14           |                    |                 |
| 51.11          | M051 +0.04                     | C   | WB   | <a href="#">Projects spanning M51 to M52</a>                      | AC/PCC        | PCC        | 3                   | 8             | 42                   | 10    | 0.18           | 17 Nov 2003        |                 |
| 51.29          | +0.22                          | C   | WB   |   | AC/PCC        | PCC        | 3                   | 8             | 36                   | 10    | 0.06           | 17 Nov 2003        |                 |
| 51.30          |                                | C   | FR   | One Way Frontage Rd WB  | AC            | AC         | 2                   | 4             | 24                   | 2     | 0.20           | 17 Nov 2003        |                 |
|                | +0.23                          | C   | UP   | (WB) Chandler Village Dr  |               |            |                     |               |                      |       |                | 17 Nov 2003        | 16'-11"         |

**S 202 at M051+0.23**

**M051+0.23 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M051+0.23**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M051+0.23 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 51.30          | M051 +0.23                     | A   | TI   | (NB/SB) Chandler Village Dr Crossing         | PCC           | PCC        | 4                   | 0             | 52                   | 0     | 0.08           | 17 Nov 2003        |                 |
|                |                                | A   | TI   | (NB/SB) Chandler Village Dr Crossing         | PCC           | PCC        | 4                   | 0             | 52                   | 0     | 0.03           | 17 Nov 2003        |                 |
| 51.35          | +0.27                          | C   | WB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | PCC        | 4                   | 8             | 48                   | 10    | 0.15           | 17 Nov 2003        |                 |
|                |                                | C   | TI   | (WB) from S 101 SB (on)                      |               |            |                     |               |                      |       |                |                    |                 |
| 51.50          | +0.43                          | C   | WB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | PCC        | 4                   | 8             | 48                   | 10    | 0.62           | 17 Nov 2003        |                 |
|                |                                | C   | FR   | One Way Frontage Rd WB                       | AC            | AC         | 2                   | 4             | 24                   | 2     | 0.30           | 17 Nov 2003        |                 |
| 51.81          | +0.73                          | A   | TI   | (NB/SB) McClintock Dr Crossing               | PCC           | PCC        | 4                   |               | 48                   |       | 0.07           |                    |                 |
|                | +0.74                          | A   | TI   | (NB/SB) McClintock Dr Crossing               | PCC           | PCC        | 2                   |               | 24                   |       | 0.07           |                    |                 |
|                |                                | A   | UP   | Exit #51 McClintock Dr                       |               |            |                     |               |                      |       |                | 17 Nov 2003        | 16'-08"         |
| 51.83          | +0.75                          | C   | TI   | (WB) McClintock Rd/Chandler Village Dr (on)  | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.03           | 17 Nov 2003        |                 |
| 51.86          | +0.78                          | C   | TI   | (WB) McClintock Rd/Chandler Village Dr (on)  | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.13           | 17 Nov 2003        |                 |
| 51.99          | +0.91                          | C   | TI   | (WB) McClintock Rd/Chandler Village Dr (on)  | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 2     | 0.13           | 17 Nov 2003        |                 |
| 52.12          | M052 +0.04                     | C   | WB   | <a href="#">Projects spanning M52 to M53</a> | AC/PCC        | PCC        | 4                   | 8             | 60                   | 10    | 0.16           | 17 Nov 2003        |                 |
| 52.28          | +0.20                          | C   | WB   |  | AC/PCC        | PCC        | 4                   | 8             | 54                   | 10    | 0.11           | 17 Nov 2003        |                 |
| 52.39          | +0.31                          | C   | WB   |  | AC/PCC        | PCC        | 4                   | 8             | 48                   | 10    | 0.96           | 17 Nov 2003        |                 |
| 53.35          | M053 +0.29                     | C   | WB   | <a href="#">Projects spanning M53 to M54</a> | AC/PCC        | PCC        | 4                   | 8             | 48                   | 8     | 0.15           | 17 Nov 2003        |                 |
| 53.50          | +0.44                          | C   | WB   |  | AC/PCC        | PCC        | 3                   | 8             | 36                   | 8     | 0.01           | 17 Nov 2003        |                 |
|                |                                | C   | TI   | (WB) Kyrene Rd (off)                         | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 8     | 0.16           | 17 Nov 2003        |                 |
| 53.51          | +0.45                          | C   | WB   | <a href="#">Projects spanning M53 to M54</a> | AC/PCC        | PCC        | 3                   | 8             | 36                   | 7.5   | 0.04           | 17 Nov 2003        |                 |
| 53.55          | +0.49                          | C   | WB   |  | AC/PCC        | PCC        | 3                   | 8             | 36                   | 10    | 0.50           | 17 Nov 2003        |                 |
| 53.67          | +0.61                          | C   | TI   | (WB) Kyrene Rd (off)                         | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 8     | 0.09           | 17 Nov 2003        |                 |
| 53.76          | +0.70                          | C   | TI   | (WB) Kyrene Rd (off)                         | AC/PCC        | AC/PCC     | 3                   | 2             | 36                   | 8     | 0.01           | 17 Nov 2003        |                 |
| 53.78          | +0.71                          | C   | TI   | (WB) Kyrene Rd (off)                         | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.03           | 17 Nov 2003        |                 |
| 53.81          | +0.75                          | A   | TI   | (NB/SB) Kyrene Rd Crossing                   | PCC           | PCC        | 3                   |               | 36                   |       | 0.16           |                    |                 |
|                |                                | A   | UP   | Exit #52 Kyrene Rd                           |               |            |                     |               |                      |       |                | 17 Nov 2003        | 16'-11"         |
| 53.83          | +0.77                          | C   | TI   | (WB) Kyrene Rd (on)                          | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.03           | 17 Nov 2003        |                 |
| 53.87          | +0.80                          | C   | TI   | (WB) Kyrene Rd (on)                          | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.08           | 17 Nov 2003        |                 |
| 53.94          | +0.88                          | C   | TI   | (WB) Kyrene Rd (on)                          | AC/PCC        | AC/PCC     | 1.5                 | 2             | 18                   | 2     | 0.11           | 17 Nov 2003        |                 |
| 54.05          | +0.99                          | C   | WB   | <a href="#">Projects spanning M53 to M54</a> | AC/PCC        | PCC        | 3                   | 8             | 48                   | 10    | 0.05           | 17 Nov 2003        |                 |
| 54.10          | M054 +0.03                     | C   | WB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | PCC        | 3                   | 8             | 48                   | 22    | 0.09           | 17 Nov 2003        |                 |
|                |                                | C   | MD   | 42 ft Soil Median with Cable Barrier         |               |            |                     |               |                      |       | 0.72           |                    |                 |
| 54.20          | +0.12                          | C   | WB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | PCC        | 3                   | 8             | 48                   | 12    | 0.05           | 17 Nov 2003        |                 |
| 54.25          | +0.17                          | C   | WB   |  | PCC           | PCC        | 3                   | 8             | 48                   | 12    | 0.40           | 17 Nov 2003        |                 |
| 54.65          | +0.57                          | C   | WB   |  | PCC           | PCC        | 3                   | 8             | 54                   | 12    | 0.06           | 17 Nov 2003        |                 |
| 54.71          | +0.63                          | C   | WB   |  | PCC           | PCC        | 3                   | 8             | 60                   | 12    | 0.08           | 17 Nov 2003        |                 |
| 54.72          | +0.65                          | C   | CG   | Curb to Right                                |               |            |                     |               |                      |       | 0.56           |                    |                 |
| 54.79          | +0.71                          | C   | TI   | (WB) I 010 NB/SB (off)                       | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.31           | 17 Nov 2003        |                 |
|                |                                | C   | WB   | <a href="#">Projects spanning M54 to M55</a> | PCC           | PCC        | 3                   | 8             | 36                   | 12    | 0.04           | 17 Nov 2003        |                 |
| 54.82          | +0.75                          | C   | WB   |  | PCC           | PCC        | 3                   | 8             | 36                   | 10    | 0.14           | 17 Nov 2003        |                 |

**S 202 at M054+0.75**

**M054+0.75 on S 202**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M054+0.75**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M054+0.75 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 54.82          | M054 +0.75                     | C   | MD   | Variable Soil Median with Cable Barrier              |               |            |                     |               |                      | 0.47  |                |                    |                 |
| 54.85          | +0.77                          | C   | OP   | (WB) Over 56th St                                    |               |            |                     |               |                      |       | 17 Nov 2003    | 251 ft Unknown     |                 |
|                |                                | A   | TI   | (NB/SB) 56th St Crossing                             | Unk           | Unk        | 2                   | 24            |                      | 0.05  |                |                    |                 |
| 54.91          | M081 +00.0                     | C   | J    | (EB) End S 202 at I 010 near 55th Ave                |               |            |                     |               |                      |       |                |                    |                 |
| 54.97          | M054 +0.89                     | C   | WB   | <a href="#">Projects spanning M54 to M55</a>         | PCC           | PCC        | 2.5                 | 8             | 30                   | 10    | 0.18           | 17 Nov 2003        |                 |
| 55.09          | M055 +0.02                     | C   | TI   | (WB) I 010 NB/SB (off)                               | PCC           | PCC        | 2.5                 | 4             | 30                   | 8     | 0.02           | 17 Nov 2003        |                 |
| 55.12          | +0.04                          | C   | TI   | (WB) I 010 NB/SB (off)                               | PCC           | PCC        | 3                   | 4             | 36                   | 8     | 0.10           | 17 Nov 2003        |                 |
| 55.15          | +0.07                          | C   | WB   | <a href="#">Projects spanning M55 to M56</a>         | PCC           | PCC        | 2                   | 8             | 24                   | 10    | 0.01           | 17 Nov 2003        |                 |
| 55.16          | +0.08                          | C   | WB   |  | PCC           | PCC        | 2                   | 8             | 24                   | 10    | 0.75           | 17 Nov 2003        |                 |
| 55.21          | +0.14                          | C   | TI   | (WB) I 010 NB (off)                                  | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.28           | 17 Nov 2003        |                 |
| 55.22          |                                | C   | TI   | (WB) I 010 SB (off)                                  | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.50           | 17 Nov 2003        |                 |
| 55.29          | +0.21                          | C   | MD   | Variable Soil Median with Concrete Barrier           |               |            |                     |               |                      | 0.22  |                |                    |                 |
| 55.32          | +0.24                          | A   | UP   | I 010 EB to S 202 EB OP                              |               |            |                     |               |                      |       | 31 May 2003    |                    | ??-??"          |
| 55.33          | +0.26                          | A   | UP   | I 010 WB to S 202 WB OP                              |               |            |                     |               |                      |       | 31 May 2003    |                    | ??-??"          |
| 55.34          |                                | C   | TI   | (WB) I 010 NB (off)                                  | PCC           | PCC        | 3                   | 4             | 36                   | 8     | 0.27           | 17 Nov 2003        |                 |
| 55.36          | +0.28                          | C   | TI   | (WB) I 010 NB (off)                                  | PCC           | PCC        | 2.5                 | 4             | 30                   | 8     | 0.05           | 17 Nov 2003        |                 |
| 55.37          | +0.29                          | A   | UP   | I 010 WB OP  |               |            |                     |               |                      |       | 31 May 2003    |                    | ??-??"          |
| 55.40          | +0.33                          | A   | UP   | I 010 EB OP  |               |            |                     |               |                      |       | 31 May 2003    |                    | ??-??"          |
| 55.44          | +0.36                          | A   | UP   | S 202 WB to I 010 EB OP                              |               |            |                     |               |                      |       | 31 May 2003    |                    | ??-??"          |
| 55.45          | +0.38                          | C   | UP   | (WB) S 202 EB to I 010 WB OP                         |               |            |                     |               |                      |       | 31 May 2003    |                    | ??-??"          |
| 55.51          | +0.44                          | C   | MD   | Variable Soil Median                                 |               |            |                     |               |                      | 0.23  |                |                    |                 |
| 55.52          |                                | C   | CG   | Curb to Left and Right                               |               |            |                     |               |                      | 0.39  |                |                    |                 |
| 55.74          | +0.67                          | C   | MD   | 30 ft Soil Median with Cable Barrier                 |               |            |                     |               |                      | 0.41  |                |                    |                 |
| 55.91          | +0.83                          | C   | WB   | <a href="#">Projects spanning M55 to M56</a>         | PCC           | PCC        | 3                   | 3             | 48                   | 0     | 0.25           | 17 Nov 2003        |                 |
|                |                                | C   | TI   | (WB) I 010 NB/SB (on)                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                               |               |            |                     |               |                      | 1.43  |                |                    |                 |
| 56.16          | M056 +0.06                     | C   | WB   | <a href="#">Projects spanning M56 to M57</a>         | AC            | AC         | 3                   | 3             | 48                   | 0     | 0.75           | 17 Nov 2003        |                 |
|                |                                | C   | MD   | Variable 24-30 ft Soil Median with Cable Barrier     |               |            |                     |               |                      | 0.15  |                |                    |                 |
| 56.30          | +0.21                          | C   | MD   | 24 ft Soil Median with Cable Barrier                 |               |            |                     |               |                      | 0.54  |                |                    |                 |
| 56.85          | +0.75                          | C   | MD   | 24 ft Concrete Curbed Median with Cable Barrier      |               |            |                     |               |                      | 0.20  |                |                    |                 |
| 56.90          | +0.81                          | C   | WB   | <a href="#">Projects spanning M56 to M57</a>         | AC            | AC         | 3                   | 3             | 36                   | 0     | 0.01           | 17 Nov 2003        |                 |
| 56.92          | +0.82                          | A   | J    | 40th St -- [R14]                                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | WB   | <a href="#">Projects spanning M56 to M57</a>         | AC            | AC         | 3                   | 3             | 36                   | 8     | 0.23           | 17 Nov 2003        |                 |
| 57.04          | +0.95                          | C   | MD   | 24 ft Soil Median with Cable Barrier                 |               |            |                     |               |                      | 0.30  |                |                    |                 |
| 57.14          | M057 +0.05                     | C   | WB   | <a href="#">Projects spanning M57 to M58</a>         | AC            | AC         | 2                   | 3             | 24                   | 8     | 0.20           | 17 Nov 2003        |                 |
| 57.34          | +0.24                          | C   | J    | (WB) Temporary End S 202 at 40th St +0.50mi -- [R14] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | X    | MI 55.47 - 81.00 Survey Only                         |               |            |                     |               |                      |       |                |                    |                 |

**S 202 at M057+0.24**

**M057+0.24 on S 202**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M022+1.18**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M022+1.18 on S 202**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 202 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M022 +1.18                     | N   | J    | Temporary End S 202 at Exit #23A Power Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 0.02  | M000 +0.00                     | N   | J    | (WB) Begin S 202 at I 010 WB               |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | JB   | Inside Phoenix, Maricopa County            |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M0 to M1</a> |               |            |                     |               |                      |       |                |                    |                 |
| 0.17  | +0.15                          | N   | WB   | AC/PCC                                     | AC/PCC        | 3          | 2                   | 36            | 2                    | 0.15  | 01 May 2005    |                    |                 |
| 0.27  | +0.25                          | N   | UP   | (WB) Under S 051 SB to S 202 EB            |               |            |                     |               |                      |       |                |                    |                 |
| 0.34  | +0.32                          | N   | OP   | (WB) Exit #1A S 051                        |               |            |                     |               |                      |       |                |                    |                 |
| 0.38  | +0.36                          | N   | WB   | <a href="#">Projects spanning M0 to M1</a> |               |            |                     |               |                      |       |                |                    |                 |
| 0.44  | +0.42                          | N   | TI   | AC/PCC                                     | AC/PCC        | 2          | 2                   | 30            | 2                    | 0.11  | 01 May 2005    |                    |                 |
|   |                                | N   | TI   | AC/PCC                                     | AC/PCC        | 1          |                     | 12            |                      | 0.26  | 23 Oct 2005    |                    |                 |
|   |                                | N   | TI   | AC/PCC                                     | AC/PCC        | 1          |                     | 12            |                      | 0.12  | 23 Oct 2005    | 542 ft Concrete    | 18'-09"         |
| 0.49  | +0.47                          | N   | WB   | <a href="#">Projects spanning M0 to M1</a> |               |            |                     |               |                      |       |                |                    |                 |
| 0.51  | +0.49                          | N   | TI   | PCC  | PCC           | 2          |                     | 24            |                      | 0.07  |                |                    |                 |
| 0.54  | +0.52                          | N   | WB   | <a href="#">Projects spanning M0 to M1</a> |               |            |                     |               |                      |       |                |                    |                 |
| 0.55  | +0.53                          | N   | TI   | PCC  | PCC           | 1.5        |                     | 18            |                      | 0.03  |                |                    |                 |
| 0.66  | +0.64                          | N   | TI   | PCC  | PCC           | 1          |                     | 12            |                      | 0.11  |                |                    |                 |
|   |                                | N   | TI   | PCC  | PCC           | 1          |                     | 12            |                      | 0.95  |                |                    |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M0 to M1</a> |               |            |                     |               |                      |       |                |                    |                 |
| 0.70  | +0.68                          | N   | TI   | AC/PCC                                     | AC/PCC        | 3          | 10                  | 36            | 8                    | 0.04  | 01 May 2005    |                    |                 |
|   |                                | N   | TI   | PCC  | PCC           | 1          | 8                   | 12            | 2                    | 0.17  | 90             |                    |                 |
| 0.71  | +0.69                          | N   | WB   | <a href="#">Projects spanning M0 to M1</a> |               |            |                     |               |                      |       |                |                    |                 |
| 0.72  | +0.70                          | N   | TI   | AC/PCC                                     | AC/PCC        | 4          | 10                  | 48            | 8                    | 0.29  | 01 May 2005    |                    |                 |
|   |                                | N   | TI   | PCC  | PCC           | 1.5        | 8                   | 18            | 2                    | 0.02  | 90             |                    |                 |
| 0.73  | +0.71                          | N   | TI   | PCC  | PCC           | 2          | 8                   | 24            | 2                    | 0.02  | 90             |                    |                 |
| 0.75  | +0.73                          | N   | TI   | PCC  | PCC           | 1          | 8                   | 12            | 2                    | 0.02  | 90             |                    |                 |
|   |                                | N   | TI   | PCC  | PCC           | 1          | 8                   | 12            | 2                    | 0.02  | 90             |                    |                 |
| 0.80  | +0.78                          | N   | TI   | PCC  | PCC           | 2          | 8                   | 24            | 2                    | 0.03  | 90             |                    |                 |
|   |                                | N   | TI   | PCC  | PCC           | 2          | 8                   | 24            | 2                    | 0.04  | 90             |                    |                 |
| 0.81  | +0.79                          | N   | TI   | PCC  | PCC           | 4          | 8                   | 48            | 2                    | 0.01  | 90             |                    |                 |
| 0.94  | +0.92                          | N   | TI   | PCC  | PCC           | 2.5        | 8                   | 30            | 2                    | 0.14  | 90             |                    |                 |
| 1.00  | M001 +0.00                     | N   | WB   | <a href="#">Projects spanning M1 to M2</a> |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | TI   | AC/PCC                                     | AC/PCC        | 4          | 12                  | 60            | 10                   | 0.48  | 01 May 2005    |                    |                 |
|   |                                | N   | TI   | PCC  | PCC           | 1          | 8                   | 12            | 2                    | 0.05  | 90             |                    |                 |
| 1.48  | +0.48                          | N   | WB   | <a href="#">Projects spanning M1 to M2</a> |               |            |                     |               |                      |       |                |                    |                 |
| 1.64  | +0.64                          | N   | TI   | AC/PCC                                     | AC/PCC        | 4          | 10                  | 48            | 8                    | 0.51  | 01 May 2005    |                    |                 |
|   |                                | N   | TI   | PCC  | PCC           | 2          | 2                   | 24            | 2                    | 0.16  | 90             |                    |                 |
| 1.70  | +0.70                          | N   | TI   | PCC  | PCC           | 2          | 2.5                 | 24            | 2                    | 0.06  | 90             |                    |                 |
| 1.72  | +0.72                          | N   | TI   | PCC  | PCC           | 3          | 2                   | 36            | 2                    | 0.02  | 90             |                    |                 |
| 1.74  | +0.74                          | N   | TI   | PCC  | PCC           | 1          | 2                   | 12            | 2                    | 0.04  | 90             |                    |                 |
| 1.76  | +0.76                          | N   | TI   | PCC  | PCC           | 2          | 2                   | 24            | 2                    | 0.05  | 90             |                    |                 |
| 1.77  | +0.77                          | N   | VMS  | (WB) Variable Message Sign #249 (Existing) |               |            |                     |               |                      |       |                |                    |                 |
| 1.81  | +0.81                          | N   | TI   | PCC  | PCC           | 2          | 2                   | 24            | 2                    | 0.04  | 90             |                    |                 |

**S 202 at M001+0.81**

**M001+0.81 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M001+0.81**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.81 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 1.81           | M001 +0.81                     | N   | TI   | (WB) 32nd St (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.04           | 90                 |                 |
| 1.83           | +0.83                          | N   | TI   | (WB) 32nd St (off)                         | PCC           | PCC        | 4                   | 2             | 48                   | 2     | 0.02           | 90                 |                 |
| 1.90           | +0.90                          | N   | TI   | (WB) 32nd St (off)                         | PCC           | PCC        | 2.5                 | 2             | 30                   | 2     | 0.07           | 90                 |                 |
| 1.98           | +0.99                          | N   | TI   | (WB) 32nd St (off)                         | PCC           | PCC        | 1                   | 2             | 24                   | 2     | 0.09           | 90                 |                 |
| 1.99           |                                | N   | WB   | <a href="#">Projects spanning M1 to M2</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 60                   | 8     | 0.27           | 01 May 2005        |                 |
| 2.26           | M002 +0.26                     | N   | WB   | <a href="#">Projects spanning M2 to M3</a> | AC/PCC        | AC/PCC     | 5                   | 10            | 60                   | 3     | 0.70           | 01 May 2005        |                 |
| 2.72           | +0.72                          | N   | TI   | (WB) 40/44th St (on)                       | PCC           | PCC        | 1                   | 10            | 12                   | 8     | 0.26           |                    |                 |
| 2.77           | +0.77                          | N   | TI   | (WB) 40/44th St (on)                       | PCC           | PCC        | 1.5                 | 10            | 18                   | 8     | 0.05           |                    |                 |
| 2.80           | +0.80                          | N   | TI   | (WB) 40/44th St (on)                       | PCC           | PCC        | 2                   | 10            | 24                   | 8     | 0.03           |                    |                 |
| 2.81           | +0.81                          | N   | FR   | One Way Frontage Rd WB                     | PCC           | PCC        | 1                   | 6             | 14                   | 2     | 0.46           |                    |                 |
| 2.95           | +0.95                          | N   | WB   | <a href="#">Projects spanning M2 to M3</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 3     | 0.10           | 01 May 2005        |                 |
|                |                                | N   | TI   | (WB) Exit #3 from S 143 (on)               |               |            |                     |               |                      |       |                |                    |                 |
| 3.06           | M003 +0.06                     | N   | WB   | <a href="#">Projects spanning M3 to M4</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 2     | 0.49           | 01 May 2005        |                 |
| 3.28           | +0.28                          | N   | OP   | (WB) Exit #2 44th St                       |               |            |                     |               |                      |       |                |                    | Unknown         |
| 3.30           | +0.30                          | N   | TI   | (WB) 44th St (off)                         | PCC           | PCC        | 1                   |               | 12                   |       | 0.02           | 1998               |                 |
|                |                                | N   | TI   | (WB) 44th St (off)                         | PCC           | PCC        | 2                   |               | 24                   |       | 0.02           | 1998               |                 |
| 3.35           | +0.35                          | N   | TI   | (WB) 44th St (off)                         | PCC           | PCC        | 3                   |               | 36                   |       | 0.05           | 1998               |                 |
| 3.42           | +0.42                          | N   | TI   | (WB) 44th St (off)                         | PCC           | PCC        | 2                   |               | 24                   |       | 0.07           | 1998               |                 |
| 3.52           | +0.52                          | N   | OP   | (WB) Exit #4 S 143                         |               |            |                     |               |                      |       |                | 1990               | 324 ft Concrete |
| 3.54           | +0.54                          | N   | TI   | (WB) 44th St (off)                         | PCC           | PCC        | 1                   |               | 12                   |       | 0.12           | 1998               |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M3 to M4</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 2     | 0.01           | 01 May 2005        |                 |
| 3.56           | +0.56                          | N   | WB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 54                   | 2     | 0.13           | 01 May 2005        |                 |
| 3.68           | +0.68                          | N   | WB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 2     | 0.05           | 01 May 2005        |                 |
| 3.74           | +0.74                          | N   | WB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.05           | 01 May 2005        |                 |
| 3.79           | +0.79                          | N   | WB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 54                   | 10    | 0.15           | 01 May 2005        |                 |
|                |                                | N   | OP   | (WB) 48th St                               |               |            |                     |               |                      |       |                | 1993               | 154 ft Concrete |
| 3.94           | +0.94                          | N   | WB   | <a href="#">Projects spanning M3 to M4</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.12           | 01 May 2005        |                 |
| 4.06           | M004 +0.05                     | N   | WB   | <a href="#">Projects spanning M4 to M5</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.14           | 01 May 2005        |                 |
| 4.11           | +0.10                          | N   | TI   | (WB) Van Buren St / 52nd St (on)           | PCC           | PCC        | 1                   | 10            | 12                   | 10    | 0.06           | 1993               |                 |
| 4.15           | +0.14                          | N   | TI   | (WB) Van Buren St / 52nd St (on)           | PCC           | PCC        | 1.5                 | 10            | 18                   | 10    | 0.04           | 1993               |                 |
| 4.20           | +0.19                          | N   | WB   | <a href="#">Projects spanning M4 to M5</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.01           | 1993               |                 |
| 4.21           | +0.20                          | N   | WB   |  | PCC           | PCC        | 4                   | 10            | 48                   | 10    | 0.77           | 1993               |                 |
| 4.23           | +0.22                          | N   | OP   | (WB) Ramp to 48th St                       |               |            |                     |               |                      |       |                | 1992               | 154 ft Concrete |
| 4.27           | +0.26                          | N   | TI   | (WB) Van Buren St / 52nd St (on)           | PCC           | PCC        | 1                   | 10            | 12                   | 10    | 0.02           | 1993               |                 |
|                |                                | N   | TI   | (WB) Van Buren St / 52nd St (on)           | PCC           | PCC        | 2                   | 10            | 24                   | 10    | 0.14           | 1993               |                 |
| 4.28           | +0.27                          | N   | TI   | (WB) Van Buren St / 52nd St (on)           | PCC           | PCC        | 2                   | 10            | 24                   | 10    | 0.01           | 1993               |                 |
| 4.37           | +0.36                          | N   | OP   | (WB) Exit #4A                              |               |            |                     |               |                      |       |                | 1993               | 307 ft Concrete |
| 4.54           | +0.53                          | N   | FR   | Two Way Frontage Rd Left                   | Unk           | Unk        | 3                   |               | 36                   |       | 0.28           |                    |                 |
| 4.55           | +0.54                          | N   | OP   | (WB) Exit #4B                              |               |            |                     |               |                      |       |                | 1993               | 216 ft Concrete |

**S 202 at M004+0.54**

**M004+0.54 on S 202**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M004+0.59**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M004+0.59 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder |       | Surface Width | Shoulder Width Right | Miles       | Year/Date Open        | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|----------|-------|---------------|----------------------|-------------|-----------------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Left     | Width |               |                      |             |                       |                    |                 |
| 4.60           | M004 +0.59                     | N   | TI (WB) Van Buren St / 52nd St (off)                | PCC          | PCC           | 4          | 10       | 48    | 10            | 0.05                 | 1993        |                       |                    |                 |
| 4.63           | +0.62                          | N   | TI (WB) Van Buren St / 52nd St (off)                | PCC          | PCC           | 2.5        | 10       | 30    | 10            | 0.03                 | 1993        |                       |                    |                 |
| 4.87           | +0.86                          | N   | OP (WB) Washington St                               |              |               |            |          |       |               |                      | 1992        | 216 ft Concrete       |                    |                 |
| 4.90           | +0.89                          | N   | TI (WB) Van Buren St / 52nd St (off)                | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.27                 | 1993        |                       |                    |                 |
| 4.95           | +0.94                          | N   | TI (WB) Van Buren St / 52nd St (off)                | PCC          | PCC           | 0.5        | 10       | 6     | 10            | 0.05                 | 1993        |                       |                    |                 |
| 4.98           | +0.97                          | N   | WB <a href="#">Projects spanning M4 to M5</a>       | PCC          | PCC           | 4          | 10       | 54    | 10            | 0.16                 | 1993        |                       |                    |                 |
| 5.14           | M005 +0.12                     | N   | WB <a href="#">Projects spanning M5 to M6</a>       | PCC          | PCC           | 4          | 10       | 60    | 10            | 0.14                 | 1993        |                       |                    |                 |
| 5.18           | +0.16                          | N   | BR (WB) Grand Canal Viaduct & Union Pacific RR      |              |               |            |          |       |               |                      | 1993        | 418 ft Concrete       |                    |                 |
| 5.28           | +0.26                          | N   | WB <a href="#">Projects spanning M5 to M6</a>       | PCC          | PCC           | 4          | 10       | 48    | 10            | 0.22                 | 1993        |                       |                    |                 |
| 5.37           | +0.35                          | N   | OP (WB) SS202 WB                                    |              |               |            |          |       |               |                      | 1993        | 271 ft Concrete       |                    |                 |
| 5.49           | +0.46                          | N   | TI (WB) Priest Dr (on)                              | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.03                 | 1993        |                       |                    |                 |
|                |                                | N   | TI (WB) Priest Dr (on)                              | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.19                 | 1993        |                       |                    |                 |
| 5.51           | +0.48                          | N   | WB <a href="#">Projects spanning M5 to M6</a>       | PCC          | PCC           | 4          | 10       | 48    | 10            | 0.26                 | 1995        |                       |                    |                 |
| 5.69           | +0.66                          | N   | TI (WB) Priest Dr (on)                              | PCC          | PCC           | 2          | 10       | 24    | 10            | 0.20                 | 1993        |                       |                    |                 |
| 5.71           | +0.68                          | N   | FR One Way Frontage Rd WB                           | AC           | Unk           | 2          |          | 24    |               | 0.67                 |             |                       |                    |                 |
| 5.76           | +0.74                          | N   | WB <a href="#">Projects spanning M5 to M6</a>       | PCC          | PCC           | 5          | 10       | 60    | 10            | 0.90                 | 1995        |                       |                    |                 |
|                |                                | N   | TI (WB) SS202 WB (off)                              |              |               |            |          |       |               |                      |             |                       |                    |                 |
| 6.30           |                                | N   | BR (EB) Ramp Power Rd to S 202 over Roosevelt Canel |              |               |            |          |       |               |                      | 31 Dec 2005 | 396 ft Unknown        |                    |                 |
| 6.36           |                                | N   | BR (WB) Ramp 202 to Power Rd over Roosevelt Canel   |              |               |            |          |       |               |                      | 31 Dec 2005 | 396 ft Concrete/Steel |                    |                 |
| 6.38           | M006 +0.37                     | N   | VMS (WB) Variable Message Sign #248 (Existing)      |              |               |            |          |       |               |                      |             |                       |                    |                 |
| 6.41           | +0.40                          | N   | TI (WB) Center Pkwy (off)                           | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.02                 | 92          |                       |                    |                 |
|                |                                | N   | TI (WB) Center Pkwy (off)                           | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.03                 | 92          |                       |                    |                 |
| 6.47           | +0.46                          | N   | TI (WB) Center Pkwy (off)                           | PCC          | PCC           | 2          | 10       | 24    | 10            | 0.06                 | 92          |                       |                    |                 |
| 6.50           | +0.49                          | N   | TI (WB) Center Pkwy (off)                           | PCC          | PCC           | 1.5        | 10       | 18    | 10            | 0.02                 | 92          |                       |                    |                 |
| 6.52           | +0.51                          | N   | TI (WB) Center Pkwy (off)                           | PCC          | PCC           | 2          | 10       | 24    | 10            | 0.35                 | 92          |                       |                    |                 |
|                |                                | N   | TI (WB) Center Pkwy (off)                           | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.02                 | 92          |                       |                    |                 |
| 6.58           | +0.57                          | N   | TI (WB) Center Pkwy (off)                           | PCC          | PCC           | 2          | 10       | 24    | 10            | 0.06                 | 92          |                       |                    |                 |
| 6.63           | +0.62                          | N   | TI (WB) Center Pkwy (off)                           | PCC          | PCC           | 1.5        | 10       | 18    | 10            | 0.05                 | 92          |                       |                    |                 |
| 6.66           | +0.65                          | N   | TI (WB) Center Pkwy (off)                           | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.03                 | 92          |                       |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M6 to M7</a>       | PCC          | PCC           | 5          | 10       | 72    | 10            | 0.07                 | 1995        |                       |                    |                 |
| 6.74           | +0.72                          | N   | WB  | PCC          | PCC           | 5          | 10       | 66    | 10            | 0.05                 | 1995        |                       |                    |                 |
| 6.79           | +0.78                          | N   | WB  | PCC          | PCC           | 5          | 10       | 60    | 10            | 1.29                 | 1995        |                       |                    |                 |
| 7.52           | M007 +0.51                     | N   | TI (WB) Scottsdale Rd (on)                          | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.03                 | 92          |                       |                    |                 |
| 7.55           | +0.54                          | N   | TI (WB) Scottsdale Rd (on)                          | PCC          | PCC           | 1.5        | 10       | 18    | 10            | 0.03                 | 92          |                       |                    |                 |
| 7.65           | +0.64                          | N   | TI (WB) Scottsdale Rd (on)                          | PCC          | PCC           | 2          | 10       | 24    | 10            | 0.10                 | 92          |                       |                    |                 |
| 7.71           | +0.70                          | N   | TI (WB) Scottsdale Rd (on)                          | PCC          | PCC           | 2.5        | 10       | 30    | 10            | 0.06                 | 92          |                       |                    |                 |
| 7.73           | +0.72                          | N   | TI (WB) Scottsdale Rd (on)                          | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.04                 | 92          |                       |                    |                 |
|                |                                | N   | TI (WB) Scottsdale Rd (on)                          | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.03                 | 92          |                       |                    |                 |
| 7.77           | +0.76                          | N   | TI (WB) Scottsdale Rd (off)                         | PCC          | PCC           | 1          | 10       | 12    | 10            | 0.03                 | 92          |                       |                    |                 |

**S 202 at M007+0.76**

**M007+0.76 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M007+0.76**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M007+0.76 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 7.77           | M007 +0.76                     | N   | TI (WB) Scottsdale Rd (off)                     | PCC          | PCC           | 2          | 10                  | 24            | 10                   | 0.02  | 92             |                    |                 |
| 7.84           | +0.83                          | N   | TI (WB) Scottsdale Rd (off)                     | PCC          | PCC           | 3          | 10                  | 36            | 10                   | 0.07  | 92             |                    |                 |
| 7.92           | +0.91                          | N   | TI (WB) Scottsdale Rd (off)                     | PCC          | PCC           | 2          | 10                  | 24            | 10                   | 0.08  | 92             |                    |                 |
| 8.08           | M008 +0.07                     | N   | TI (WB) Scottsdale Rd (off)                     | PCC          | PCC           | 1          | 10                  | 12            | 10                   | 0.15  | 92             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M8 to M9</a>   | PCC          | PCC           | 5          | 10                  | 66            | 10                   | 0.02  | 1995           |                    |                 |
| 8.10           | +0.09                          | N   | WB  | PCC          | PCC           | 5          | 10                  | 60            | 10                   | 0.08  | 1995           |                    |                 |
| 8.18           | +0.17                          | N   | WB  | PCC          | PCC           | 5          | 10                  | 66            | 10                   | 0.01  | 1995           |                    |                 |
| 8.19           | +0.18                          | N   | WB  | PCC          | PCC           | 5          | 10                  | 66            | 10                   | 0.15  | 1996           |                    |                 |
| 8.23           | +0.23                          | N   | BR (WB) Salt River Bridge                       |              |               |            |                     |               |                      |       | 1996           | 5171 ft Concrete   |                 |
| 8.34           | +0.33                          | N   | WB <a href="#">Projects spanning M8 to M9</a>   | PCC          | PCC           | 5          | 10                  | 72            | 10                   | 0.18  | 1996           |                    |                 |
| 8.52           | +0.51                          | N   | WB  | PCC          | PCC           | 5          | 10                  | 60            | 10                   | 0.67  | 1996           |                    |                 |
| 8.60           | +0.60                          | N   | TI (WB) Hayden Rd (on)                          | PCC          | PCC           | 1          |                     | 12            |                      | 0.09  | 1996           |                    |                 |
| 8.63           | +0.62                          | N   | TI (WB) Hayden Rd (on)                          | PCC          | PCC           | 1.5        |                     | 18            |                      | 0.03  | 1996           |                    |                 |
| 8.69           | +0.68                          | N   | TI (WB) Hayden Rd (on)                          | PCC          | PCC           | 2          |                     | 24            |                      | 0.06  | 1996           |                    |                 |
| 8.70           | +0.69                          | N   | OP (WB) Exit #8 McClintock Road                 |              |               |            |                     |               |                      |       | 1996           | Unknown            |                 |
|                |                                | N   | VMS (WB) Variable Message Sign #247 (Existing)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 9.19           | M009 +0.19                     | N   | WB <a href="#">Projects spanning M9 to M10</a>  | PCC          | PCC           | 3          | 10                  | 60            | 12                   | 0.14  | 1994           |                    |                 |
| 9.33           | +0.33                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 66            | 12                   | 0.08  | 1994           |                    |                 |
| 9.41           | +0.41                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 36            | 12                   | 0.01  | 1994           |                    |                 |
|                |                                | N   | TI (WB) S 101 (on)                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 9.42           | +0.42                          | N   | WB <a href="#">Projects spanning M9 to M10</a>  | PCC          | PCC           | 3          | 10                  | 36            | 10                   | 0.13  | 1997           |                    |                 |
| 9.55           | +0.55                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 36            | 22                   | 0.07  | 1997           |                    |                 |
| 9.62           | +0.62                          | N   | WB  | PCC          | PCC           | 3          | 12                  | 36            | 8                    | 0.10  | 1997           |                    |                 |
| 9.72           | +0.72                          | N   | WB  | PCC          | PCC           | 3.5        | 12                  | 42            | 8                    | 0.21  | 1997           |                    |                 |
| 9.80           | +0.80                          | N   | UP (WB) Under S 101 NB/SB                       |              |               |            |                     |               |                      |       | 18 Oct 1996    |                    | ??-??"          |
| 9.91           | +0.91                          | N   | TI (WB) S 101 SB (off)                          | PCC          | PCC           | 1          |                     | 12            |                      | 0.56  |                |                    |                 |
| 9.92           | +0.92                          | N   | TI (WB) S 101 NB (off)                          | PCC          | PCC           | 1          |                     | 12            |                      | 0.23  |                |                    |                 |
| 9.93           | +0.93                          | N   | WB <a href="#">Projects spanning M9 to M10</a>  | PCC          | PCC           | 2.5        | 12                  | 30            | 8                    | 0.06  | 1997           |                    |                 |
| 9.99           | +0.99                          | N   | WB  | PCC          | PCC           | 3          | 12                  | 36            | 8                    | 0.24  | 1997           |                    |                 |
| 10.22          | M010 +0.22                     | N   | WB <a href="#">Projects spanning M10 to M11</a> | PCC          | PCC           | 3          | 12                  | 60            | 8                    | 0.10  | 1997           |                    |                 |
|                |                                | N   | TI (WB) S 101 NB/SB (off)                       | PCC          | PCC           | 2          |                     | 24            |                      | 0.30  |                |                    |                 |
| 10.32          | +0.32                          | N   | WB <a href="#">Projects spanning M10 to M11</a> | PCC          | PCC           | 3          | 12                  | 54            | 8                    | 0.03  | 1997           |                    |                 |
| 10.35          | +0.34                          | N   | WB  | PCC          | PCC           | 3          | 12                  | 48            | 8                    | 0.54  | 1997           |                    |                 |
| 10.84          | +0.84                          | N   | JB Temp Leave Mesa                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 10.89          | +0.89                          | N   | WB <a href="#">Projects spanning M10 to M11</a> | PCC          | PCC           | 3          | 12                  | 36            | 8                    | 0.42  | 1997           |                    |                 |
| 10.96          | +0.95                          | N   | TI (WB) Dobson Rd (on)                          | PCC          | PCC           | 1          | 6                   | 14            | 2                    | 0.07  | 1997           |                    |                 |
| 11.00          | +0.99                          | N   | TI (WB) Dobson Rd (on)                          | PCC          | PCC           | 1.5        | 6                   | 21            | 2                    | 0.04  | 1997           |                    |                 |
| 11.07          | M011 +0.06                     | N   | OP (WB) Exit #10 Dobson Road                    |              |               |            |                     |               |                      |       | 1997           | 223 ft Concrete    |                 |
|                |                                | N   | TI (WB) Dobson Rd (on)                          | PCC          | PCC           | 2          | 6                   | 28            | 2                    | 0.07  | 1997           |                    |                 |

**S 202 at M011+0.06**

**M011+0.06 on S 202**

### ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M011+0.08**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M011+0.08 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 11.09          | M011 +0.08                     | N   | TI (WB) Dobson Rd (off)                         | PCC          | PCC           | 3          | 6                   | 42            | 2                    | 0.08  | 1997           |                    |                 |
| 11.18          | +0.17                          | N   | TI (WB) Dobson Rd (off)                         | PCC          | PCC           | 2          | 6                   | 28            | 2                    | 0.06  | 1997           |                    |                 |
| 11.24          | +0.23                          | N   | TI (WB) Dobson Rd (off)                         | PCC          | PCC           | 1          | 6                   | 14            | 2                    | 0.07  | 1997           |                    |                 |
| 11.31          | +0.30                          | N   | WB <a href="#">Projects spanning M11 to M12</a> | PCC          | PCC           | 3          | 12                  | 48            | 8                    | 0.24  | 1997           |                    |                 |
| 11.54          | +0.54                          | N   | WB AC/PCC AC 3 12 48 8 0.28 26 Apr 2004         | AC/PCC       | AC            | 3          | 12                  | 48            | 8                    | 0.28  | 26 Apr 2004    |                    |                 |
|                |                                | N   | CG Low Profile Gutter to Left 4.42 2004         |              |               |            |                     |               |                      | 4.42  | 2004           |                    |                 |
| 11.83          | +0.82                          | N   | WB <a href="#">Projects spanning M11 to M12</a> | AC/PCC       | AC            | 3          | 12                  | 36            | 8                    | 0.26  | 26 Apr 2004    |                    |                 |
| 11.85          | +0.84                          | N   | TI (WB) Alma School Rd (on)                     | AC/PCC       | AC/PCC        | 1.5        | 6                   | 21            | 4                    | 0.03  | 1997           |                    |                 |
| 12.03          | M012 +0.03                     | N   | TI (WB) Alma School Rd (on)                     | AC/PCC       | AC/PCC        | 1          | 6                   | 14            | 4                    | 0.18  | 10 May 2004    |                    |                 |
| 12.04          | +0.04                          | N   | OP (WB) Exit #11 Alma School Road 1997          |              |               |            |                     |               |                      |       |                | 158 ft Concrete    |                 |
| 12.09          | +0.09                          | N   | WB <a href="#">Projects spanning M12 to M13</a> | AC/PCC       | AC            | 3          | 12                  | 42            | 8                    | 0.12  | 26 Apr 2004    |                    |                 |
| 12.12          | +0.12                          | N   | TI (WB) Alma School Rd (off)                    | PCC          | PCC           | 3          | 6                   | 42            | 4                    | 0.06  | 1997           |                    |                 |
| 12.20          | +0.20                          | N   | TI (WB) Alma School Rd (off)                    | PCC          | PCC           | 1.5        | 6                   | 21            | 4                    | 0.07  | 10 May 2004    |                    |                 |
| 12.21          | +0.21                          | N   | WB <a href="#">Projects spanning M12 to M13</a> | AC/PCC       | AC            | 3          | 12                  | 60            | 8                    | 0.05  | 26 Apr 2004    |                    |                 |
|                |                                | N   | TI (WB) Alma School Rd (off)                    | AC/PCC       | AC/PCC        | 1          | 6                   | 14            | 4                    | 0.01  | 1997           |                    |                 |
| 12.26          | +0.26                          | N   | WB <a href="#">Projects spanning M12 to M13</a> | AC/PCC       | AC            | 3          | 12                  | 54            | 8                    | 0.02  | 26 Apr 2004    |                    |                 |
| 12.28          | +0.28                          | N   | WB AC/PCC AC 3 12 48 8 0.24 26 Apr 2004         | AC/PCC       | AC            | 3          | 12                  | 48            | 8                    | 0.24  | 26 Apr 2004    |                    |                 |
| 12.52          | +0.52                          | N   | WB AC/PCC AC 3 12 36 8 0.23 26 Apr 2004         | AC/PCC       | AC            | 3          | 12                  | 36            | 8                    | 0.23  | 26 Apr 2004    |                    |                 |
| 12.65          | +0.65                          | N   | JB Temp Leave Mesa                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 12.66          | +0.66                          | N   | JB Reenter Mesa                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 12.69          | +0.69                          | N   | TI (WB) McKellips Rd (on)                       | AC/PCC       | AC/PCC        | 2          | 12                  | 24            | 8                    | 0.17  | 10 May 2004    |                    |                 |
| 12.71          | +0.71                          | N   | OP (WB) Exit #12 McKellips Road 1998            |              |               |            |                     |               |                      |       |                | Unknown            |                 |
| 12.75          | +0.75                          | N   | WB <a href="#">Projects spanning M12 to M13</a> | AC/PCC       | AC            | 3          | 12                  | 42            | 8                    | 0.13  | 26 Apr 2004    |                    |                 |
| 12.88          | +0.88                          | N   | WB AC/PCC AC 3 12 48 8 0.11 26 Apr 2004         | AC/PCC       | AC            | 3          | 12                  | 48            | 8                    | 0.11  | 26 Apr 2004    |                    |                 |
| 12.98          | +0.98                          | N   | WB AC/PCC AC 3 12 54 8 0.03 26 Apr 2004         | AC/PCC       | AC            | 3          | 12                  | 54            | 8                    | 0.03  | 26 Apr 2004    |                    |                 |
| 13.02          | +1.02                          | N   | WB AC/PCC AC 3 12 36 8 0.44 26 Apr 2004         | AC/PCC       | AC            | 3          | 12                  | 36            | 8                    | 0.44  | 26 Apr 2004    |                    |                 |
| 13.20          | +1.20                          | N   | JB Temp Leave Mesa                              |              |               |            |                     |               |                      |       |                |                    |                 |
| 13.23          | +1.23                          | N   | TI (WB) Country Club Dr (on)                    | AC/PCC       | AC/PCC        | 2          |                     | 24            |                      | 0.21  | 10 May 2004    |                    |                 |
|                |                                | N   | OP (WB) Exit #13 Country Club Dr 13 Jan 2002    |              |               |            |                     |               |                      |       |                | 248 ft Concrete    |                 |
| 13.32          | +1.32                          | N   | TI (WB) Country Club Dr (off)                   | PCC          | PCC           | 3          |                     | 36            |                      | 0.06  | 10 May 2004    |                    |                 |
| 13.40          | +1.40                          | N   | TI (WB) Country Club Dr (off)                   | PCC          | PCC           | 2          |                     | 24            |                      | 0.07  | 2002           |                    |                 |
| 13.45          | +1.45                          | N   | TI (WB) Country Club Dr (off)                   | AC/PCC       | AC/PCC        | 1          |                     | 12            |                      | 0.06  | 2002           |                    |                 |
| 13.46          | +1.46                          | N   | WB <a href="#">Projects spanning M12 to M13</a> | AC/PCC       | AC            | 3          | 12                  | 48            | 8                    | 0.17  | 26 Apr 2004    |                    |                 |
| 13.58          | +1.58                          | N   | JB Reenter Mesa                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 13.63          | +1.63                          | N   | WB <a href="#">Projects spanning M12 to M13</a> | AC/PCC       | AC            | 3          | 12                  | 42            | 8                    | 0.05  | 26 Apr 2004    |                    |                 |
| 13.68          | +1.68                          | N   | WB AC/PCC AC 3 10 36 8 2.05 26 Apr 2004         | AC/PCC       | AC            | 3          | 10                  | 36            | 8                    | 2.05  | 26 Apr 2004    |                    |                 |
| 15.72          | M015 +0.73                     | N   | WB <a href="#">Projects spanning M15 to M16</a> | AC/PCC       | AC            | 3          | 10                  | 42            | 8                    | 0.21  | 26 Apr 2004    |                    |                 |
| 15.94          | +0.94                          | N   | WB AC/PCC AC 3 10 48 8 0.03 26 Apr 2004         | AC/PCC       | AC            | 3          | 10                  | 48            | 8                    | 0.03  | 26 Apr 2004    |                    |                 |
| 15.96          | +0.97                          | N   | WB AC AC 3 10 48 8 0.13 20 Oct 2003             | AC           | AC            | 3          | 10                  | 48            | 8                    | 0.13  | 20 Oct 2003    |                    |                 |

**S 202 at M015+0.97**

**M015+0.97 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M016+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M016+0.10 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 16.10          | M016+0.10                      | N   | WB   | <a href="#">Projects spanning M16 to M17</a> | AC            | AC         | 3          | 10            | 36                   | 8     | 1.18           | 20 Oct 2003        |                 |
| 16.16          | +0.16                          | N   | TI   | (WB) Gilbert Rd (on)                         | AC/PCC        | AC/PCC     | 1          |               | 12                   |       | 0.06           | 2002               |                 |
| 16.30          | +0.30                          | N   | TI   | (WB) Gilbert Rd (on)                         | AC/PCC        | AC/PCC     | 1.5        |               | 18                   |       | 0.15           | 2002               |                 |
| 16.51          | +0.51                          | N   | TI   | (WB) Gilbert Rd (on)                         | AC/PCC        | AC/PCC     | 2          |               | 24                   |       | 0.22           | 2002               |                 |
| 16.53          | +0.53                          | N   | TI   | (WB) Gilbert Rd (on)                         | PCC           | PCC        | 2          |               | 24                   |       | 0.03           | 2002               |                 |
| 16.83          | +0.84                          | N   | UP   | (WB) McDowell Rd                             |               |            |            |               |                      |       |                | 13 Jan 2002        | ??'-??"         |
| 16.92          | +0.92                          | N   | TI   | (WB) McDowell Rd (off)                       | PCC           | PCC        | 3          |               | 36                   |       | 0.03           | 2002               |                 |
| 16.94          | +0.94                          | N   | TI   | (WB) McDowell Rd (off)                       | PCC           | PCC        | 2          |               | 24                   |       | 0.03           | 2002               |                 |
| 17.00          | M017+0.01                      | N   | UP   | (WB) S 202 WB C-Ramp to McDowell Rd          |               |            |            |               |                      |       |                | 07 Oct 2002        | ??'-??"         |
| 17.27          | +0.28                          | N   | WB   | <a href="#">Projects spanning M17 to M18</a> | AC            | AC         | 3          | 10            | 48                   | 8     | 0.09           | 20 Oct 2003        |                 |
|                |                                | N   | TI   | (WB) McDowell Rd (off)                       | AC/PCC        | AC/PCC     | 1          |               | 12                   |       | 0.35           | 2002               |                 |
| 17.37          | +0.37                          | N   | WB   | <a href="#">Projects spanning M17 to M18</a> | AC            | AC         | 3          | 10            | 42                   | 8     | 0.03           | 20 Oct 2003        |                 |
| 17.39          | +0.40                          | N   | WB   |  | AC            | AC         | 3          | 10            | 36                   | 8     | 0.89           | 20 Oct 2003        |                 |
| 18.06          | M018+0.06                      | N   | UP   | (WB) Thomas Rd                               |               |            |            |               |                      |       |                | 07 Oct 2002        | ??'-??"         |
| 18.28          | +0.29                          | N   | WB   | <a href="#">Projects spanning M18 to M19</a> | AC            | AC         | 3          | 10            | 42                   | 8     | 0.20           | 20 Oct 2003        |                 |
| 18.48          | +0.48                          | N   | WB   |  | AC            | AC         | 3          | 10            | 48                   | 8     | 0.24           | 20 Oct 2003        |                 |
| 18.72          | +0.73                          | N   | WB   |  | AC            | AC/PCC     | 3          | 10            | 48                   | 8     | 0.03           | 20 Oct 2003        |                 |
|                |                                | N   | CG   | Low Profile Gutter to Left                   |               |            |            |               |                      |       | 2.06           | 2004               |                 |
| 18.75          | +0.75                          | N   | WB   | <a href="#">Projects spanning M18 to M19</a> | AC/PCC        | AC/PCC     | 3          | 10            | 36                   | 8     | 0.53           | 26 Mar 2004        |                 |
| 18.79          | +0.80                          | N   | TI   | (WB) Val Vista Rd (on)                       | AC/PCC        | AC/PCC     | 1          |               | 12                   |       | 0.05           | 2002               |                 |
| 18.92          | +0.92                          | N   | TI   | (WB) Val Vista Rd (on)                       | AC/PCC        | AC/PCC     | 1.5        |               | 18                   |       | 0.13           | 2002               |                 |
| 19.00          | +1.00                          | N   | TI   | (WB) Val Vista Rd (on)                       | AC/PCC        | AC/PCC     | 2          |               | 24                   |       | 0.08           | 2002               |                 |
| 19.03          | M019+0.03                      | N   | TI   | (WB) Val Vista Rd (on)                       | PCC           | PCC        | 2          |               | 24                   |       | 0.03           | 2002               |                 |
| 19.15          | +0.14                          | N   | TI   | (WB) Val Vista Rd (off)                      | PCC           | PCC        | 3          |               | 36                   |       | 0.10           | 2002               |                 |
| 19.22          | +0.22                          | N   | TI   | (WB) Val Vista Rd (off)                      | PCC           | PCC        | 2          |               | 24                   |       | 0.07           | 2002               |                 |
| 19.28          | +0.28                          | N   | WB   | <a href="#">Projects spanning M19 to M20</a> | AC/PCC        | AC/PCC     | 3          | 10            | 48                   | 8     | 0.47           | 26 Mar 2004        |                 |
|                |                                | N   | TI   | (WB) Val Vista Rd (off)                      | AC/PCC        | AC/PCC     | 1          |               | 12                   |       | 0.06           | 2002               |                 |
| 19.37          | +0.36                          | N   | BR   | (WB) South Canal                             |               |            |            |               |                      |       |                | 11 Feb 2002        | 110 ft Concrete |
| 19.75          | +0.75                          | N   | WB   | <a href="#">Projects spanning M19 to M20</a> | AC/PCC        | AC/PCC     | 3          | 10            | 42                   | 8     | 0.05           | 26 Mar 2004        |                 |
| 19.80          | +0.80                          | N   | WB   |  | AC/PCC        | AC/PCC     | 3          | 10            | 36                   | 8     | 0.50           | 26 Mar 2004        |                 |
| 20.03          | M020+0.04                      | N   | TI   | (WB) Greenfield Rd (on)                      | AC/PCC        | AC/PCC     | 2          |               | 24                   |       | 0.23           | 2002               |                 |
| 20.06          | +0.07                          | N   | TI   | (WB) Greenfield Rd (on)                      | PCC           | PCC        | 2          |               | 24                   |       | 0.03           | 2002               |                 |
| 20.20          | +0.20                          | N   | TI   | (WB) Greenfield Rd (off)                     | PCC           | PCC        | 3          |               | 36                   |       | 0.11           | 2002               |                 |
| 20.28          | +0.28                          | N   | TI   | (WB) Greenfield Rd (off)                     | PCC           | PCC        | 2          |               | 24                   |       | 0.08           | 2002               |                 |
| 20.30          | +0.31                          | N   | WB   | <a href="#">Projects spanning M20 to M21</a> | AC/PCC        | AC/PCC     | 3          | 10            | 48                   | 8     | 0.42           | 26 Mar 2004        |                 |
|                |                                | N   | TI   | (WB) Greenfield Rd (off)                     | AC/PCC        | AC/PCC     | 1          |               | 12                   |       | 0.03           | 2002               |                 |
| 20.72          | +0.73                          | N   | WB   | <a href="#">Projects spanning M20 to M21</a> | AC/PCC        | AC/PCC     | 3          | 10            | 48                   | 8     | 0.03           | 11 Jan 2003        |                 |
| 20.75          | +0.76                          | N   | WB   |  | AC/PCC        | AC/PCC     | 3          | 10            | 48                   | 8     | 0.02           | 11 Jan 2003        |                 |
| 20.77          | +0.77                          | N   | WB   |  | AC/PCC        | AC/PCC     | 2          | 10            | 36                   | 8     | 0.01           | 11 Jan 2003        |                 |

**S 202 at M020+0.77**

**M020+0.77 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M020+0.76**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M020+0.76 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance        |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------------|
| 20.78          | M020 +0.76                     | N   | WB   | <a href="#">Projects spanning M20 to M21</a>                         | AC/PCC        | AC/PCC     | 2                   | 10            | 24                   | 8     | 0.30           | 11 Jan 2003        |                        |
|                |                                | N   | CG   | Low Profile Gutter to Left   |               |            |                     |               |                      |       | 2.00           | 27 Jun 2005        |                        |
| 21.08          | M021 +0.07                     | N   | WB   | <a href="#">Projects spanning M21 to M22</a>                         | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.24           | 27 Jun 2005        |                        |
| 21.10          | +0.06                          | N   | TI   | (WB) Higley Rd (on)  | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.31           | 27 Jun 2005        |                        |
| 21.32          | +0.31                          | N   | WB   | <a href="#">Projects spanning M21 to M22</a>                         | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.38           | 27 Jun 2005        |                        |
| 21.34          | +0.30                          | N   | TI   | (WB) Higley Rd (off)   | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.26           | 27 Jun 2005        |                        |
| 21.70          | +0.69                          | N   | WB   | <a href="#">Projects spanning M21 to M22</a>                         | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 8     | 0.83           | 27 Jun 2005        |                        |
| 22.20          | M022 +0.17                     | N   | TI   | (WB) Recker Rd (on)  | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.47           | 27 Jun 2005        |                        |
| 22.53          | +0.52                          | N   | WB   | <a href="#">Projects spanning M22 to M23</a>                         | AC/PCC        | AC/PCC     | 3                   | 10            | 48                   | 8     | 0.24           | 27 Jun 2005        |                        |
| 22.56          | +0.53                          | N   | TI   | (WB) Recker Rd (off)   | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.36           | 27 Jun 2005        |                        |
| 22.78          | +0.76                          | N   | X    | Traffic on Ramps   |               |            |                     |               |                      |       |                |                    |                        |
| 23.17          | M023 +0.17                     | N   | TI   | (WB) Recker Rd (on)  | AC/PCC        | AC/PCC     | 1                   |               | 12                   |       | 0.42           | 27 Jun 2005        |                        |
| 30.59          | M030 +0.57                     | N   | OP   | (NB) U 060 (Closed)  |               |            |                     |               |                      |       |                | 24 Jan 2005        | 360 ft Concrete/Steel  |
| 30.65          | +0.63                          | N   | UP   | (NB) Ramp S 202 NB to U 060 WB                                       |               |            |                     |               |                      |       |                | 23 Jan 2005        | ??'-??"                |
| 30.71          | +0.68                          | N   | UP   | (NB) HOV Under S 202 NB to U 060 WB Ramp (FUTURE)                    |               |            |                     |               |                      |       |                | 23 Jan 2005        | 16'-10"                |
| 30.76          | +0.75                          | N   | UP   | (NB) S 202 NB to U 060 EB Under S 202 NB to U 060 WB Ramp            |               |            |                     |               |                      |       |                | 23 Jan 2005        | 35'-04"                |
| 30.89          | +0.85                          | N   | OP   | (NB) Ramp S 202 NB to U 060 WB over S 202 and U 060 mainlines, ramps |               |            |                     |               |                      |       |                | 23 Jan 2005        | 2468 ft Concrete/Steel |
| 31.02          | M031 +0.00                     | N   | NB   | <a href="#">Projects spanning M31 to M32</a>                         | AC/PCC        | AC/PCC     | 2                   | 44            | 24                   | 44    | 0.31           | 22 Jan 2005        |                        |
|                |                                | N   | CG   | Low Profile Gutter to Left   |               |            |                     |               |                      |       | 0.62           | 22 Jan 2005        |                        |
|                |                                | N   | TI   | (NB) U 060 WB (off)  | PCC           | PCC        | 2                   | 10            | 24                   | 6     | 0.81           | 23 Jan 2005        |                        |
|                |                                | N   | TI   | (NB) U 060 WB (off)  | PCC           | PCC        | 1                   | 10            | 12                   | 6     | 0.14           | 23 Jan 2005        |                        |
|                |                                | N   | TI   | (NB) U 060 WB (off)  | PCC           | PCC        | 1.5                 | 10            | 18                   | 6     | 0.14           | 23 Jan 2005        |                        |
| 31.03          | +0.01                          | N   | J    | Continue (NB) S 202 at S 202 NB to U 060 WB Ramp                     |               |            |                     |               |                      |       |                | 22 Jan 2005        |                        |
| 31.11          | +0.07                          | N   | OP   | (NB) Ramp S 202 NB to U 060 WB over Baseline Rd                      |               |            |                     |               |                      |       |                | 22 Jan 2005        | 187 ft Concrete/Steel  |
|                |                                | N   | OP   | (NB) Exit #31 at Baseline Rd   |               |            |                     |               |                      |       |                | 22 Jan 2005        | 186 ft Concrete/Steel  |
| 31.17          | +0.15                          | N   | TI   | (NB) Baseline Rd (off)   | PCC           | PCC        | 3                   | 2             | 36                   | 2     | 0.06           | 22 Jan 2005        |                        |
| 31.24          | +0.21                          | N   | TI   | (NB) Baseline Rd (off)   | PCC           | PCC        | 2.5                 | 5             | 30                   | 2     | 0.07           | 22 Jan 2005        |                        |
| 31.33          | +0.31                          | N   | TI   | (NB) Baseline Rd (off)   | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.09           | 22 Jan 2005        |                        |
|                |                                | N   | NB   | <a href="#">Projects spanning M31 to M32</a>                         | AC/PCC        | AC/PCC     | 2                   | 44            | 36                   | 38    | 0.14           | 22 Jan 2005        |                        |
| 31.47          | +0.45                          | N   | NB   |  | AC/PCC        | AC/PCC     | 2                   | 44            | 36                   | 32    | 0.46           | 22 Jan 2005        |                        |
| 31.64          | +0.62                          | N   | CG   | Low Profile Gutter to Left and Right                                 |               |            |                     |               |                      |       | 1.49           | 22 Jan 2005        |                        |
| 31.93          | +0.90                          | N   | NB   | <a href="#">Projects spanning M31 to M32</a>                         | AC/PCC        | AC/PCC     | 2                   | 44            | 24                   | 32    | 0.28           | 22 Jan 2005        |                        |
| 31.98          | +0.96                          | N   | TI   | (NB) Guadalupe Rd (on)   | PCC           | PCC        | 1.5                 | 2             | 18                   | 3     | 0.06           | 22 Jan 2005        |                        |
| 32.13          | M032 +0.11                     | N   | TI   | (NB) Guadalupe Rd (on)   | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.15           | 22 Jan 2005        |                        |
|                | +0.12                          | N   | UP   | (NB) Exit #32 at Guadalupe Rd  |               |            |                     |               |                      |       |                | 22 Jan 2005        | 17'-04"                |
| 32.21          | +0.19                          | N   | TI   | (NB) Guadalupe Rd (off)  | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.05           | 22 Jan 2005        |                        |
|                |                                | N   | NB   | <a href="#">Projects spanning M32 to M33</a>                         | AC/PCC        | AC/PCC     | 2                   | 44            | 24                   | 26    | 0.12           | 22 Jan 2005        |                        |
| 32.29          | +0.27                          | N   | TI   | (NB) Guadalupe Rd (off)  | PCC           | PCC        | 2.5                 | 5             | 30                   | 3     | 0.09           | 22 Jan 2005        |                        |
| 32.33          | +0.31                          | N   | TI   | (NB) Guadalupe Rd (off)  | PCC           | PCC        | 1                   | 8             | 12                   | 2     | 0.04           | 22 Jan 2005        |                        |

**S 202 at M032+0.31**

**M032+0.31 on S 202**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M032+0.31**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M032+0.31 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance       |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------------|
| 32.33          | M032 +0.31                     | N   | NB   | <a href="#">Projects spanning M32 to M33</a>      | AC/PCC        | AC/PCC     | 2                   | 44            | 36                   | 26    | 0.01           | 22 Jan 2005        |                       |
| 32.34          | +0.32                          | N   | NB   |   | AC/PCC        | AC/PCC     | 2                   | 44            | 36                   | 20    | 0.39           | 22 Jan 2005        |                       |
| 32.73          | +0.71                          | N   | NB   |   | AC/PCC        | AC/PCC     | 2                   | 44            | 30                   | 20    | 0.03           | 22 Jan 2005        |                       |
| 32.76          | +0.74                          | N   | NB   |   | AC/PCC        | AC/PCC     | 2                   | 6             | 30                   | 20    | 0.02           | 22 Jan 2005        |                       |
| 32.78          | +0.76                          | N   | NB   |   | AC/PCC        | AC/PCC     | 2                   | 6             | 24                   | 20    | 0.13           | 22 Jan 2005        |                       |
| 32.91          | +0.91                          | N   | NB   |   | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.22           | 22 Jan 2005        |                       |
|                |                                | N   | X    | Traffic on Ramps                                  |               |            |                     |               |                      |       |                |                    |                       |
| 33.13          | +1.13                          | N   | TI   | (NB) Elliot Rd (on)                               | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.24           | 22 Jan 2005        |                       |
| 33.20          | +1.16                          | N   | OP   | (NB) Exit #33 at Elliot Rd                        |               |            |                     |               |                      |       |                | 22 Jan 2005        | 216 ft Concrete/Steel |
| 34.16          | M034 +0.14                     | N   | OP   | Warner Rd   |               |            |                     |               |                      |       |                | 31 Dec 2005        | 217 ft Concrete/Steel |
| 34.65          | +0.63                          | N   | OP   | Hawes Rd  |               |            |                     |               |                      |       |                | 31 Dec 2005        | 215 ft Concrete/Steel |
| 35.68          | M035 +0.67                     | N   | OP   | Sossaman Rd                                       |               |            |                     |               |                      |       |                | 31 Dec 2005        | 124 ft Concrete/Steel |
| 36.41          | M036 +0.40                     | N   | BR   | Roosevelt Canel                                   |               |            |                     |               |                      |       |                | 31 Dec 2005        | 396 ft Concrete/Steel |
| 36.66          | +0.64                          | N   | OP   | Power Rd  |               |            |                     |               |                      |       |                | 2005               | 214 ft Concrete/Steel |
| 44.58          | M043 +1.57                     | N   | J    | Continue (EB) S 202 EB Ramp at Gilbert Rd         |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | N   | UP   | (EB) Exit #44 at Gilbert Rd SB                    |               |            |                     |               |                      |       |                | 18 Dec 2005        | 16'-10"               |
|                |                                | N   | UP   | (EB) Exit #44 at Gilbert Rd NB                    |               |            |                     |               |                      |       |                | 18 Dec 2005        | 16'-10"               |
|                |                                | N   | X    | Traffic on Ramps                                  |               |            |                     |               |                      |       |                |                    |                       |
| 44.64          | M044 +0.56                     | N   | TI   | (WB) Gilbert Rd (on)                              | PCC           | PCC        | 2                   | 4             | 24                   | 2     | 0.08           | 18 Dec 2005        |                       |
| 44.66          | M043 +1.65                     | N   | TI   | (EB) Gilbert Rd (off)                             | PCC           | PCC        | 4                   | 2             | 48                   | 4     | 0.08           | 18 Dec 2005        |                       |
| 44.72          | +1.70                          | N   | TI   | (EB) Gilbert Rd (off)                             | PCC           | PCC        | 3                   | 2             | 36                   | 3     | 0.06           | 18 Dec 2005        |                       |
| 44.73          | M044 +0.64                     | N   | TI   | (WB) Gilbert Rd (on)                              | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.12           | 18 Dec 2005        |                       |
| 44.78          | +0.77                          | N   | EB   | <a href="#">Projects spanning M44 to M45</a>      | AC/PCC        | PCC        | 2                   | 10            | 24                   | 8     | 0.38           | 18 Dec 2005        |                       |
|                |                                | N   | CG   | Curb to Left                                      |               |            |                     |               |                      |       | 2.66           | 18 Dec 2005        |                       |
|                |                                | N   | X    | (EB) Continue Mainline S 202 at Gilbert Rd C-Ramp |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | N   | TI   | (EB) Gilbert Rd (off)                             | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.06           | 18 Dec 2005        |                       |
| 45.16          | M045 +0.14                     | N   | EB   | <a href="#">Projects spanning M45 to M46</a>      | AC/PCC        | PCC        | 2                   | 10            | 30                   | 8     | 0.10           | 18 Dec 2005        |                       |
| 45.26          | +0.23                          | N   | EB   |   | AC/PCC        | PCC        | 2                   | 10            | 36                   | 8     | 0.11           | 18 Dec 2005        |                       |
| 45.37          | +0.35                          | N   | EB   |   | AC/PCC        | PCC        | 2                   | 10            | 24                   | 8     | 0.10           | 18 Dec 2005        |                       |
| 45.47          | +0.44                          | N   | TI   | (EB) Cooper Rd (on)                               | PCC           | PCC        | 1.5                 | 1             | 18                   | 3     | 0.10           | 18 Dec 2005        |                       |
|                | +0.45                          | N   | EB   | <a href="#">Projects spanning M45 to M46</a>      | AC/PCC        | PCC        | 2.5                 | 10            | 30                   | 8     | 0.23           | 18 Dec 2005        |                       |
| 45.58          | +0.56                          | N   | UP   | (EB) Exit #45 at Cooper Rd SB                     |               |            |                     |               |                      |       |                | 18 Dec 2005        | 17'-01"               |
|                |                                | N   | UP   | (EB) Exit #45 at Cooper Rd NB                     |               |            |                     |               |                      |       |                | 18 Dec 2005        | 17'-01"               |
|                |                                | N   | TI   | (EB) Cooper Rd (on)                               | PCC           | PCC        | 2                   | 2             | 24                   | 4     | 0.11           | 18 Dec 2005        |                       |
| 45.66          | +0.64                          | N   | TI   | (EB) Cooper Rd (off)                              | PCC           | PCC        | 3                   | 2             | 36                   | 4     | 0.08           | 18 Dec 2005        |                       |
| 45.70          | +0.68                          | N   | EB   | <a href="#">Projects spanning M45 to M46</a>      | AC/PCC        | PCC        | 3                   | 10            | 36                   | 8     | 0.06           | 18 Dec 2005        |                       |
| 45.72          | +0.69                          | N   | TI   | (EB) Cooper Rd (off)                              | PCC           | PCC        | 2.5                 | 1             | 30                   | 3     | 0.06           | 18 Dec 2005        |                       |
| 45.76          | +0.74                          | N   | EB   | <a href="#">Projects spanning M45 to M46</a>      | AC/PCC        | PCC        | 3                   | 10            | 48                   | 8     | 0.61           | 18 Dec 2005        |                       |
|                |                                | N   | TI   | (EB) Cooper Rd (off)                              | PCC           | PCC        | 1                   | 0             | 12                   | 2     | 0.05           | 18 Dec 2005        |                       |

**S 202 at M045+0.74**
**M045+0.74 on S 202**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 202 at M046+0.09**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M046+0.09 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type    | Vert. Clearance |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|-----------------------|-----------------|---------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                       |                 |         |
| 46.12          | M046+0.09                      | N   | BR   | (EB) Consolidated Canal                      |               |            |            |               |                      |       | 18 Dec 2005    | 131 ft Concrete/Steel |                 |         |
| 46.37          | +0.35                          | N   | EB   | <a href="#">Projects spanning M46 to M47</a> | AC/PCC        | PCC        | 3          | 10            | 36                   | 8     | 0.43           |                       | 18 Dec 2005     |         |
| 46.43          | +0.41                          | N   | TI   | (EB) Mcqueen Rd (on)                         | PCC           | PCC        | 2          | 2             | 24                   | 2     | 0.06           |                       | 18 Dec 2005     |         |
| 46.50          | +0.47                          | N   | TI   | (EB) Mcqueen Rd (on)                         | PCC           | PCC        | 2          | 2             | 24                   | 3     | 0.07           |                       | 18 Dec 2005     |         |
| 46.58          | +0.55                          | N   | TI   | (EB) Mcqueen Rd (on)                         | PCC           | PCC        | 2          | 2             | 24                   | 4     | 0.08           |                       | 18 Dec 2005     |         |
|                |                                | N   | UP   | (EB) Exit #46 at Mcqueen Rd SB               |               |            |            |               |                      |       | 18 Dec 2005    |                       |                 | 16'-08" |
|                |                                | N   | UP   | (EB) Exit #46 at Mcqueen Rd NB               |               |            |            |               |                      |       | 18 Dec 2005    |                       |                 | 16'-08" |
| 46.66          | +0.63                          | N   | TI   | (EB) Mcqueen Rd (off)                        | PCC           | PCC        | 3          | 2             | 36                   | 4     | 0.08           |                       | 18 Dec 2005     |         |
| 46.71          | +0.68                          | N   | TI   | (EB) Mcqueen Rd (off)                        | PCC           | PCC        | 2.5        | 5             | 30                   | 4     | 0.06           |                       | 18 Dec 2005     |         |
| 46.81          | +0.78                          | N   | EB   | <a href="#">Projects spanning M46 to M47</a> | AC/PCC        | PCC        | 3          | 10            | 48                   | 8     | 0.54           |                       | 18 Dec 2005     |         |
|                |                                | N   | TI   | (EB) Mcqueen Rd (off)                        | PCC           | PCC        | 1          | 8             | 12                   | 2     | 0.10           | 18 Dec 2005           |                 |         |
| 47.35          | M047+0.28                      | N   | EB   | <a href="#">Projects spanning M47 to M48</a> | AC/PCC        | PCC        | 3          | 10            | 36                   | 8     | 0.09           | 18 Dec 2005           |                 |         |
| 47.38          | +0.31                          | N   | OP   | (EB) Arizona Ave Ramp over UPRR              |               |            |            |               |                      |       | 18 Dec 2005    | 103 ft Concrete/Steel |                 |         |
|                | +0.32                          | N   | OP   | (EB) UPRR                                    |               |            |            |               |                      |       | 18 Dec 2005    | 105 ft Concrete/Steel |                 |         |
| 47.44          | +0.37                          | N   | TI   | (EB) Arizona Ave/S 087 (on)                  | PCC           | PCC        | 1.5        | 4             | 18                   | 4     | 0.09           | 18 Dec 2005           |                 |         |
|                |                                | N   | EB   | <a href="#">Projects spanning M47 to M48</a> | AC/PCC        | PCC        | 3          | 10            | 36                   | 8     | 0.51           | 20 Jun 2005           |                 |         |
|                |                                | N   | CG   | Curb to Left and Right                       |               |            |            |               |                      |       | 1.84           | 20 Jun 2005           |                 |         |
| 47.65          | +0.58                          | N   | TI   | (EB) Arizona Ave/S 087 (on)                  | PCC           | PCC        | 2          | 2             | 24                   | 2     | 0.21           | 18 Dec 2005           |                 |         |
| 47.74          | +0.68                          | N   | TI   | (EB) Arizona Ave/S 087 (off)                 | PCC           | PCC        | 4          | 2             | 48                   | 2     | 0.09           | 20 Jun 2005           |                 |         |
| 47.79          | +0.72                          | N   | TI   | (EB) Arizona Ave/S 087 (off)                 | PCC           | PCC        | 3.5        | 2             | 42                   | 2     | 0.05           | 20 Jun 2005           |                 |         |
| 47.81          | +0.74                          | N   | TI   | (EB) Arizona Ave/S 087 (off)                 | PCC           | PCC        | 2          | 2             | 24                   | 2     | 0.02           | 20 Jun 2005           |                 |         |
| 47.95          | +0.88                          | N   | TI   | (EB) Arizona Ave/S 087 (off)                 | AC/PCC        | AC/PCC     | 2          | 2             | 24                   | 2     | 0.14           | 20 Jun 2005           |                 |         |
|                |                                | N   | EB   | <a href="#">Projects spanning M47 to M48</a> | AC/PCC        | PCC        | 3          | 10            | 48                   | 8     | 0.50           | 20 Jun 2005           |                 |         |
| 48.45          | M048+0.42                      | N   | EB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | PCC        | 3          | 10            | 36                   | 8     | 0.46           | 20 Jun 2005           |                 |         |
| 48.50          | +0.48                          | N   | TI   | (EB) Alma School Rd (on)                     | AC/PCC        | AC/PCC     | 1.5        | 2             | 18                   | 2     | 0.06           | 20 Jun 2005           |                 |         |
| 48.61          | +0.58                          | N   | TI   | (EB) Alma School Rd (on)                     | AC/PCC        | AC/PCC     | 2          | 2             | 24                   | 2     | 0.10           | 20 Jun 2005           |                 |         |
| 48.65          | +0.63                          | N   | TI   | (EB) Alma School Rd (on)                     | PCC           | PCC        | 2          | 2             | 24                   | 2     | 0.05           | 20 Jun 2005           |                 |         |
| 48.70          | +0.67                          | N   | TI   | (EB) Alma School Rd (off)                    | PCC           | PCC        | 3          | 2             | 36                   | 2     | 0.04           | 20 Jun 2005           |                 |         |
| 48.74          | +0.71                          | N   | TI   | (EB) Alma School Rd (off)                    | AC/PCC        | AC/PCC     | 3          | 20            | 36                   | 4     | 0.04           | 20 Jun 2005           |                 |         |
| 48.79          | +0.77                          | N   | TI   | (EB) Alma School Rd (off)                    | AC/PCC        | AC/PCC     | 2.5        | 5             | 30                   | 3     | 0.06           | 20 Jun 2005           |                 |         |
| 48.91          | +0.88                          | N   | TI   | (EB) Alma School Rd (off)                    | AC/PCC        | AC/PCC     | 2          | 8             | 24                   | 4     | 0.12           | 20 Jun 2005           |                 |         |
|                |                                | N   | EB   | <a href="#">Projects spanning M48 to M49</a> | AC/PCC        | PCC        | 4          | 10            | 60                   | 8     | 0.08           | 20 Jun 2005           |                 |         |
| 48.99          | +0.97                          | N   | EB   |  | AC/PCC        | PCC        | 4          | 10            | 54                   | 8     | 0.06           | 20 Jun 2005           |                 |         |
| 49.05          | M049+0.04                      | N   | EB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | PCC        | 4          | 10            | 48                   | 8     | 0.10           | 20 Jun 2005           |                 |         |
| 49.16          | +0.14                          | N   | EB   |  | AC/PCC        | PCC        | 4          | 10            | 54                   | 8     | 0.16           | 20 Jun 2005           |                 |         |
| 49.28          | +0.26                          | N   | CG   | Curb to Left and Right                       |               |            |            |               |                      |       | 0.56           | 20 Jun 2005           |                 |         |
| 49.32          | +0.30                          | N   | EB   | <a href="#">Projects spanning M49 to M50</a> | AC/PCC        | PCC        | 4          | 10            | 60                   | 8     | 0.16           | 20 Jun 2005           |                 |         |
| 49.48          | +0.46                          | N   | EB   |  | AC/PCC        | PCC        | 4          | 10            | 54                   | 8     | 0.22           | 20 Jun 2005           |                 |         |
| 49.52          | +0.50                          | N   | TI   | (EB) Dobson Rd (on)                          | AC            | AC         | 1.5        | 2             | 18                   | 2     | 0.04           | 20 Jun 2005           |                 |         |

**S 202 at M049+0.50**

**M049+0.50 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M049+0.60**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M049+0.60 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 49.62          | M049 +0.60                     | N   | TI   | (EB) Dobson Rd (on)  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.10           | 20 Jun 2005        |                 |
| 49.66          | +0.64                          | N   | TI   | (EB) Dobson Rd (on)  | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.04           | 20 Jun 2005        |                 |
| 49.70          | +0.68                          | N   | EB   | <a href="#">Projects spanning M49 to M50</a>                         | AC/PCC        | PCC        | 4                   | 10            | 60                   | 8     | 0.13           | 20 Jun 2005        |                 |
| 49.83          | +0.81                          | N   | EB   |  | AC/PCC        | PCC        | 4                   | 10            | 60                   | 8     | 0.26           | 20 Jun 2005        |                 |
|                |                                | N   | CG   | Curb to Left   |               |            |                     |               |                      |       | 1.09           | 30 Jun 2005        |                 |
| 50.09          | M050 +0.06                     | N   | EB   | <a href="#">Projects spanning M50 to M51</a>                         | AC/PCC        | PCC        | 3                   | 10            | 36                   | 8     | 0.01           | 20 Jun 2005        |                 |
|                |                                | N   | TI   | (EB) S 101 SB (on)   |               |            |                     |               |                      |       |                |                    |                 |
| 50.10          | +0.07                          | N   | EB   | <a href="#">Projects spanning M50 to M51</a>                         | AC/PCC        | PCC        | 3                   | 10            | 42                   | 8     | 0.11           | 20 Jun 2005        |                 |
| 50.22          | +0.19                          | N   | EB   |  | AC/PCC        | PCC        | 3                   | 10            | 42                   | 6     | 0.02           | 20 Jun 2005        |                 |
| 50.24          | +0.21                          | N   | EB   |  | AC/PCC        | PCC        | 3                   | 10            | 48                   | 6     | 0.22           | 20 Jun 2005        |                 |
| 50.45          | +0.42                          | N   | EB   |  | AC/PCC        | PCC        | 3                   | 10            | 36                   | 6     | 0.21           | 20 Jun 2005        |                 |
| 50.53          | +0.45                          | N   | TI   | (EB) S 101 Frontage Rd/Price Rd (on)                                 | AC/PCC        | AC/PCC     | 1                   | 2.5           | 11.5                 | 4.5   | 0.02           | 20 Jun 2005        |                 |
| 50.59          | +0.51                          | N   | TI   | (EB) S 101 Frontage Rd/Price Rd (on)                                 | AC/PCC        | AC/PCC     | 1.5                 | 2.5           | 17.2                 | 4.5   | 0.06           | 20 Jun 2005        |                 |
| 50.66          | +0.63                          | N   | EB   | <a href="#">Projects spanning M50 to M51</a>                         | AC/PCC        | PCC        | 3                   | 10            | 36                   | 8     | 0.26           | 20 Jun 2005        |                 |
| 50.67          | +0.59                          | N   | TI   | (EB) S 101 Frontage Rd/Price Rd (on)                                 | AC/PCC        | AC/PCC     | 2                   | 2.5           | 23                   | 4.5   | 0.07           | 20 Jun 2005        |                 |
|                |                                | N   | UP   | Exit #50B Price Rd   |               |            |                     |               |                      |       |                | 17 Nov 2003        | 17'-10"         |
| 50.71          | M050 +0.63                     | N   | TI   | (EB) S 101 Frontage Rd/Price Rd (on)                                 | PCC           | PCC        | 2                   | 2.5           | 23                   | 4.5   | 0.04           | 20 Jun 2005        |                 |
| 50.74          | +0.71                          | N   | UP   | (EB) Ramp S 101 SB to S 202 EB                                       |               |            |                     |               |                      |       |                | 20 Jun 2005        | ??'-??"         |
| 50.75          | +0.72                          | N   | TI   | (EB) Price Rd (off)  | PCC           | PCC        | 4                   | 4             | 48                   | 4     | 0.07           | Apr 2004           |                 |
| 50.77          | +0.69                          | N   | UP   | (EB) Price Rd (off) under Ramp S 101 SB to S 202 EB                  |               |            |                     |               |                      |       |                | 20 Jun 2005        | 35'-07"         |
| 50.82          | +0.79                          | N   | TI   | (EB) Price Rd (off)  | PCC           | PCC        | 3.5                 | 7             | 42                   | 6     | 0.06           | Apr 2004           |                 |
|                | +0.74                          | N   | OP   | (WB) Ramp S 202 WB to S 101 NB over S 101 Frontage Rd SB/Price Rd    |               |            |                     |               |                      |       |                | 01 Jun 2003        | 308 ft Concrete |
| 50.84          | +0.76                          | N   | UP   | (EB) Ramp S 202 EB to S 101 NB Under S 101 SB to S 202 EB            |               |            |                     |               |                      |       |                | 20 Jun 2005        | 18'-04"         |
| 50.85          | +0.82                          | N   | TI   | (EB) Price Rd (off)  | PCC           | PCC        | 1                   | 10            | 12                   | 8     | 0.04           | Apr 2004           |                 |
| 50.87          | +0.84                          | N   | UP   | (EB) Ramp S 202 EB to S 101 NB                                       |               |            |                     |               |                      |       |                | 01 Jun 2003        | 18'-02"         |
| 50.92          | +0.89                          | N   | EB   | <a href="#">Projects spanning M50 to M51</a>                         | AC/PCC        | PCC        | 3                   | 10            | 48                   | 8     | 0.07           | 17 Nov 2003        |                 |
|                |                                | N   | TI   | (EB) Price Rd (off)  | AC/PCC        | AC/PCC     | 1                   | 10            | 12                   | 8     | 0.07           | Apr 2004           |                 |
|                |                                | N   | CG   | Curb to Left   |               |            |                     |               |                      |       | 0.53           |                    |                 |
| 50.95          | +0.87                          | N   | OP   | (WB) Ramp S 202 WB to S 101 NB over S 202 & Exit #50B Price Rd ramps |               |            |                     |               |                      |       |                | 01 Jun 2003        | 639 ft Concrete |
|                |                                | N   | UP   | (EB) Exit Price Rd (off) under ramp S 202 EB to S 101 NB             |               |            |                     |               |                      |       |                | 01 Jun 2003        | 17'-00"         |
| 50.99          | +0.96                          | N   | EB   | <a href="#">Projects spanning M50 to M51</a>                         | AC/PCC        | PCC        | 3                   | 10            | 42                   | 8     | 0.04           | 17 Nov 2003        |                 |
| 51.03          | M051 +0.01                     | N   | EB   | <a href="#">Projects spanning M51 to M52</a>                         | AC/PCC        | PCC        | 3                   | 10            | 36                   | 8     | 0.23           | 17 Nov 2003        |                 |
| 51.26          | +0.24                          | N   | EB   |  | AC/PCC        | PCC        | 4                   | 10            | 48                   | 8     | 0.19           | 17 Nov 2003        |                 |
|                |                                | N   | TI   | (EB) S 101 NB (off)  |               |            |                     |               |                      |       |                |                    |                 |
| 51.30          | +0.23                          | N   | UP   | (EB) Chandler Village Dr   |               |            |                     |               |                      |       |                | 17 Nov 2003        | 16'-11"         |
|                |                                | N   | UP   | S 202 (EB) to S 101 (NB) Ramp under Chandler Village Dr              |               |            |                     |               |                      |       |                | Apr 2004           | 16'-11"         |
| 51.31          |                                | N   | FR   | One Way Frontage Rd EB   | AC            | AC         | 2                   | 14            | 24                   | 4     | 0.07           | 17 Nov 2003        |                 |
| 51.37          | +0.30                          | N   | FR   | One Way Frontage Rd EB   | AC            | AC         | 2                   | 9             | 24                   | 2     | 0.02           | 17 Nov 2003        |                 |
| 51.40          | +0.32                          | N   | FR   | One Way Frontage Rd EB   | AC            | AC         | 2                   | 4             | 24                   | 2     | 0.11           | 17 Nov 2003        |                 |

**S 202 at M051+0.32**

**M051+0.32 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M051+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M051+0.43 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder    |               | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|-------------|---------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width | Width Right | Surface Width |       |                |                    |                 |
| 51.44          | M051 +0.43                     | N   | CG   | Curb to Left                                 |               |            |            |               |             |               | 2.59  |                |                    |                 |
|                |                                | N   | EB   | <a href="#">Projects spanning M51 to M52</a> | AC/PCC        | PCC        | 4          | 10            | 48          | 8             | 0.63  | 17 Nov 2003    |                    |                 |
| 51.51          |                                | N   | FR   | One Way Frontage Rd EB                       | AC            | AC         | 2          | 4             | 24          | 2             | 0.30  | 17 Nov 2003    |                    |                 |
| 51.82          | +0.80                          | N   | TI   | (EB) McClintock Rd/Chandler Village Dr (off) | PCC           | PCC        | 3          | 2             | 36          | 8             | 0.05  | 17 Nov 2003    |                    |                 |
| 51.90          | +0.89                          | N   | TI   | (EB) McClintock Rd/Chandler Village Dr (off) | PCC           | PCC        | 2          | 2             | 24          | 8             | 0.09  | 17 Nov 2003    |                    |                 |
| 52.07          | M052 +0.05                     | N   | EB   | <a href="#">Projects spanning M52 to M53</a> | AC/PCC        | PCC        | 4          | 10            | 60          | 8             | 0.15  | 17 Nov 2003    |                    |                 |
|                |                                | N   | TI   | (EB) McClintock Rd/Chandler Village Dr (off) | AC/PCC        | AC/PCC     | 1          | 2             | 12          | 8             | 0.17  | 17 Nov 2003    |                    |                 |
| 52.22          | +0.20                          | N   | EB   | <a href="#">Projects spanning M52 to M53</a> | AC/PCC        | PCC        | 4          | 10            | 54          | 8             | 0.07  | 17 Nov 2003    |                    |                 |
| 52.29          | +0.27                          | N   | EB   |  | AC/PCC        | PCC        | 4          | 10            | 48          | 8             | 1.00  | 17 Nov 2003    |                    |                 |
| 53.29          | M053 +0.28                     | N   | EB   | <a href="#">Projects spanning M53 to M54</a> | AC/PCC        | PCC        | 4          | 8             | 48          | 8             | 0.15  | 17 Nov 2003    |                    |                 |
| 53.44          | +0.43                          | N   | EB   |  | AC/PCC        | PCC        | 3          | 8             | 36          | 8             | 0.01  | 17 Nov 2003    |                    |                 |
| 53.45          | +0.44                          | N   | EB   |  | AC/PCC        | PCC        | 3          | 7.5           | 36          | 8             | 0.04  | 17 Nov 2003    |                    |                 |
| 53.49          | +0.48                          | N   | EB   |  | AC/PCC        | PCC        | 3          | 10            | 36          | 8             | 0.51  | 17 Nov 2003    |                    |                 |
| 53.57          | +0.56                          | N   | TI   | (EB) Kyrene Rd (on)                          | AC/PCC        | AC/PCC     | 1.5        | 2             | 18          | 2             | 0.13  | 17 Nov 2003    |                    |                 |
| 53.61          | +0.60                          | N   | TI   | (EB) Kyrene Rd (on)                          | AC/PCC        | AC/PCC     | 2          | 2             | 24          | 2             | 0.05  | 17 Nov 2003    |                    |                 |
| 53.74          | +0.73                          | N   | TI   | (EB) Kyrene Rd (on)                          | PCC           | PCC        | 2          | 2             | 24          | 2             | 0.13  | 17 Nov 2003    |                    |                 |
| 53.81          | +0.80                          | N   | TI   | (EB) Kyrene Rd (off)                         | PCC           | PCC        | 3          | 2             | 36          | 10            | 0.04  | 17 Nov 2003    |                    |                 |
| 53.84          | +0.83                          | N   | TI   | (EB) Kyrene Rd (off)                         | PCC           | PCC        | 2.5        | 2             | 30          | 10            | 0.04  | 17 Nov 2003    |                    |                 |
| 54.00          | +0.99                          | N   | EB   | <a href="#">Projects spanning M53 to M54</a> | AC/PCC        | PCC        | 3          | 10.9          | 36          | 8             | 0.03  | 17 Nov 2003    |                    |                 |
| 54.03          | M054 +0.01                     | N   | TI   | (EB) Kyrene Rd (off)                         | AC/PCC        | AC/PCC     | 2          | 2             | 24          | 10            | 0.19  | 17 Nov 2003    |                    |                 |
|                |                                | N   | EB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | PCC        | 3          | 10.9          | 60          | 8             | 0.02  | 17 Nov 2003    |                    |                 |
|                |                                | N   | CG   | Curb to Left and Right                       |               |            |            |               |             |               | 3.25  |                |                    |                 |
| 54.05          | +0.03                          | N   | EB   | <a href="#">Projects spanning M54 to M55</a> | AC/PCC        | PCC        | 3          | 12            | 60          | 8             | 0.02  | 17 Nov 2003    |                    |                 |
| 54.08          | +0.05                          | N   | EB   |  | AC/PCC        | PCC        | 3          | 12            | 54          | 8             | 0.05  | 17 Nov 2003    |                    |                 |
| 54.13          | +0.11                          | N   | EB   |  | AC/PCC        | PCC        | 3          | 12            | 48          | 8             | 0.07  | 17 Nov 2003    |                    |                 |
| 54.19          | +0.17                          | N   | EB   |  | PCC           | PCC        | 3          | 12            | 48          | 8             | 0.55  | 17 Nov 2003    |                    |                 |
| 54.74          | +0.72                          | N   | EB   |  | PCC           | PCC        | 2          | 12            | 24          | 8             | 0.01  | 17 Nov 2003    |                    |                 |
|                |                                | N   | TI   | (EB) Exit # 53 I 010 NB/SB (on)              |               |            |            |               |             |               |       |                |                    |                 |
| 54.75          | +0.73                          | N   | EB   | <a href="#">Projects spanning M54 to M55</a> | PCC           | PCC        | 2          | 10            | 24          | 8             | 0.76  | 17 Nov 2003    |                    |                 |
| 54.79          | +0.77                          | N   | OP   | (EB) Over 56th St                            |               |            |            |               |             |               |       | 17 Nov 2003    | 251 ft Unknown     |                 |
| 55.42          | M055 +0.39                     | N   | UP   | (EB) S 202 EB to I 010 WB OP                 |               |            |            |               |             |               |       | 31 May 2003    |                    | ??-??"          |
| 55.44          | +0.42                          | N   | TI   | (EB) I 010 SB (off)                          | PCC           | PCC        | 2          | 4             | 24          | 10            | 0.26  | 17 Nov 2003    |                    |                 |
| 55.51          | +0.49                          | N   | WB   | <a href="#">Projects spanning M55 to M56</a> | PCC           | PCC        | 2.5        | 10            | 30          | 8             | 0.21  | 17 Nov 2003    |                    |                 |
| 55.70          | +0.67                          | N   | TI   | (EB) I 010 NB (off)                          | PCC           | PCC        | 1          | 4             | 12          | 10            | 0.62  | 17 Nov 2003    |                    |                 |
|                |                                | N   | TI   | (EB) I 010 SB (off)                          | PCC           | PCC        | 1          | 4             | 12          | 10            | 0.30  | 17 Nov 2003    |                    |                 |
| 55.72          | +0.70                          | N   | WB   | <a href="#">Projects spanning M55 to M56</a> | PCC           | PCC        | 3          | 10            | 36          | 8             | 0.12  | 17 Nov 2003    |                    |                 |
| 55.85          | +0.82                          | N   | TI   | (EB) I 010 NB/SB (off)                       | PCC           | PCC        | 2          | 4             | 24          | 10            | 0.15  | 17 Nov 2003    |                    |                 |
|                |                                | N   | WB   | <a href="#">Projects spanning M55 to M56</a> | PCC           | PCC        | 3          | 14            | 60          | 3             | 0.09  | 17 Nov 2003    |                    |                 |
| 55.93          | +0.91                          | N   | WB   |  | PCC           | PCC        | 3          | 14            | 54          | 3             | 0.03  | 17 Nov 2003    |                    |                 |

**S 202 at M055+0.91**

**M055+0.91 on S 202**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M055+0.94**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M055+0.94 on S 202**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 55.96          | M055 +0.94                     | N   | WB   | <a href="#">Projects spanning M55 to M56</a>         | PCC           | PCC        | 3                   | 14            | 48                   | 3     | 0.13           | 17 Nov 2003        |                 |
| 56.10          | M056 +0.07                     | N   | EB   | <a href="#">Projects spanning M56 to M57</a>         | AC            | AC         | 2                   | 14            | 36                   | 3     | 0.36           | 17 Nov 2003        |                 |
| 56.46          | +0.43                          | N   | EB   |  | AC            | AC         | 2                   | 8             | 24                   | 3     | 0.82           | 17 Nov 2003        |                 |
| 57.28          | M057 +0.24                     | N   | J    | (EB) Temporary End S 202 at 40th St +0.50mi -- [R14] |               |            |                     |               |                      |       |                |                    |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 202 at M032+1.13**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M032+1.13 on S 202**

| GIS Route Mile                                      | Distance from Reference Marker | Sym | Data                       | Surface Type | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|----------------------------|--------------|---------------|---------------|---------------------|---------------|----------------------|--------------|----------------|-----------------------|-----------------|
| <b>S 202 - Others</b>                               |                                |     |                            |              |               |               |                     |               |                      |              |                |                       |                 |
| 33.16   | M032 +1.13                     | TI  | (EB/WB) Elliot Rd Crossing | AC           | AC            | 4             | 0                   | 44            | 17                   | 0.06         | 22 Jan 2005    |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                |     |                            |              |               | <b>122.68</b> | <b>9.84</b>         | <b>43.25</b>  | <b>10.33</b>         | <b>37.45</b> | <b>2002.4</b>  | 37.50 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                |     |                            |              |               | <b>122.28</b> | <b>11.72</b>        | <b>43.28</b>  | <b>8.96</b>          | <b>37.34</b> | <b>2002.4</b>  |                       |                 |
| <b>Frontage Roads Averages/Totals:</b>              |                                |     |                            |              |               | <b>3.26</b>   | <b>1.80</b>         | <b>24.00</b>  | <b>1.19</b>          | <b>1.63</b>  |                |                       |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                |     |                            |              |               | <b>3.64</b>   | <b>2.91</b>         | <b>23.35</b>  | <b>1.08</b>          | <b>1.91</b>  |                |                       |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 210 at M001+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.00 on S 210**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 210 - Cardinal (low to higher reference marker)</b> |                                |     |   |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M001 +0.00                     | C   | J (EB) Exit #2 at Broadway Blvd               |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB Inside Tucson Urbanized Area               |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB Inside Tucson Elev 2410, Pima County       |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB <a href="#">Projects spanning M1 to M2</a> | PCC          | PCC           | 3          | 4                   | 36            | 10                   | 0.45  | 1997           |                    |                 |
|  |                                | C   | TI (EB) Broadway Blvd (on)                    |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | X MI 0 - 1 Survey Only                        |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | X All Traffic On Ramps                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.07   | +0.07                          | C   | MD Variable Concrete Median Barrier           |              |               |            |                     |               |                      | 0.38  |                |                    |                 |
| 0.45   | +0.45                          | C   | EB <a href="#">Projects spanning M1 to M2</a> | PCC          | PCC           | 4          | 4                   | 48            | 8                    | 0.21  | 1997           |                    |                 |
|  |                                | C   | MD 22 ft Concrete Median Barrier              |              |               |            |                     |               |                      | 0.13  |                |                    |                 |
| 0.58   | +0.58                          | C   | MD 22 ft Concrete Curbed Median               |              |               |            |                     |               |                      | 1.10  |                |                    |                 |
| 0.66   | M002 +0.00                     | C   | EB <a href="#">Projects spanning M2 to M3</a> | PCC          | PCC           | 3          | 4                   | 36            | 10                   | 1.02  | 1997           |                    |                 |
| 0.74   | +0.08                          | C   | TI (EB) Kino Blvd (off)                       | Unk          | Unk           | 1          |                     | 12            |                      | 0.28  |                |                    |                 |
| 0.87   | M000 +0.00                     | C   | J (EB) Begin S 210 at I 010 near St Marys Rd  |              |               |            |                     |               |                      |       |                |                    |                 |
| 0.99   | M002 +0.34                     | C   | TI (EB) Kino Blvd (off)                       | Unk          | Unk           | 1          |                     | 12            |                      | 0.02  |                |                    |                 |
| 1.01   | +0.35                          | C   | TI (EB) Kino Blvd (on)                        | Unk          | Unk           | 1          |                     | 12            |                      | 0.22  |                |                    |                 |
|  | +0.36                          | A   | TI (NB/SB) Kino Blvd Crossing                 | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|  |                                | C   | UP (EB) Kino Pkwy                             |              |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 1.03   | +0.38                          | C   | TI (EB) Kino Blvd (on)                        | Unk          | Unk           | 1          |                     | 12            |                      | 0.03  |                |                    |                 |
| 1.54   | +0.88                          | C   | UP (EB) 22nd Ave UP (No EB Ramps)             |              |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 1.68   | M003 +0.02                     | C   | EB <a href="#">Projects spanning M3 to M4</a> | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 2.76  | 1995           |                    |                 |
|  |                                | C   | MD Variable Concrete Curbed Median            |              |               |            |                     |               |                      | 2.28  |                |                    |                 |
| 2.60   | +0.94                          | C   | J (EB) Country Club Rd -- [L23]               |              |               |            |                     |               |                      |       |                |                    |                 |
| 3.11   | M004 +0.46                     | C   | J (EB) 34th St -- [L2]                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 3.36   | +0.71                          | C   | J (EB) Richey Blvd -- [L2]                    |              |               |            |                     |               |                      |       |                |                    |                 |
| 3.44   | +0.79                          | C   | UP (EB) Palo Verde Rd                         |              |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 3.67   | M005 +0.01                     | C   | TI (EB) thru underpass to Golf Links Rd       | Unk          | Unk           | 1          |                     | 12            |                      | 0.17  |                |                    |                 |
| 3.83   | +0.17                          | C   | J (EB) Alvernon Way -- [L2]                   |              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UP (EB) Alvernon Way                          |              |               |            |                     |               |                      |       |                |                    | 17'-02"         |
| 3.96   | +0.28                          | C   | J (EB) End S 210 at S 810 Golf Links Rd       |              |               |            |                     |               |                      |       |                |                    |                 |

**S 210 at M005+0.28**

**M005+0.28 on S 210**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 210 at M001+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M001+0.00 on S 210**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 210 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |               |                      |             |                |                    |                      |
| 0.00  | M001 +0.00                     | N   | J    | Begin S 210 WB divided centerline in Tucson |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | N   | WB   | <a href="#">Projects spanning M1 to M2</a>  | PCC           | PCC        | 3                   | 10            | 36                   | 4           | 0.45           | 1997               |                      |
|   |                                | N   | TI   | (WB) Broadway Blvd (off)                    |               |            |                     |               |                      |             |                |                    |                      |
| 0.45  | +0.45                          | N   | WB   | <a href="#">Projects spanning M1 to M2</a>  | PCC           | PCC        | 4                   | 8             | 48                   | 4           | 0.21           | 1997               |                      |
| 0.66  | M002 +0.00                     | N   | WB   | <a href="#">Projects spanning M2 to M3</a>  | PCC           | PCC        | 3                   | 10            | 36                   | 4           | 0.69           | 1997               |                      |
| 0.99  | +0.34                          | N   | TI   | (WB) Kino Blvd (on)                         | Unk           | Unk        | 1                   |               | 12                   |             | 0.02           |                    |                      |
| 1.01  | +0.35                          | N   | UP   | (WB) Kino Pkwy                              |               |            |                     |               |                      |             |                |                    | ??'-??"              |
|   |                                | N   | TI   | (WB) Kino Blvd (on)                         | Unk           | Unk        | 1                   |               | 12                   |             | 0.28           |                    |                      |
| 1.03  | +0.38                          | N   | TI   | (WB) Kino Blvd (off)                        | Unk           | Unk        | 1                   |               | 12                   |             | 0.02           |                    |                      |
| 1.22  | +0.56                          | N   | TI   | (WB) Kino Blvd (off)                        | Unk           | Unk        | 1                   |               | 12                   |             | 0.22           |                    |                      |
| 1.35  | +0.69                          | N   | WB   | <a href="#">Projects spanning M2 to M3</a>  | PCC           | PCC        | 2                   | 10            | 24                   | 4           | 2.99           | 1995               |                      |
| 1.56  | +0.91                          | N   | UP   | (WB) 22nd Ave                               |               |            |                     |               |                      |             |                |                    | 17'-00"              |
| 3.44  | M004 +0.79                     | N   | UP   | (WB) Palo Verde Rd                          |               |            |                     |               |                      |             |                |                    | ??'-??"              |
| 3.82  | M005 +0.17                     | N   | UP   | (WB) Alvernon Way                           |               |            |                     |               |                      |             |                |                    | 17'-02"              |
| 3.83  | +0.18                          | N   | TI   | (WB) thru underpass from Golf Links Rd      | Unk           | Unk        | 1                   |               | 12                   |             | 0.16           |                    |                      |
|   |                                | N   | J    | End S 210 WB                                |               |            |                     |               |                      |             |                |                    |                      |
| 3.92  | +0.27                          | N   | TI   | (WB) from Golf Links Rd                     | Unk           | Unk        | 1                   |               | 12                   |             | 0.05           |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |   |               |            | <b>10.77</b>        | <b>4.00</b>   | <b>29.11</b>         | <b>9.91</b> | <b>4.44</b>    | <b>1995.8</b>      | 3.89 Miles of Median |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |   |               |            | <b>10.24</b>        | <b>9.90</b>   | <b>28.31</b>         | <b>4.00</b> | <b>4.34</b>    | <b>1995.6</b>      |                      |

**S 210 at M005+0.27**

**M005+0.27 on S 210**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 238 at M024+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M024+0.00 on S 238**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 238 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M024+0.00                      | C   | J    | Begin S 238 near Mobile                      |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Maricopa County                       |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M24 to M25</a> | AC            | MBH          | 2                   | 2             | 24                   | 2            | 6.84           | 88                   |                 |
| 1.06   | M025+0.06                      | C   | BR   | Waterman Wash                                |               |              |                     |               |                      |              | 1988           | 165 ft Concrete      |                 |
| 6.78   | M030+0.78                      | C   | J    | 99th Ave                                     |               |              |                     |               |                      |              |                |                      |                 |
| 6.84   | +0.84                          | C   | UH   | <a href="#">Projects spanning M30 to M31</a> | AC            | MBH          | 2                   | 2             | 24                   | 2            | 10.29          | 90                   |                 |
| 7.85   | M031                           | C   | J    | Landfill Rd -- [L23]                         |               |              |                     |               |                      |              |                |                      |                 |
| 8.87   | M032+0.87                      | C   | J    | 83rd Ave                                     |               |              |                     |               |                      |              |                |                      |                 |
| 11.00  | M035+0.00                      | C   | JB   | Pinal County                                 |               |              |                     |               |                      |              |                |                      |                 |
| 13.99  | M038                           | C   | J    | Hidden Valley Rd                             |               |              |                     |               |                      |              |                |                      |                 |
| 15.94  | M039+0.94                      | C   | J    | Ralston Rd                                   |               |              |                     |               |                      |              |                |                      |                 |
| 16.94  | M040                           | C   | JB   | Enter Ak-Chin IR                             |               |              |                     |               |                      |              |                |                      |                 |
| 17.13  | M041+0.13                      | C   | UH   | <a href="#">Projects spanning M41 to M42</a> | AC            | AC           | 2                   | 2             | 24                   | 2            | 1.04           | 92                   |                 |
| 18.00  | M042+0.00                      | C   | JB   | Leave Ak-Chin IR                             |               |              |                     |               |                      |              |                |                      |                 |
| 18.04  | +0.04                          | C   | J    | Casa Grande - Maricopa Hwy                   |               |              |                     |               |                      |              |                |                      |                 |
| 18.17  | +0.17                          | C   | UH   | <a href="#">Projects spanning M42 to M43</a> | AC            | MBH          | 2                   | 2             | 24                   | 2            | 2.10           | 90                   |                 |
| 19.55  | M043+0.55                      | C   | MD   | Variable 0-12 ft Painted Median              |               |              |                     |               |                      |              | 0.05           |                      |                 |
| 19.59  | +0.59                          | C   | MD   | 12 ft Painted Median                         |               |              |                     |               |                      |              | 0.30           |                      |                 |
| 19.96  | +0.96                          | C   | MD   | 12 ft Painted Median                         |               |              |                     |               |                      |              | 0.18           |                      |                 |
| 20.27  | M044+0.25                      | C   | J    | End S 238 at S 347 in Maricopa               |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>40.54</b> | <b>2.00</b>         | <b>24.00</b>  | <b>2.00</b>          | <b>20.27</b> | <b>1989.4</b>  | 0.53 Miles of Median |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M206+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M206+0.14 on S 260**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 260 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M206 +0.14                     | C   | J    | Begin S 260 at SA089 in Cottonwood -- [B23]               |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Cottonwood Urbanized Area                          |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Cottonwood, Yavapai County                         |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC  | AC            | 4          | 0                   | 48            | 0                    | 2.48  | 1998           |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right                                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.06   | +0.20                          | C   | MD   | 12 ft Painted Median                                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.35   | +0.48                          | C   | MD   | 12 ft Painted Median                                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.57   | M207 +0.00                     | C   | MD   | 12 ft Painted Median                                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.73   | +0.15                          | C   | J    | Fir St -- [R14]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.77   | +0.19                          | C   | MD   | 12 ft Painted Median                                      |               |            |                     |               |                      |       |                |                    |                 |
| 1.20   | +0.62                          | C   | J    | Rio Mesa Trail -- [R4]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 1.79   | M208 +0.23                     | C   | J    | Western Dr  |               |            |                     |               |                      |       |                |                    |                 |
| 1.83   | +0.27                          | C   | MD   | 12 ft Painted Median                                      |               |            |                     |               |                      |       |                |                    |                 |
| 1.86   | +0.30                          | C   | J    | Godard Dr -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 2.26   | +0.70                          | C   | J    | Del Rio Dr -- [B124]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 2.37   | +0.81                          | C   | MD   | 12 ft Painted Median                                      |               |            |                     |               |                      |       |                |                    |                 |
| 2.48   | +0.92                          | C   | UH   | AC  | MBH           | 2          | 8                   | 24            | 8                    | 0.05  | 80             |                    |                 |
| 2.53   | +0.97                          | C   | UH   | AC  | MBH           | 4          | 2                   | 48            | 2                    | 0.19  | 90             |                    |                 |
| 2.60   | M209 +0.03                     | C   | JB   | Enter Prescott NF   |               |            |                     |               |                      |       |                |                    |                 |
| 2.61   | +0.05                          | C   | UB   | SUB Cottonwood/Clarkdale                                  |               |            |                     |               |                      |       |                |                    |                 |
| 2.72   | +0.15                          | C   | UH   | AC  | MBH           | 2          | 8                   | 24            | 8                    | 8.67  | 80             |                    |                 |
| 4.83   | M211 +0.27                     | C   | JB   | Leave Prescott NF   |               |            |                     |               |                      |       |                |                    |                 |
| 5.57   | M212 +0.02                     | C   | JB   | SCL Cottonwood  |               |            |                     |               |                      |       |                |                    |                 |
| 6.09   | +0.53                          | C   | JB   | Enter Prescott NF   |               |            |                     |               |                      |       |                |                    |                 |
| 7.08   | M213 +0.52                     | C   | JB   | WCL Camp Verde Elev 3160                                  |               |            |                     |               |                      |       |                |                    |                 |
| 7.49   | +0.92                          | C   | JB   | Leave Prescott NF   |               |            |                     |               |                      |       |                |                    |                 |
| 9.47   | M215 +0.96                     | C   | J    | County Rd 75 to Cherry                                    |               |            |                     |               |                      |       |                |                    |                 |
| 11.39  | M217 +0.82                     | C   | UH   | AC  | AC            | 2          | 0                   | 26            | 8                    | 0.16  | Dec 2003       |                    |                 |
| 11.55  | +0.98                          | C   | EB   | AC  | AC            | 2          | 0                   | 26            | 8                    | 0.62  | Dec 2003       |                    |                 |
|  |                                | C   | MD   | Variable Concrete Curb Median                             |               |            |                     |               |                      |       |                |                    |                 |
| 11.68  | M218 +0.11                     | C   | FR   | AC  | AC            | 2          | 4                   | 24            | 4                    | 0.46  | Dec 2003       |                    |                 |
| 11.78  | +0.21                          | A   | J    | Wilshire St. -- [B1234]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 12.17  | +0.60                          | A   | J    | I 017 Exit #287 J-Ramp and C-Ramp (Signalized) -- [B1234] |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB   | AC  | AC            | 2          | 0                   | 28            | 0                    | 0.17  | Dec 2003       |                    |                 |
|  |                                | C   | CG   | Curb and Gutter to Right                                  |               |            |                     |               |                      |       |                |                    |                 |
| 12.24  | +0.66                          | A   | OP   | I 017   |               |            |                     |               |                      |       |                |                    |                 |
| 12.34  | +0.77                          | A   | J    | I 017 Exit #287 A-Ramp and G-Ramp (Signalized) -- [B1234] |               |            |                     |               |                      |       |                |                    |                 |

**S 260 at M218+0.77**

**M218+0.77 on S 260**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M218+0.77**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M218+0.77 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 12.34          | M218 +0.77                     | C   | EB   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC         | 2                   | 0             | 26                   | 8     | 1.40           | Dec 2003           |                 |
| 12.38          | +0.81                          | C   | EQ   | MP 218+0.81 Back Equals MP 219-0.47 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 12.48          | +0.91                          | A   | J    | Industrial Dr -- [B1234]                       |               |            |                     |               |                      |       |                |                    |                 |
| 12.49          |                                | C   | FR   | Frontage Rd Right                              | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.18           | Dec 2003           |                 |
| 12.67          | +1.10                          | A   | J    | Homestead Pkwy -- [B1234]                      |               |            |                     |               |                      |       |                |                    |                 |
| 13.17          | M219 +0.31                     | A   | J    | Finnie Flat Rd (SX260) -- [L23]                |               |            |                     |               |                      |       |                |                    |                 |
| 13.32          | +0.46                          | C   | MD   | 8 ft Concrete Curbed Median                    |               |            |                     |               |                      |       | 0.42           |                    |                 |
| 13.75          | +0.89                          | C   | UH   | <a href="#">Projects spanning M219 to M220</a> | AC            | AC         | 4                   | 0             | 52                   | 8     | 0.02           | Dec 2003           |                 |
| 13.77          | +0.90                          | C   | J    | General Crook Trail -- [R14]                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M219 to M220</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.25           | Dec 2003           |                 |
| 13.86          | M220 +0.00                     | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.06           |                    |                 |
| 14.01          | +0.15                          | C   | J    | Oasis Rd -- [B1234]                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M220 to M221</a> | AC            | AC         | 4                   | 8             | 54                   | 0     | 0.11           | Dec 2003           |                 |
| 14.02          |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.41           |                    |                 |
| 14.12          | +0.25                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.13           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M220 to M221</a> | AC            | AC         | 4                   | 8             | 56                   | 0     | 0.21           | Dec 2003           |                 |
| 14.33          | +0.47                          | C   | J    | Cliffs Pkwy -- [L23]                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M220 to M221</a> | AC            | AC         | 4                   | 8             | 54                   | 0     | 0.10           | Dec 2003           |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.25           |                    |                 |
| 14.43          | +0.57                          | C   | UH   | <a href="#">Projects spanning M220 to M221</a> | AC            | AC         | 4                   | 8             | 56                   | 0     | 0.23           | Dec 2003           |                 |
| 14.66          | +0.80                          | C   | J    | 7th St -- [L23]                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M220 to M221</a> | AC            | AC         | 4                   | 8             | 52                   | 0     | 0.10           | Dec 2003           |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.28           |                    |                 |
| 14.67          |                                | C   | FR   | Frontage Rd Left                               | AC            | AC         | 2                   | 0             | 28                   | 0     | 0.08           | Dec 2003           |                 |
| 14.75          | +0.88                          | C   | FR   | Two Way Frontage Rd Left                       | Unk           | Unk        | 2                   |               | 24                   |       | 0.20           |                    |                 |
| 14.76          | +0.90                          | C   | UH   | <a href="#">Projects spanning M220 to M221</a> | AC            | AC         | 4                   | 8             | 56                   | 0     | 0.26           | Dec 2003           |                 |
| 15.02          | M221 +0.14                     | C   | J    | Main St -- [L23]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M221 to M222</a> | AC            | AC         | 4                   | 8             | 54                   | 0     | 0.23           | Dec 2003           |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.08           |                    |                 |
| 15.09          | +0.21                          | C   | JB   | Enter Yavapai Apache IR                        |               |            |                     |               |                      |       |                |                    |                 |
| 15.18          | +0.31                          | C   | J    | Salt Mine Rd -- [B1234]                        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Leave Yavapai Apache IR                        |               |            |                     |               |                      |       |                |                    |                 |
| 15.25          | +0.38                          | C   | UH   | <a href="#">Projects spanning M221 to M222</a> | AC            | AC         | 4                   | 8             | 56                   | 0     | 0.18           | Dec 2003           |                 |
| 15.27          | +0.39                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.30           |                    |                 |
| 15.43          | +0.55                          | C   | UH   | <a href="#">Projects spanning M221 to M222</a> | AC            | AC         | 4                   | 8             | 48                   | 5     | 0.14           | Dec 2003           |                 |
| 15.53          | +0.65                          | C   | JB   | Enter Coconino NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 15.57          | +0.69                          | C   | UH   | <a href="#">Projects spanning M221 to M222</a> | AC            | AC         | 4                   | 8             | 48                   | 6     | 0.17           | Dec 2003           |                 |
| 15.67          | +0.79                          | C   | J    | Salt Mine Rd -- [B1234]                        |               |            |                     |               |                      |       |                |                    |                 |
| 15.73          | +0.86                          | C   | UH   | <a href="#">Projects spanning M221 to M222</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.15           | Dec 2003           |                 |

**S 260 at M221+0.86**

**M221+0.86 on S 260**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 260 at M221+0.86**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M221+0.86 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|
| 15.74          | M221+0.86                      | C   | BR   | Verde River                                    |               |            |                     |                        |                      |       | 1982           | 650 ft Concrete    |                 |
| 15.75          | +0.87                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12                     |                      | 0.04  |                |                    |                 |
| 15.78          | +0.91                          | C   | J    | Reeves Rd -- [R4]                              |               |            |                     |                        |                      |       |                |                    |                 |
| 15.84          | +0.96                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12                     |                      | 0.05  |                |                    |                 |
| 15.88          | M222+0.01                      | C   | EB   | <a href="#">Projects spanning M222 to M223</a> | AC            | AC         | 2                   | 0                      | 26                   | 0.43  | Dec 2003       |                    |                 |
|                |                                | C   | MD   | 8 ft Concrete Curbed Median                    |               |            |                     |                        |                      | 0.43  |                |                    |                 |
| 16.31          | +0.44                          | C   | UH   | <a href="#">Projects spanning M222 to M223</a> | AC            | AC         | 4                   | 8                      | 48                   | 0.20  | Dec 2003       |                    |                 |
|                |                                | C   | MD   | 12 ft Concrete Curbed Median                   |               |            |                     |                        |                      | 0.20  |                |                    |                 |
| 16.51          | +0.64                          | C   | UH   | <a href="#">Projects spanning M222 to M223</a> | AC            | AC         | 3                   | 8                      | 36                   | 0.23  | Dec 2003       |                    |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6                      |                      | 0.23  |                |                    |                 |
| 16.74          | +0.87                          | C   | UH   | <a href="#">Projects spanning M222 to M223</a> | BST           | BST        | 2                   | 2                      | 24                   | 0.12  | Dec 2003       |                    |                 |
| 16.86          | +0.98                          | C   | UH   |  | BST           | BST        | 2                   | 2                      | 24                   | 0.19  | Nov 2002       |                    |                 |
| 17.04          | M223+0.18                      | C   | UH   | <a href="#">Projects spanning M223 to M224</a> | AC            | AC         | 2                   | 2                      | 24                   | 3.25  | Nov 2002       |                    |                 |
| 18.54          | M224+0.67                      | C   | BR   | Wickiup Wash                                   |               |            |                     |                        |                      |       | 1981           | 107 ft Concrete    |                 |
| 19.40          | M225+0.52                      | C   | J    | Verde Lakes Dr                                 |               |            |                     |                        |                      |       |                |                    |                 |
| 20.29          | M226+0.39                      | C   | UH   | <a href="#">Projects spanning M226 to M227</a> | AC            | AC         | 2                   | 6                      | 24                   | 3.20  | Nov 2002       |                    |                 |
| 21.16          | M227+0.25                      | C   | BR   | WestClear Creek                                |               |            |                     |                        |                      |       | 1981           | 300 ft Concrete    |                 |
| 21.93          | M228+0.01                      | C   | JB   | ECL Camp Verde                                 |               |            |                     |                        |                      |       |                |                    |                 |
| 23.49          | M229+0.55                      | C   | UH   | <a href="#">Projects spanning M229 to M230</a> | AC            | AC         | 3                   | 4                      | 36                   | 0.17  | Nov 2002       |                    |                 |
| 23.66          | +0.71                          | C   | UH   |  | AC            | AC         | 3                   | 4                      | 42                   | 0.07  | Nov 2002       |                    |                 |
| 23.73          | +0.79                          | C   | UH   |  | AC            | AC         | 3                   | 4                      | 48                   | 0.16  | Nov 2002       |                    |                 |
| 23.89          | +0.95                          | C   | UH   |  | AC            | AC         | 2                   | 6                      | 36                   | 0.03  | Nov 2002       |                    |                 |
| 23.92          | +0.97                          | C   | UH   |  | AC            | AC         | 2                   | 6                      | 30                   | 0.19  | Nov 2002       |                    |                 |
| 24.11          | M230+0.16                      | C   | UH   | <a href="#">Projects spanning M230 to M231</a> | AC            | AC         | 3                   | 1                      | 42                   | 0.05  | Nov 2002       |                    |                 |
| 24.16          | +0.21                          | C   | UH   |  | AC            | AC         | 3                   | 1                      | 36                   | 0.67  | Nov 2002       |                    |                 |
| 24.83          | +0.88                          | C   | UH   |  | AC            | AC         | 3                   | 1                      | 42                   | 0.06  | Nov 2002       |                    |                 |
| 24.89          | +0.94                          | C   | UH   |  | AC            | AC         | 3                   | 1                      | 48                   | 0.15  | Nov 2002       |                    |                 |
| 25.04          | M231+0.08                      | C   | UH   | <a href="#">Projects spanning M231 to M232</a> | AC            | AC         | 2                   | 6                      | 36                   | 0.09  | Nov 2002       |                    |                 |
| 25.13          | +0.16                          | C   | UH   |  | AC            | AC         | 2                   | 6                      | 30                   | 0.24  | Nov 2002       |                    |                 |
| 25.37          | +0.41                          | C   | UH   |  | AC            | AC         | 2                   | 6                      | 24                   | 0.08  | Nov 2002       |                    |                 |
| 25.45          | +0.49                          | C   | UH   |  | AC            | AC         | 3                   | 1                      | 36                   | 1.14  | Nov 2002       |                    |                 |
| 26.59          | M232+0.61                      | C   | UH   | <a href="#">Projects spanning M232 to M233</a> | AC            | AC         | 3                   | 1                      | 42                   | 0.06  | Nov 2002       |                    |                 |
| 26.66          | +0.67                          | C   | UH   |  | AC            | AC         | 3                   | 1                      | 48                   | 0.17  | Nov 2002       |                    |                 |
| 26.82          | +0.84                          | C   | UH   |  | AC            | AC         | 2                   | 6                      | 36                   | 0.03  | Nov 2002       |                    |                 |
| 26.85          | +0.86                          | C   | UH   |  | AC            | AC         | 2                   | 6                      | 30                   | 0.25  | Nov 2002       |                    |                 |
| 27.10          | M233+0.11                      | C   | UH   | <a href="#">Projects spanning M233 to M234</a> | AC            | AC         | 2                   | 6                      | 24                   | 0.04  | Nov 2002       |                    |                 |
| 27.14          | +0.15                          | C   | UH   |  | AC            | AC         | 3                   | 1                      | 36                   | 0.33  | Nov 2002       |                    |                 |
| 27.47          | +0.48                          | C   | UH   |  | AC            | AC         | 3                   | 1                      | 42                   | 0.08  | Nov 2002       |                    |                 |
| 27.56          | +0.57                          | C   | UH   |  | AC            | AC         | 3                   | 1                      | 48                   | 0.21  | Nov 2002       |                    |                 |

**S 260 at M233+0.57**

**M233+0.57 on S 260**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 260 at M233+0.78**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M233+0.78 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 27.77          | M233 +0.78                     | C   | UH   | <a href="#">Projects spanning M233 to M234</a>                    |               |            |                     |               |                      |       |                |                    |                 |
| 27.99          | +1.00                          | C   | UH   | AC  | AC            | 3          | 1                   | 42            | 1                    | 0.22  | Nov 2002       |                    |                 |
| 29.43          | M235 +0.42                     | C   | UH   | <a href="#">Projects spanning M235 to M236</a>                    |               |            |                     |               |                      |       |                |                    |                 |
| 29.49          | +0.47                          | C   | UH   | AC  | AC            | 3          | 1                   | 48            | 1                    | 0.11  | Nov 2002       |                    |                 |
| 29.60          | +0.58                          | C   | UH   | AC  | AC            | 3          | 1                   | 42            | 1                    | 0.17  | Nov 2002       |                    |                 |
| 29.76          | +0.75                          | C   | UH   | AC  | AC            | 3          | 1                   | 36            | 1                    | 0.32  | Nov 2002       |                    |                 |
| 30.08          | M236 +0.06                     | C   | UH   | <a href="#">Projects spanning M236 to M237</a>                    |               |            |                     |               |                      |       |                |                    |                 |
| 30.15          | +0.13                          | C   | UH   | AC  | AC            | 3          | 1                   | 48            | 1                    | 0.14  | Nov 2002       |                    |                 |
| 30.29          | +0.26                          | C   | UH   | AC  | AC            | 3          | 1                   | 42            | 1                    | 0.28  | Nov 2002       |                    |                 |
| 30.57          | +0.55                          | C   | UH   | AC  | AC            | 3          | 1                   | 36            | 1                    | 0.42  | Nov 2002       |                    |                 |
| 31.00          | +0.97                          | C   | UH   | AC  | AC            | 3          | 1                   | 42            | 1                    | 0.04  | Nov 2002       |                    |                 |
| 31.04          | M237 +0.00                     | C   | UH   | <a href="#">Projects spanning M237 to M238</a>                    |               |            |                     |               |                      |       |                |                    |                 |
| 31.07          | +0.03                          | C   | UH   | AC  | AC            | 3          | 1                   | 48            | 1                    | 0.11  | 27 Sep 2001    |                    |                 |
| 31.18          | +0.14                          | C   | UH   | AC  | AC            | 2          | 6                   | 36            | 6                    | 0.96  | 27 Sep 2001    |                    |                 |
| 32.14          | M238 +0.09                     | C   | UH   | <a href="#">Projects spanning M238 to M239</a>                    |               |            |                     |               |                      |       |                |                    |                 |
| 32.30          | +0.25                          | C   | UH   | AC  | AC            | 2          | 6                   | 24            | 6                    | 13.74 | 27 Sep 2001    |                    |                 |
| 36.69          | M242 +0.59                     | C   | JB   | Coconino County   |               |            |                     |               |                      |       |                |                    |                 |
| 46.05          | M251 +0.84                     | C   | UH   | <a href="#">Projects spanning M251 to M252</a>                    |               |            |                     |               |                      |       |                |                    |                 |
| 46.08          | +0.87                          | C   | UH   | AC  | AC            | 2          | 6                   | 24            | 2.5                  | 0.03  | Nov 2002       |                    |                 |
| 46.15          | +0.94                          | C   | J    | Segment End at S 087 - Overlaps S 087 for 23.74 miles -- [B24]    |               |            |                     |               |                      |       |                |                    |                 |
| 71.60          | +0.95                          | C   | J    | Continue (EB) S 260 at S 087 in Payson -- [B34]                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | Inside Payson Urbanized Area                                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Inside Payson Elev 4982, Gila County                              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M251 to M252</a>                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable 4-4.5-4 ft Concrete Curbed Median                        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb and Sidewalk to Right  |               |            |                     |               |                      |       |                |                    |                 |
| 71.62          | +0.96                          | C   | EB   | <a href="#">Projects spanning M251 to M252</a>                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | (EB) from S 087 (NB) (on)   |               |            |                     |               |                      |       |                |                    |                 |
| 71.67          | +1.01                          | C   | J    | Commercial Access Rd -- [R]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 71.75          | M252 +0.08                     | A   | J    | Commercial Access Rd (Signalized) -- [B24]                        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M252 to M253</a>                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 4 ft Concrete Curbed Median                                       |               |            |                     |               |                      |       |                |                    |                 |
| 71.79          | +0.12                          | C   | J    | Goodnow Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 71.88          | +0.20                          | C   | J    | Commercial Access Rd -- [R]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 71.90          | +0.23                          | C   | EB   | <a href="#">Projects spanning M252 to M253</a>                    |               |            |                     |               |                      |       |                |                    |                 |
| 71.96          | +0.29                          | C   | J    | Manzanita Dr Left & Granite Dells Rd Right (Signalized) -- [B124] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M252 to M253</a>                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 4 ft Concrete Curbed Median                                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb and Sidewalk to Left and Right                               |               |            |                     |               |                      |       |                |                    |                 |

**S 260 at M252+0.29**

**M252+0.29 on S 260**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 260 at M252+0.33**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M252+0.33 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 72.01          | M252 +0.33                     | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | AC         | 4.5                 | 0             | 54                   | 0     | 0.05           |                    | 91              |
| 72.06          | +0.39                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.01           |                    | 91              |
| 72.07          | +0.40                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.39           |                    | 91              |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.49           |                    |                 |
| 72.46          | +0.79                          | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.19           |                    | 91              |
|                |                                | C   | CG   | Curb and Sidewalk to Right                     |               |            |                     |               |                      |       | 0.10           |                    |                 |
| 72.56          | +0.89                          | C   | J    | Road to Payson Ranger Station -- [R4]          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | EUB Payson                                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.02           |                    |                 |
| 72.65          | +0.98                          | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 4                   | 10            | 48                   | 10    | 2.26           |                    | 91              |
| 74.77          | M255 +0.10                     | C   | VMS  | (EB) Variable Message Sign #388 (Operational)  |               |            |                     |               |                      |       |                |                    |                 |
| 74.91          | +0.24                          | C   | UH   | <a href="#">Projects spanning M255 to M256</a> | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.90           |                    | 91              |
| 75.47          | +0.80                          | C   | J    | Moonlight Dr                                   |               |            |                     |               |                      |       |                |                    |                 |
| 75.81          | M256 +0.17                     | C   | UH   | <a href="#">Projects spanning M256 to M257</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.04           |                    | 74              |
| 75.85          | +0.21                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 3.86           |                    | 1997            |
| 77.15          | M257 +0.51                     | C   | J    | Dealer's Choice Rd -- [L2]                     |               |            |                     |               |                      |       |                |                    |                 |
| 77.65          | +1.01                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.24           |                    |                 |
| 77.81          | M258 +0.15                     | C   | J    | Claxton Rd North                               |               |            |                     |               |                      |       |                |                    |                 |
| 79.71          | M260 +0.06                     | C   | UH   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 2                   | 2.5           | 24                   | 4     | 0.10           |                    | 2002            |
| 79.76          | +0.10                          | C   | MD   | Variable 0-? ft Painted Median                 |               |            |                     |               | 19                   |       | 0.06           |                    |                 |
| 79.82          | +0.16                          | C   | EB   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 1                   | 4             | 12                   | 8.5   | 0.06           |                    | 2002            |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 3.04           |                    |                 |
| 79.87          | +0.22                          | C   | EB   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.13           |                    | 2002            |
| 81.01          | M261 +0.35                     | C   | EB   | <a href="#">Projects spanning M261 to M262</a> | AC            | AC         | 2                   | 6             | 24                   | 12    | 0.17           |                    | 2002            |
|                |                                | C   | BR   | (EB) Preacher Canyon                           |               |            |                     |               |                      |       |                | 29 Jul 2002        | 843 ft Concrete |
| 81.17          | +0.51                          | C   | EB   | <a href="#">Projects spanning M261 to M262</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.19           |                    | 2002            |
| 82.28          | M262 +0.64                     | C   | BR   | (EB) Middle Wildlife Underpass                 |               |            |                     |               |                      |       |                | 29 Jul 2002        | 118 ft Concrete |
| 82.36          | +0.72                          | C   | EB   | <a href="#">Projects spanning M262 to M263</a> | AC            | AC         | 1                   | 4             | 12                   | 10    | 0.20           |                    | 2002            |
| 82.42          | +0.78                          | C   | BR   | (EB) Wildlife Crossing                         |               |            |                     |               |                      |       |                | 29 Jul 2002        | 124 ft Concrete |
| 82.56          | +0.92                          | C   | EB   | <a href="#">Projects spanning M262 to M263</a> | AC            | AC         | 1                   | 4             | 12                   | 7     | 0.03           |                    | 2002            |
| 82.59          | +0.95                          | C   | EB   |  | AC            | AC         | 1                   | 4             | 12                   | 4     | 0.26           |                    | 2002            |
| 82.68          | M263 +0.03                     | A   | J    | FS 405A -- [R14]                               |               |            |                     |               |                      |       |                |                    |                 |
| 82.85          | +0.20                          | C   | UH   | <a href="#">Projects spanning M263 to M264</a> | AC            | AC         | 2                   | 10            | 24                   | 1     | 0.08           |                    | 2002            |
|                |                                | C   | MD   | Variable ?-0 ft Painted Median                 |               |            |                     |               | 9                    |       | 0.08           |                    |                 |
| 82.93          | +0.28                          | C   | UH   | <a href="#">Projects spanning M263 to M264</a> | AC            | AC         | 2                   | 8             | 24                   | 1     | 1.07           |                    | 1995            |
| 84.01          | M264 +0.69                     | C   | UH   | <a href="#">Projects spanning M264 to M265</a> | AC            | AC         | 2                   | 8             | 30                   | 1     | 0.02           |                    | 1995            |
|                |                                | C   | SVP  | EB Slow Vehicle Pullout                        |               |            |                     |               |                      |       | 0.48           |                    | 1997            |
| 84.02          | +0.71                          | C   | UH   | <a href="#">Projects spanning M264 to M265</a> | AC            | AC         | 2                   | 8             | 36                   | 1     | 0.43           |                    | 1995            |
| 84.45          | M265 +0.11                     | C   | UH   | <a href="#">Projects spanning M265 to M266</a> | AC            | AC         | 2                   | 8             | 30                   | 1     | 0.05           |                    | 1995            |

**S 260 at M265+0.11**

**M265+0.11 on S 260**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 260 at M265+0.16**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M265+0.16 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |   |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 84.50          | M265 +0.16                     | C   | UH   | <a href="#">Projects spanning M265 to M266</a>      | AC            | AC         | 2          | 8             | 24                   | 1     | 1.07           |                    | 1995            |
| 85.57          | M266 +0.25                     | C   | UH   | <a href="#">Projects spanning M266 to M267</a>      | AC            | AC         | 2          | 8             | 24                   | 1     | 0.06           |                    | 1995            |
|                |                                | C   | UH   |   | AC            | AC         | 2          | 8             | 24                   | 1     | 0.02           |                    | 1995            |
| 85.63          | +0.31                          | C   | UH   |   | AC            | AC         | 2          | 8             | 24                   | 8     | 0.57           |                    | 1995            |
| 86.16          | +0.84                          | C   | J    | Tonto Village Rd                                    |               |            |            |               |                      |       |                |                    |                 |
| 86.19          | +0.87                          | A   | J    | Control Rd -- [L23]                                 |               |            |            |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M266 to M267</a>      | AC            | AC         | 2          | 8             | 24                   | 8     | 2.11           | 10 Nov 2004        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                     |               |            |            |               | 6                    |       | 0.04           |                    |                 |
| 86.78          | M267 +0.41                     | A   | J    | Lewis Pit Access Rd -- [L]                          |               |            |            |               |                      |       |                |                    |                 |
| 87.14          | +0.77                          | A   | BR   | Wildlife Crossing                                   |               |            |            |               |                      |       |                | 10 Nov 2004        | 130 ft Concrete |
| 87.79          | M268 +0.41                     | A   | BR   | Tonto Creek   |               |            |            |               |                      |       |                | 10 Nov 2004        | 666 ft Concrete |
| 87.89          | +0.50                          | A   | J    | SX260(2) & Tonto Creek Rd & Kohls Ranch Rd -- [B24] |               |            |            |               |                      |       |                |                    |                 |
|                |                                | C   | X    | Kohls Ranch Elev 5435                               |               |            |            |               |                      |       |                |                    |                 |
| 88.30          | +0.92                          | C   | UH   | <a href="#">Projects spanning M268 to M269</a>      | AC            | AC         | 2          | 8             | 24                   | 8     | 0.13           |                    | 1995            |
| 88.37          | M269 +0.03                     | C   | UH   | <a href="#">Projects spanning M269 to M270</a>      | AC            | AC         | 2          | 8             | 24                   | 8     | 2.67           |                    | 1995            |
| 91.03          | M272 +0.02                     | C   | UH   | <a href="#">Projects spanning M272 to M273</a>      | AC            | AC         | 2.5        | 8             | 30                   | 8     | 0.06           |                    | 1995            |
| 91.09          | +0.08                          | C   | UH   |   | AC            | AC         | 3          | 8             | 36                   | 8     | 0.12           |                    | 1995            |
| 91.21          | +0.20                          | C   | EB   |   | AC            | AC         | 1.5        | 4             | 18                   | 10    | 0.02           | 29 Sep 2004        |                 |
|                |                                | C   | MD   | Variable Soil Median                                |               |            |            |               |                      |       | 4.61           |                    |                 |
| 91.23          | +0.21                          | C   | EB   | <a href="#">Projects spanning M272 to M273</a>      | AC            | AC         | 2          | 4             | 24                   | 10    | 4.59           | 29 Sep 2004        |                 |
| 91.35          | +0.34                          | A   | TI   | (EB/WB) Chris Creek Campground Rd Crossing          | AC            | AC         | 2          | 2             | 24                   | 2     | 0.06           | 29 Sep 2004        |                 |
|                |                                | A   | J    | Christopher Creek Campground Rd -- [R14]            |               |            |            |               |                      |       |                |                    |                 |
| 91.71          | +0.70                          | A   | J    | Christopher Creek Rd -- [L2]                        |               |            |            |               |                      |       |                |                    |                 |
| 91.80          | +0.79                          | C   | BR   | (EB) Wildlife Underpass No. 1                       |               |            |            |               |                      |       |                | 29 Sep 2004        | 350 ft Concrete |
| 92.09          | M273 +0.18                     | C   | BR   | (EB) Christopher Creek                              |               |            |            |               |                      |       |                | 29 Sep 2004        | 505 ft Concrete |
| 92.60          | +0.69                          | C   | OP   | (EB) Pedestrian Overpass                            |               |            |            |               |                      |       |                | 29 Sep 2004        | 112 ft Concrete |
| 93.19          | M274 +0.39                     | C   | OP   | (EB) Hunter Creek Dr                                |               |            |            |               |                      |       |                | 29 Sep 2004        | 143 ft Concrete |
|                |                                | A   | TI   | (NB/SB) Hunter Creek Crossing                       | AC            | AC         | 2          | 0             | 28                   | 0     | 0.04           | 29 Sep 2004        |                 |
|                |                                | A   | TI   | (NB/SB) Christopher Creek Crossing                  | AC            | AC         | 2          | 0             | 24                   | 6     | 0.28           | 29 Sep 2004        |                 |
| 94.04          | M275 +0.33                     | C   | BR   | (EB) Wildlife Underpass No. 2                       |               |            |            |               |                      |       |                | 29 Sep 2004        | 131 ft Concrete |
| 94.24          | +0.52                          | C   | J    | Local Rd  |               |            |            |               |                      |       |                |                    |                 |
| 94.71          | M276 +0.06                     | C   | BR   | (EB) Sharp Creek                                    |               |            |            |               |                      |       |                | 29 Sep 2004        | 545 ft Concrete |
| 95.54          | +0.89                          | C   | SVP  | (EB) Paved Safety Pullout 869' long 26' wide        |               |            |            |               |                      |       | 0.16           | 29 Sep 2004        |                 |
| 95.81          | M277 +0.10                     | C   | UH   | <a href="#">Projects spanning M277 to M278</a>      | AC            | AC         | 4          | 7             | 48                   | 7     | 0.33           | 92                 |                 |
| 95.82          | +0.11                          | A   | BR   | Wildlife Underpass No. 3                            |               |            |            |               |                      |       |                | 29 Sep 2004        | 118 ft Concrete |
| 95.93          | +0.22                          | C   | J    | FH 12 South to Young                                |               |            |            |               |                      |       |                |                    |                 |
| 96.14          | +0.43                          | C   | UH   | <a href="#">Projects spanning M277 to M278</a>      | AC            | AC         | 4          | 5             | 48                   | 5     | 4.47           | 92                 |                 |
| 98.64          | M280 +0.02                     | C   | BR   | Gordon Canyon                                       |               |            |            |               |                      |       |                | 1990               | 421 ft Concrete |
| 99.57          | M281                           | C   | BR   | Mogollon Rim Viaduct                                |               |            |            |               |                      |       |                | 1991               | 910 ft Concrete |

**S 260 at M281+0.02**
**M281+0.02 on S 260**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 260 at M281+0.81**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M281+0.81 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 100.37         | M281 +0.81                     | C   | JB   | Coconino County                                |               |            |                     |               |                      |       |                |                    |                 |
| 100.59         | M282 +0.02                     | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      | 0.15  |                |                    |                 |
| 100.61         | +0.03                          | C   | UH   | <a href="#">Projects spanning M282 to M283</a> | AC            | AC         | 3.5                 | 5             | 42                   | 5     | 0.10           | 92                 |                 |
| 100.71         | +0.13                          | C   | UH   |  | AC            | AC         | 3                   | 5             | 36                   | 5     | 0.16           | 92                 |                 |
| 100.81         | +0.24                          | C   | J    | Woods Canyon Lake Rd -- [B24]                  |               |            |                     |               |                      |       |                |                    |                 |
| 100.87         | +0.30                          | C   | UH   | <a href="#">Projects spanning M282 to M283</a> | AC            | AC         | 2.5                 | 5             | 30                   | 5     | 0.16           | 92                 |                 |
| 101.04         | +0.46                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.02           | 92                 |                 |
| 101.06         | +0.48                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.01           | 92                 |                 |
| 101.07         | +0.50                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 1.85           | 14 Sep 2001        |                 |
| 102.92         | M284 +0.45                     | C   | UH   | <a href="#">Projects spanning M284 to M285</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.57           | 14 Sep 2001        |                 |
| 103.17         | +0.71                          | C   | J    | Young Rd South                                 |               |            |                     |               |                      |       |                |                    |                 |
| 103.49         | +1.02                          | C   | UH   | <a href="#">Projects spanning M284 to M285</a> | AC            | AC         | 2                   | 4             | 30                   | 4     | 0.06           | 14 Sep 2001        |                 |
| 103.55         | +1.08                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 36                   | 1     | 0.67           | 14 Sep 2001        |                 |
| 104.22         | M285 +0.44                     | C   | UH   | <a href="#">Projects spanning M285 to M286</a> | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.21           | 14 Sep 2001        |                 |
| 104.43         | +0.65                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.76           | 14 Sep 2001        |                 |
| 105.19         | M286 +0.34                     | C   | UH   | <a href="#">Projects spanning M286 to M287</a> | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.19           | 14 Sep 2001        |                 |
| 105.37         | +0.53                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 36                   | 1     | 1.36           | 14 Sep 2001        |                 |
| 105.97         | M287 +0.11                     | C   | J    | Horse Trap Lake Rd North                       |               |            |                     |               |                      |       |                |                    |                 |
| 106.74         | +0.88                          | C   | UH   | <a href="#">Projects spanning M287 to M288</a> | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.06           | 14 Sep 2001        |                 |
| 106.80         | +0.94                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.32           | 14 Sep 2001        |                 |
| 107.12         | M288 +0.25                     | C   | UH   | <a href="#">Projects spanning M288 to M289</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.60           | 14 Sep 2001        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.51  |                |                    |                 |
| 107.17         | +0.30                          | C   | J    | Canyon Creek Rd South                          |               |            |                     |               |                      |       |                |                    |                 |
| 107.19         | +0.32                          | C   | J    | Sheep Springs Rd -- [L2]                       |               |            |                     |               |                      |       |                |                    |                 |
| 107.66         | +0.79                          | C   | J    | Merzville Rd -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 107.72         | +0.84                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.77  |                |                    |                 |
| 108.54         | M289 +0.63                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.17  |                |                    |                 |
| 108.61         | +0.70                          | C   | J    | Forest Rd 99 -- [L2]                           |               |            |                     |               |                      |       |                |                    |                 |
| 108.72         | +0.81                          | C   | UH   | <a href="#">Projects spanning M289 to M290</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.27           | 14 Sep 2001        |                 |
| 108.99         | M290 +0.09                     | C   | UH   | <a href="#">Projects spanning M290 to M291</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.40           | 14 Sep 2001        |                 |
| 109.39         | +0.50                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 36                   | 1     | 0.20           | 14 Sep 2001        |                 |
| 109.59         | +0.70                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 42                   | 1     | 0.25           | 14 Sep 2001        |                 |
| 109.85         | +0.95                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 48                   | 1     | 0.48           | 14 Sep 2001        |                 |
| 110.17         | M291 +0.31                     | C   | JB   | Navajo County                                  |               |            |                     |               |                      |       |                |                    |                 |
| 110.32         | +0.46                          | C   | UH   | <a href="#">Projects spanning M291 to M292</a> | AC            | AC         | 2                   | 1             | 36                   | 1     | 0.35           | 14 Sep 2001        |                 |
| 110.67         | +0.81                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.05           | 14 Sep 2001        |                 |
| 110.73         | +0.86                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 1.95           | 14 Sep 2001        |                 |
| 112.68         | M293 +0.93                     | C   | UH   | <a href="#">Projects spanning M293 to M294</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.65           | 14 Sep 2001        |                 |
| 113.33         | M294 +0.47                     | C   | UH   | <a href="#">Projects spanning M294 to M295</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.46           | 14 Sep 2001        |                 |

**S 260 at M294+0.47**

**M294+0.47 on S 260**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M294+0.93**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M294+0.93 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 113.79         | M294 +0.93                     | C   | UH   | <a href="#">Projects spanning M294 to M295</a> | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.07           |                    | 14 Sep 2001     |
| 113.85         | M295 +0.00                     | C   | UH   | <a href="#">Projects spanning M295 to M296</a> | AC            | AC         | 2                   | 1             | 36                   | 1     | 0.97           |                    | 14 Sep 2001     |
| 114.82         | +0.97                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.18           |                    | 14 Sep 2001     |
| 115.00         | M296 +0.14                     | C   | UH   | <a href="#">Projects spanning M296 to M297</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.13           |                    | 14 Sep 2001     |
| 115.12         | +0.27                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.16           |                    | 14 Sep 2001     |
| 115.28         | +0.42                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 36                   | 1     | 1.35           |                    | 14 Sep 2001     |
| 116.64         | M297 +0.78                     | C   | UH   | <a href="#">Projects spanning M297 to M298</a> | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.06           |                    | 14 Sep 2001     |
| 116.70         | +0.84                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.02           |                    | 14 Sep 2001     |
| 116.71         | +0.85                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.06           |                    | 14 Sep 2001     |
| 116.77         | +0.92                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 36                   | 1     | 1.14           |                    | 14 Sep 2001     |
| 117.54         | M298 +0.68                     | C   | J    | Ellsworth Ranch Rd North                       |               |            |                     |               |                      |       |                |                    |                 |
| 117.92         | M299 +0.06                     | C   | UH   | <a href="#">Projects spanning M299 to M300</a> | AC            | AC         | 2                   | 5             | 36                   | 5     | 0.51           |                    | 14 Sep 2001     |
| 118.43         | +0.58                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.16           |                    | 14 Sep 2001     |
| 118.59         | +0.73                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.01           |                    | 14 Sep 2001     |
| 119.15         | M300 +0.30                     | C   | J    | Sharp Hollow Rd South                          |               |            |                     |               |                      |       |                |                    |                 |
| 119.60         | +0.75                          | C   | UH   | <a href="#">Projects spanning M300 to M301</a> | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.29           |                    | 14 Sep 2001     |
| 119.89         | +1.05                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 36                   | 5     | 1.06           |                    | 14 Sep 2001     |
| 120.95         | M302 +0.10                     | C   | UH   | <a href="#">Projects spanning M302 to M303</a> | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.08           |                    | 14 Sep 2001     |
| 121.03         | +0.18                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.52           |                    | 14 Sep 2001     |
| 121.25         | +0.40                          | C   | VMS  | (WB) Variable Message Sign #387 (Existing)     |               |            |                     |               |                      |       |                |                    | 2004            |
| 122.55         | M303 +0.70                     | C   | UH   | <a href="#">Projects spanning M303 to M304</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.01           |                    | 1996            |
| 122.56         |                                | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.95           |                    | 1996            |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.95           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.04           |                    |                 |
| 123.13         | M304 +0.28                     | C   | X    | Heber (Unincorporated) Elev 6439               |               |            |                     |               |                      |       |                |                    |                 |
| 123.51         | +0.66                          | C   | UH   | <a href="#">Projects spanning M304 to M305</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.43           |                    | 1996            |
| 123.94         | M305 +0.06                     | C   | UH   | <a href="#">Projects spanning M305 to M306</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.59           |                    | 1996            |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.61           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.46           |                    |                 |
| 124.53         | +0.65                          | C   | UH   | <a href="#">Projects spanning M305 to M306</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.08           |                    | 14 Nov 2003     |
|                |                                | C   | CG   | Curb and Sidewalk to Left and Right            |               |            |                     |               |                      |       | 0.10           |                    |                 |
| 124.61         | +0.73                          | C   | UH   | <a href="#">Projects spanning M305 to M306</a> | AC            | AC         | 4                   | 2             | 48                   | 0     | 0.08           |                    | 14 Nov 2003     |
|                |                                | C   | J    | S 277 N -- [L23]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.58           |                    |                 |
| 124.63         | +0.75                          | C   | CG   | Curb and Sidewalk to Right                     |               |            |                     |               |                      |       | 0.22           |                    |                 |
| 124.68         | +0.80                          | C   | UH   | <a href="#">Projects spanning M305 to M306</a> | AC            | AC         | 4                   | 5             | 48                   | 0     | 0.16           |                    | 14 Nov 2003     |
| 124.75         | +0.87                          | C   | J    | Chevelon Rd                                    |               |            |                     |               |                      |       |                |                    |                 |
| 124.84         | +0.97                          | C   | UH   | <a href="#">Projects spanning M305 to M306</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 3.57           |                    | 14 Nov 2003     |
| 125.19         | M306 +0.33                     | C   | J    | Gray Squirrel Trl -- [R]                       |               |            |                     |               |                      |       |                |                    |                 |

**S 260 at M306+0.33**

**M306+0.33 on S 260**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 260 at M306+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M306+0.44 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|----------------------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 125.30         | M306+0.44                      | C   | MD   |                            |               |            |                     | 12            |                      | 2.98  |                |                    |                 |
| 125.36         | +0.50                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 125.48         | +0.62                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 126.28         | M307+0.37                      | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 126.77         | +0.87                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 126.87         | +0.97                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 126.89         | +0.98                          | C   | X    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 127.10         | M308+0.20                      | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 127.16         | +0.26                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 127.25         | +0.35                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 127.37         | +0.47                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 127.47         | +0.57                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 127.59         | +0.69                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 127.94         | M309+0.04                      | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 128.00         | +0.09                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 128.35         | +0.44                          | C   | J    |                            |               |            |                     |               |                      |       |                |                    |                 |
| 128.42         | +0.51                          | C   | UH   |                            | AC            | 4          | 8                   | 48            | 6.5                  | 0.07  | 14 Nov 2003    |                    |                 |
| 128.48         | +0.57                          | C   | UH   |                            | AC            | 3.5        | 8                   | 42            | 6.5                  | 0.06  | 14 Nov 2003    |                    |                 |
| 128.54         | +0.63                          | C   | UH   |                            | AC            | 2.5        | 6.5                 | 30            | 6.5                  | 0.06  | 14 Nov 2003    |                    |                 |
|                |                                | C   | JB   | Enter Apache-Sitgreaves NF |               |            |                     |               |                      |       |                |                    |                 |
| 128.60         | +0.69                          | C   | UH   |                            | AC            | 2          | 5                   | 24            | 5                    | 0.35  | 14 Nov 2003    |                    |                 |
| 128.95         | M310+0.04                      | C   | UH   |                            | AC            | 2          | 5                   | 24            | 5                    | 0.02  | 16 Jun 2004    |                    |                 |
| 128.96         | +0.06                          | C   | UH   |                            | AC            | 2          | 5                   | 24            | 5                    | 9.71  | 16 Jun 2004    |                    |                 |
| 130.38         | M311+0.48                      | C   | CG   | Curb to Left               |               |            |                     |               |                      | 0.03  | 16 Sep 2004    |                    |                 |
| 130.57         | +0.67                          | C   | CG   | Curb to Left               |               |            |                     |               |                      | 0.04  | 16 Sep 2004    |                    |                 |
| 131.12         | M312+0.21                      | C   | CG   | Curb to Left               |               |            |                     |               |                      | 0.07  | 16 Sep 2004    |                    |                 |
| 131.19         | +0.28                          | C   | CG   | Curb to Left and Right     |               |            |                     |               |                      | 0.02  | 16 Sep 2004    |                    |                 |
| 131.21         | +0.30                          | C   | CG   | Curb to Right              |               |            |                     |               |                      | 0.02  | 16 Sep 2004    |                    |                 |
| 132.56         | M313+0.65                      | C   | J    | Local Forest Road -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 132.71         | +0.80                          | C   | CG   | Curb to Left               |               |            |                     |               |                      | 0.02  | 16 Sep 2004    |                    |                 |
| 132.73         | +0.82                          | C   | CG   | Curb to Left and Right     |               |            |                     |               |                      | 0.02  | 16 Sep 2004    |                    |                 |
| 134.11         | M315+0.20                      | C   | J    | Local Forest Road -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J    | Local Forest Road -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 134.35         | +0.44                          | C   | CG   | Curb to Right              |               |            |                     |               |                      | 0.03  | 16 Sep 2004    |                    |                 |
| 134.66         | +0.75                          | C   | CG   | Curb to Right              |               |            |                     |               |                      | 0.02  | 16 Sep 2004    |                    |                 |
| 135.52         | M316+0.61                      | C   | CG   | Curb to Left               |               |            |                     |               |                      | 0.02  | 16 Sep 2004    |                    |                 |
| 135.54         | +0.63                          | C   | CG   | Curb to Left and Right     |               |            |                     |               |                      | 0.02  | 16 Sep 2004    |                    |                 |
| 135.57         | +0.67                          | C   | J    | Local Forest Road -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 135.99         | M317+0.09                      | C   | CG   | Curb to Right              |               |            |                     |               |                      | 0.20  | 16 Sep 2004    |                    |                 |

**S 260 at M317+0.09**

**M317+0.09 on S 260**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M317+0.71**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M317+0.71 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 136.62         | M317 +0.71                     | C   | J    | Local Forest Road -- [B]                       |               |            |                     |               |                      |       |                |                    |                 |
| 136.76         | +0.86                          | C   | CG   | Curb to Left                                   |               |            |                     |               |                      | 0.04  | 16 Sep 2004    |                    |                 |
| 137.01         | M318 +0.11                     | C   | CG   | Curb to Left                                   |               |            |                     |               |                      | 0.09  | 16 Sep 2004    |                    |                 |
| 137.57         | +0.67                          | C   | CG   | Curb to Left                                   |               |            |                     |               |                      | 0.01  | 16 Sep 2004    |                    |                 |
| 137.67         | +0.77                          | C   | CG   | Curb to Right                                  |               |            |                     |               |                      | 0.03  | 16 Sep 2004    |                    |                 |
| 137.72         | +0.82                          | C   | CG   | Curb to Left                                   |               |            |                     |               |                      | 0.03  | 16 Sep 2004    |                    |                 |
| 138.68         | M319 +0.77                     | C   | UH   | <a href="#">Projects spanning M319 to M320</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.29           | 16 Sep 2004        |                 |
| 139.74         | M320 +0.84                     | C   | J    | Local Forest Road -- [B]                       |               |            |                     |               |                      |       |                |                    |                 |
| 139.97         | M321 +0.06                     | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.25           | 16 Sep 2004        |                 |
| 140.12         | +0.22                          | C   | CG   | Curb to Right                                  |               |            |                     |               |                      | 0.07  | 16 Sep 2004    |                    |                 |
| 140.19         | +0.29                          | C   | BR   | Cottonwood Wash                                |               |            |                     |               |                      |       | 1974           | 174 ft Concrete    |                 |
| 140.21         | +0.31                          | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 9.46           | 1993               |                 |
| 143.26         | M324 +0.35                     | C   | J    | Clay Springs Rd                                |               |            |                     |               |                      |       |                |                    |                 |
| 144.96         | M326 +0.00                     | C   | EQ   | MP 325+1.06 Back Equals MP 326+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 146.08         | M327 +0.11                     | C   | J    | Pinedale Rd                                    |               |            |                     |               |                      |       |                |                    |                 |
| 147.30         | M328 +0.33                     | C   | BR   | Mortensen Wash                                 |               |            |                     |               |                      |       | 1974           | 219 ft Concrete    |                 |
| 149.67         | M330 +0.71                     | C   | UH   | <a href="#">Projects spanning M330 to M331</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 3.73           | 10 Aug 2002        |                 |
| 151.14         | M332 +0.18                     | C   | J    | Timberland Rd -- [R14]                         |               |            |                     |               |                      |       |                |                    |                 |
| 151.90         | +0.94                          | C   | J    | Burton Rd                                      |               |            |                     |               |                      |       |                |                    |                 |
| 152.91         | M333 +0.95                     | C   | J    | Cheney Ranch Loop & School House Ln -- [B1234] |               |            |                     |               |                      |       |                |                    |                 |
| 153.40         | M334 +0.43                     | C   | UH   | <a href="#">Projects spanning M334 to M335</a> | AC            | AC         | 2                   | 2.5           | 24                   | 2.5   | 0.08           | 10 Aug 2002        |                 |
|                |                                | C   | MD   | Variable 0-10 ft Painted Median                |               |            |                     |               | 5                    |       | 0.08           |                    |                 |
| 153.48         | +0.51                          | C   | UH   | <a href="#">Projects spanning M334 to M335</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.37           | 10 Aug 2002        |                 |
|                |                                | C   | MD   | 10 ft Painted Median                           |               |            |                     |               | 10                   |       | 0.36           |                    |                 |
| 153.84         | +0.87                          | C   | MD   | Variable 10-12 ft Painted Median               |               |            |                     |               | 11                   |       | 0.08           |                    |                 |
|                | +0.88                          | C   | UH   | <a href="#">Projects spanning M334 to M335</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.27           | 10 Aug 2002        |                 |
| 153.91         | +0.95                          | C   | J    | Full House Ln -- [R1]                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.19           |                    |                 |
| 153.96         | M335 +0.00                     | C   | VMS  | (EB) Variable Message Sign #115 (Proposed)     |               |            |                     |               |                      |       |                |                    |                 |
| 154.10         | +0.14                          | C   | J    | Pine Hill Rd & Chamberlain Way -- [B3]         |               |            |                     |               |                      |       |                |                    |                 |
| 154.11         | +0.15                          | C   | UH   | <a href="#">Projects spanning M335 to M336</a> | AC            | AC         | 2                   | 4             | 24                   | 2.5   | 0.08           | 10 Aug 2002        |                 |
|                |                                | C   | MD   | Variable 12-10 ft Painted Median               |               |            |                     |               | 11                   |       | 0.08           |                    |                 |
| 154.19         | +0.23                          | C   | UH   | <a href="#">Projects spanning M335 to M336</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.16           | 10 Aug 2002        |                 |
|                |                                | C   | MD   | 10 ft Painted Median                           |               |            |                     |               | 10                   |       | 0.16           |                    |                 |
| 154.35         | +0.39                          | C   | UH   | <a href="#">Projects spanning M335 to M336</a> | AC            | AC         | 2                   | 2.5           | 24                   | 2.5   | 0.05           | 10 Aug 2002        |                 |
|                |                                | C   | MD   | Variable 10-12 ft Painted Median               |               |            |                     |               | 11                   |       | 0.06           |                    |                 |
| 154.40         | +0.44                          | C   | UH   | <a href="#">Projects spanning M335 to M336</a> | AC            | AC         | 2                   | 2.5           | 24                   | 4     | 0.08           | 10 Aug 2002        |                 |
| 154.47         | +0.51                          | C   | J    | Lone Pine Dam Rd -- [B23]                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M335 to M336</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 2.19           | 10 Aug 2002        |                 |

**S 260 at M335+0.51**

**M335+0.51 on S 260**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 260 at M335+0.51**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M335+0.51 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 154.47         | M335 +0.51                     | C   | MD   | Variable 12-0 ft Painted Median                                  |               |            |                     | 6             |                      | 0.08  |                |                    |                 |
| 155.48         | M336 +0.52                     | C   | JB   | NCL Show Low Elev 6331   |               |            |                     |               |                      |       |                |                    |                 |
| 156.66         | M337 +0.70                     | C   | UH   | <a href="#">Projects spanning M337 to M338</a>                   | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.23           | 1998               |                 |
| 156.78         | +0.82                          | C   | J    | Mogollon Dr -- [B234]  |               |            |                     |               |                      |       |                |                    |                 |
| 156.80         | +0.83                          | C   | UB   | NUB Show Low   |               |            |                     |               |                      |       |                |                    |                 |
| 156.84         | +0.88                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.19  |                |                    |                 |
| 156.89         | +0.93                          | C   | UH   | <a href="#">Projects spanning M337 to M338</a>                   | AC            | AC         | 3                   | 4             | 36                   | 4     | 0.09           | 1998               |                 |
| 156.98         | +1.02                          | C   | UH   |  | AC            | AC         | 3                   | 4             | 36                   | 2     | 0.05           | 1998               |                 |
|                |                                | C   | CG   | Curb to Right  |               |            |                     |               |                      | 0.07  |                |                    |                 |
| 157.03         | M338 +0.01                     | C   | J    | Mogollon Dr -- [R14]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M338 to M339</a>                   | AC            | AC         | 4                   | 4             | 48                   | 2     | 0.02           | 1998               |                 |
| 157.05         | +0.03                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 2     | 1.97           | 1998               |                 |
|                |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      | 1.97  |                |                    |                 |
| 157.08         | +0.07                          | C   | J    | Old Linden Rd -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.19  |                |                    |                 |
| 157.28         | +0.27                          | C   | J    | Unknown Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 157.32         | +0.31                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.63  |                |                    |                 |
| 157.97         | M339 +0.03                     | C   | J    | Unknown Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 157.99         | +0.05                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.45  |                |                    |                 |
| 158.47         | +0.53                          | C   | J    | Unknown Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 158.49         | +0.55                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.21  |                |                    |                 |
| 158.72         | +0.78                          | C   | J    | Unknown Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 158.73         | +0.79                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.03  |                |                    |                 |
| 158.78         | +0.84                          | C   | J    | Unknown Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 158.80         | +0.86                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.15  |                |                    |                 |
| 159.02         | M340 +0.07                     | C   | J    | Overlaps U 060 for 1.98 miles toward Springerville -- [B124]     |               |            |                     |               |                      |       |                |                    |                 |
| 160.99         | M341 +0.68                     | C   | J    | Continue S 260 at U 060 E side of Show Low (Signalized) -- [B34] |               |            |                     |               |                      |       |                | 08 Feb 2005        |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M341 to M342</a>                   | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.11           | 01 Nov 2004        |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 1.60  |                |                    |                 |
|                |                                | C   | CG   | Curb with 5 ft Sidewalk to Left and Right                        |               |            |                     |               |                      | 0.11  | 08 Feb 2005    |                    |                 |
| 161.07         | +0.76                          | C   | J    | Cooley St -- [R]   |               |            |                     |               |                      |       |                | 08 Feb 2005        |                 |
| 161.10         | +0.79                          | C   | UH   | <a href="#">Projects spanning M341 to M342</a>                   | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.29           | 24 Sep 2001        |                 |
|                |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      | 0.29  |                |                    |                 |
| 161.39         | M342 +0.19                     | C   | UH   | <a href="#">Projects spanning M342 to M343</a>                   | AC            | AC         | 4                   | 4             | 48                   | 4     | 3.43           | 24 Sep 2001        |                 |
| 161.91         | +0.71                          | C   | J    | South 15th St  |               |            |                     |               |                      |       |                |                    |                 |
| 162.63         | M343 +0.42                     | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 1.64  |                |                    |                 |
| 163.58         | M344 +0.38                     | C   | UB   | SUB Show Low   |               |            |                     |               |                      |       |                |                    |                 |
| 164.31         | M345 +0.11                     | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.55  |                |                    |                 |
| 164.81         | +0.61                          | C   | UH   | <a href="#">Projects spanning M345 to M346</a>                   | AC            | AC         | 4                   | 4             | 60                   | 4     | 0.03           | 24 Sep 2001        |                 |

**S 260 at M345+0.61**

**M345+0.61 on S 260**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M345+0.65**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M345+0.65 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 164.85         | M345 +0.65                     | C   | UH   | <a href="#">Projects spanning M345 to M346</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 7.68           | 24 Sep 2001        |                 |
| 164.92         | +0.72                          | C   | J    | Show Low Lake Rd/Cub Lake Rd -- [B24]          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | NUB Pinetop-Lakeside                           |               |            |                     |               |                      |       |                |                    |                 |
| 164.96         | +0.76                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.29           |                    |                 |
| 165.18         | +0.98                          | C   | JB   | SCL Show Low                                   |               |            |                     |               |                      |       |                |                    |                 |
| 165.30         | M346 +0.11                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 1.88           |                    |                 |
| 166.20         | M347 +0.04                     | C   | JB   | NCL Pinetop-Lakeside                           |               |            |                     |               |                      |       |                |                    |                 |
| 167.26         | M348 +0.12                     | C   | JB   | Temp Leave Pinetop-Lakeside                    |               |            |                     |               |                      |       |                |                    |                 |
| 167.28         | +0.14                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 1.92           |                    |                 |
| 168.43         | M349 +0.32                     | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 4.82           |                    |                 |
| 168.68         | +0.57                          | C   | JB   | Reenter Pinetop-Lakeside                       |               |            |                     |               |                      |       |                |                    |                 |
| 169.23         | M350 +0.02                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.59           |                    |                 |
| 169.30         | +0.08                          | C   | J    | Porter Mountain Rd (Signalized) -- [L2]        |               |            |                     |               |                      |       |                |                    |                 |
| 169.93         | +0.72                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.24           |                    |                 |
| 170.21         | M351 +0.01                     | C   | J    | Entrance to Blue Ridge High School             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.76           |                    |                 |
| 171.08         | +0.88                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 1.67           |                    |                 |
| 172.53         | M353 +0.33                     | C   | UH   | <a href="#">Projects spanning M353 to M354</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.64           | 24 Sep 2001        |                 |
| 172.72         | +0.53                          | C   | J    | Penrod Ave -- [R4]                             |               |            |                     |               |                      |       |                |                    |                 |
| 172.79         | +0.60                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.47           |                    |                 |
| 173.17         | M354 +0.01                     | C   | UH   | <a href="#">Projects spanning M354 to M355</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.08           | 82                 |                 |
| 173.25         | +0.09                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 8     | 0.14           | 01 Oct 2002        |                 |
|                |                                | C   | CG   | Curb to Left                                   |               |            |                     |               |                      |       | 0.14           |                    |                 |
| 173.26         | +0.10                          | C   | J    | Pine Lake Rd -- [R4]                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | SCL Pinetop-Lakeside                           |               |            |                     |               |                      |       |                |                    |                 |
| 173.39         | +0.23                          | C   | UH   | <a href="#">Projects spanning M354 to M355</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.30           | 01 Oct 2002        |                 |
| 173.40         | +0.24                          | C   | J    | Hill Dr -- [L2]                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.24           |                    |                 |
| 173.64         | +0.47                          | C   | MD   | 7 ft Painted Median                            |               |            |                     | 15.5          |                      |       | 0.08           |                    |                 |
| 173.69         | +0.53                          | A   | J    | Worldmark Dr -- [L2]                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M354 to M355</a> | AC            | AC         | 2                   | 0             | 24                   | 8     | 0.02           | 01 Oct 2002        |                 |
| 173.71         | +0.55                          | C   | EB   |  | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.40           | 01 Oct 2002        |                 |
|                |                                | C   | MD   | 19 ft Soil Median                              |               |            |                     |               |                      |       | 0.40           |                    |                 |
| 174.11         | +0.95                          | C   | EB   | <a href="#">Projects spanning M354 to M355</a> | AC            | AC         | 2                   | 0             | 24                   | 8     | 0.19           | 01 Oct 2002        |                 |
|                |                                | C   | MD   | 23 ft Painted Median                           |               |            |                     | 23            |                      |       | 0.02           |                    |                 |
| 174.13         | +0.96                          | C   | MD   | 11 ft Painted Median                           |               |            |                     | 23            |                      |       | 0.09           |                    |                 |
| 174.22         | M355 +0.07                     | A   | J    | Ponderosa Parkway/Buck Springs Rd -- [B234]    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 23 ft Painted Median                           |               |            |                     | 23            |                      |       | 0.08           |                    |                 |
| 174.30         | +0.14                          | C   | EB   | <a href="#">Projects spanning M355 to M356</a> | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.13           | 01 Oct 2002        |                 |

**S 260 at M355+0.14**

**M355+0.14 on S 260**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M355+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M355+0.14 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym   | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-------|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 174.30         | M355+0.14                      | C MD  | 19 ft Soil Median                              |              |               |            |                     |               |                      | 0.13  |                |                    |                 |
| 174.43         | +0.28                          | C EB  | <a href="#">Projects spanning M355 to M356</a> | AC           | AC            | 2          | 0                   | 24            | 8                    | 0.08  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 11 ft Painted Median                           |              |               |            |                     | 12            |                      | 0.08  |                |                    |                 |
| 174.50         | +0.35                          | A J   | Latigo Way -- [L2]                             |              |               |            |                     |               |                      |       |                |                    |                 |
| 174.51         | +0.36                          | C EB  | <a href="#">Projects spanning M355 to M356</a> | AC           | AC            | 2          | 2                   | 24            | 8                    | 0.31  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 19 ft Soil Median                              |              |               |            |                     |               |                      | 0.31  |                |                    |                 |
| 174.82         | +0.67                          | C EB  | <a href="#">Projects spanning M355 to M356</a> | AC           | AC            | 2          | 0                   | 24            | 8                    | 0.19  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 23 ft Painted Median                           |              |               |            |                     | 23            |                      | 0.11  |                |                    |                 |
| 174.83         | +0.68                          | A J   | County Club Dr -- [R4]                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 174.93         | +0.78                          | C MD  | 11 ft Painted Median                           |              |               |            |                     | 23            |                      | 0.07  |                |                    |                 |
| 175.00         | +0.85                          | A J   | Branding Iron Loop -- [L2]                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 175.01         |                                | C EB  | <a href="#">Projects spanning M355 to M356</a> | AC           | AC            | 2          | 2                   | 24            | 8                    | 0.15  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 19 ft Soil Median                              |              |               |            |                     |               |                      | 0.15  |                |                    |                 |
| 175.16         | M356+0.02                      | C EB  | <a href="#">Projects spanning M356 to M357</a> | AC           | AC            | 2          | 0                   | 24            | 8                    | 0.09  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 23 ft Painted Median                           |              |               |            |                     | 23            |                      | 0.09  |                |                    |                 |
| 175.17         | +0.03                          | A J   | Rim Rd -- [R4]                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 175.19         | +0.05                          | C JB  | Enter Apache IR                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 175.25         | +0.11                          | C EB  | <a href="#">Projects spanning M356 to M357</a> | AC           | AC            | 2          | 2                   | 24            | 8                    | 0.32  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 19 ft Soil Median                              |              |               |            |                     |               |                      | 0.32  |                |                    |                 |
| 175.56         | +0.42                          | C EB  | <a href="#">Projects spanning M356 to M357</a> | AC           | AC            | 2          | 0                   | 24            | 8                    | 0.17  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 23 ft Painted Median                           |              |               |            |                     | 23            |                      | 0.17  |                |                    |                 |
| 175.64         | +0.50                          | A J   | Bear St -- [R4]                                |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C UB  | SUB Pinetop-Lakeside                           |              |               |            |                     |               |                      |       |                |                    |                 |
| 175.73         | +0.59                          | C EB  | <a href="#">Projects spanning M356 to M357</a> | AC           | AC            | 2          | 2                   | 24            | 8                    | 0.26  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 19 ft Soil Median                              |              |               |            |                     |               |                      | 0.26  |                |                    |                 |
| 175.76         | +0.62                          | C J   | Elk St -- [R]                                  |              |               |            |                     |               |                      |       |                |                    |                 |
| 175.99         | +0.85                          | C EB  | <a href="#">Projects spanning M356 to M357</a> | AC           | AC            | 2          | 0                   | 24            | 8                    | 0.15  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 23 ft Painted Median                           |              |               |            |                     | 23            |                      | 0.15  |                |                    |                 |
| 176.12         | M357+0.00                      | C VMS | (EB) Variable Message Sign #35 (Proposed)      |              |               |            |                     |               |                      |       |                |                    |                 |
| 176.14         | +0.02                          | C EB  | <a href="#">Projects spanning M357 to M358</a> | AC           | AC            | 2          | 2                   | 24            | 8                    | 0.28  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | 19 ft Soil Median                              |              |               |            |                     |               |                      | 0.28  |                |                    |                 |
| 176.42         | +0.30                          | C EB  | <a href="#">Projects spanning M357 to M358</a> | AC           | AC            | 2          | 0                   | 24            | 8                    | 0.01  | 01 Oct 2002    |                    |                 |
|                |                                | C MD  | Variable 23-12 ft Painted Median               |              |               |            |                     | 17.5          |                      | 0.07  |                |                    |                 |
| 176.43         | +0.31                          | C UH  | <a href="#">Projects spanning M357 to M358</a> | AC           | AC            | 4          | 8                   | 48            | 8                    | 0.08  | 01 Oct 2002    |                    |                 |
| 176.48         | +0.35                          | C J   | Private Access Rd -- [R]                       |              |               |            |                     |               |                      |       |                |                    |                 |
| 176.49         | +0.37                          | C MD  | 12 ft Painted Median                           |              |               |            |                     | 12            |                      | 0.24  |                |                    |                 |
| 176.51         | +0.39                          | C UH  | <a href="#">Projects spanning M357 to M358</a> | AC           | AC            | 4          | 7                   | 48            | 8                    | 0.12  | 01 Oct 2002    |                    |                 |
| 176.63         | +0.51                          | C UH  |  | AC           | AC            | 4          | 7                   | 48            | 5                    | 0.01  | 01 Oct 2002    |                    |                 |
| 176.64         | +0.52                          | C UH  |  | AC           | AC            | 4          | 7                   | 48            | 5                    | 0.01  | 1997           |                    |                 |

**S 260 at M357+0.52**

**M357+0.52 on S 260**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M357+0.52**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M357+0.52 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 176.65         | M357+0.52                      | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 4                   | 7             | 48                   | 2     | 0.08           |                    | 1997            |
| 176.72         | +0.60                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 2     | 0.18           |                    | 1997            |
| 176.73         | +0.61                          | C   | J    | S 073 S to White River (Signalized) -- [R14]   |               |            |                     |               |                      |       |                |                    |                 |
| 176.79         | +0.66                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.12           |                    |                 |
| 176.83         | +0.71                          | C   | J    | Private Access Rd -- [R14]                     |               |            |                     |               |                      |       |                |                    |                 |
| 176.90         | +0.78                          | C   | J    | Private Access Rd -- [B1234]                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.15           |                    | 1997            |
| 177.05         | +0.93                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.06           |                    | 26 Sep 2004     |
| 177.06         | +0.94                          | C   | J    | Private Access Rd -- [R]                       |               |            |                     |               |                      |       |                |                    |                 |
| 177.11         | +0.99                          | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.68           |                    | 26 Sep 2004     |
| 177.21         | +1.09                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      |       | 0.06           |                    |                 |
| 177.27         | +1.14                          | C   | J    | Unknown Rd -- [R14]                            |               |            |                     |               |                      |       |                |                    |                 |
|                | M358+0.00                      | C   | EQ   | MP 357+1.16 Back Equals MP 358+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 177.34         | +0.06                          | C   | J    | Unknown Rd -- [R14]                            |               |            |                     |               |                      |       |                |                    |                 |
| 177.65         | +0.38                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      |       | 0.07           |                    |                 |
| 177.73         | +0.45                          | C   | J    | Unknown Rd -- [R14]                            |               |            |                     |               |                      |       |                |                    |                 |
| 179.54         | M360+0.33                      | C   | X    | McNary Elev 7315                               |               |            |                     |               |                      |       |                |                    |                 |
| 179.66         | +0.45                          | C   | JB   | Apache County                                  |               |            |                     |               |                      |       |                |                    |                 |
| 179.79         | +0.58                          | C   | UH   | <a href="#">Projects spanning M360 to M361</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.27           |                    | 26 Sep 2004     |
| 179.80         | +0.59                          | C   | J    | Cooley Ave -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 179.86         | +0.65                          | C   | J    | Pollock Ave -- [L]                             |               |            |                     |               |                      |       |                |                    |                 |
| 179.93         | +0.72                          | C   | J    | McGaffey Ave -- [B]                            |               |            |                     |               |                      |       |                |                    |                 |
| 180.00         | +0.79                          | C   | J    | Cady Ave to Vernon-McNary Rd North -- [B]      |               |            |                     |               |                      |       |                |                    |                 |
| 180.05         | +0.85                          | C   | UH   | <a href="#">Projects spanning M360 to M361</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 14.72          |                    | 82              |
| 180.06         | +0.86                          | C   | J    | McQuatters Ave -- [L]                          |               |            |                     |               |                      |       |                |                    |                 |
| 187.87         | M368+0.60                      | C   | J    | S 473 S (Hawley Lake Rd)                       |               |            |                     |               |                      |       |                |                    |                 |
| 194.78         | M375+0.49                      | C   | UH   | <a href="#">Projects spanning M375 to M376</a> | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.13           |                    | 1996            |
| 194.91         | +0.63                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 54                   | 8     | 0.03           |                    | 1996            |
| 194.94         | +0.65                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 66                   | 8     | 0.05           |                    | 1996            |
| 194.99         | +0.71                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 72                   | 8     | 0.39           |                    | 1996            |
| 195.38         | M376+0.10                      | C   | UH   | <a href="#">Projects spanning M376 to M377</a> | AC            | AC         | 3                   | 8             | 60                   | 8     | 0.22           |                    | 1996            |
| 195.60         | +0.32                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 54                   | 8     | 0.09           |                    | 1996            |
| 195.69         | +0.42                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 48                   | 8     | 0.23           |                    | 1996            |
| 195.92         | +0.64                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.09           |                    | 1996            |
| 196.00         | +0.73                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.30           |                    | 1996            |
| 196.30         | M377+0.03                      | C   | UH   | <a href="#">Projects spanning M377 to M378</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.21           |                    | 1996            |
| 196.35         | +0.08                          | C   | SVP  | WB Slow Vehicle Pullout                        |               |            |                     |               |                      |       | 0.05           |                    | 1996            |
| 196.52         | +0.25                          | C   | UH   | <a href="#">Projects spanning M377 to M378</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.07           |                    | 82              |
| 196.59         | +0.32                          | C   | UH   |  | BST           | BST        | 2                   | 1             | 24                   | 1     | 1.40           |                    | 55              |

**S 260 at M377+0.32**

**M377+0.32 on S 260**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M377+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M377+0.44 on S 260**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 196.71         | M377 +0.44                     | C   | J    | S 273 S -- [R1]                                |               |            |                     |               |                      |       |                |                    |                 |
| 197.98         | M378 +0.70                     | C   | JB   | Leave Fort Apache IR Enter Apache NF           |               |            |                     |               |                      |       |                |                    |                 |
| 197.99         | +0.72                          | C   | UH   | <a href="#">Projects spanning M378 to M379</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 7.03           | 25 Oct 2001        |                 |
| 204.87         | M385 +0.56                     | C   | J    | S 373 S to Greer                               |               |            |                     |               |                      |       |                |                    |                 |
| 205.02         | +0.71                          | C   | UH   | <a href="#">Projects spanning M385 to M386</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 9.94           | 86                 |                 |
| 205.96         | M386 +0.63                     | C   | JB   | Leave Apache NF                                |               |            |                     |               |                      |       |                |                    |                 |
| 211.88         | M392 +0.56                     | C   | JB   | WCL Eagar Elev 7090                            |               |            |                     |               |                      |       |                |                    |                 |
| 212.33         | M393 +0.01                     | C   | J    | S 261 South to Big Lake                        |               |            |                     |               |                      |       |                |                    |                 |
| 214.96         | M395 +0.65                     | C   | UH   | <a href="#">Projects spanning M395 to M396</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.26           | 06 Jun 2005        |                 |
| 215.19         | +0.88                          | C   | J    | Burk St - Eagar                                |               |            |                     |               |                      |       |                |                    |                 |
| 215.22         | +0.91                          | C   | UH   | <a href="#">Projects spanning M395 to M396</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.29           | 06 Jun 2005        |                 |
|                |                                | C   | CG   | Curb and sidewalk to left and right            |               |            |                     |               |                      |       | 0.16           | 06 Jun 2005        |                 |
| 215.32         | M396 +0.05                     | C   | J    | Harless St -- [B]                              |               |            |                     |               |                      |       |                | 2005               |                 |
| 215.44         | +0.17                          | C   | J    | Main St - Eagar (Old SS260)                    |               |            |                     |               |                      |       |                |                    |                 |
| 215.45         | +0.18                          | C   | CG   | Curb and sidewalk to left and right            |               |            |                     |               |                      |       | 0.07           | 06 Jun 2005        |                 |
| 215.52         | +0.25                          | C   | UH   | <a href="#">Projects spanning M396 to M397</a> | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.84           | 06 Jun 2005        |                 |
| 215.56         | +0.29                          | C   | J    | Harless St -- [B]                              |               |            |                     |               |                      |       |                | 06 Jun 2005        |                 |
| 216.36         | M397 +0.10                     | C   | UH   | <a href="#">Projects spanning M397 to M398</a> | AC            | AC         | 2                   | 0             | 24                   | 0     | 1.41           | 75                 |                 |
| 217.77         | M398 +0.52                     | C   | J    | End S 260 at U 180                             |               |            |                     |               |                      |       |                |                    |                 |

**S 260 at M398+0.52**

**M398+0.52 on S 260**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M217+0.98**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M217+0.98 on S 260**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 260 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 11.55   | M217 +0.98                     | N   | WB   | <a href="#">Projects spanning M217 to M218</a>                                      | AC            | AC         | 2                   | 8             | 26                   | 0     | 0.62           | Dec 2003           |                 |
| 11.71   | M218 +0.14                     | N   | FR   | Frontage Rd Left  | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.37           | Dec 2003           |                 |
| 12.17   | +0.59                          | N   | WB   | <a href="#">Projects spanning M218 to M219</a>                                      | AC            | AC         | 2                   | 8             | 28                   | 0     | 0.18           | Dec 2003           |                 |
|   |                                | N   | CG   | Curb to Left  |               |            |                     |               |                      |       | 0.17           |                    |                 |
| 12.34   | +0.77                          | N   | WB   | <a href="#">Projects spanning M218 to M219</a>                                      | AC            | AC         | 2                   | 8             | 26                   | 0     | 1.40           | Dec 2003           |                 |
| 12.46   | +0.89                          | N   | FR   | Frontage Rd Left  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.20           | Dec 2003           |                 |
| 13.74   | M219 +0.88                     | N   | J    | Return to single centerline (General Crook Trail)                                   |               |            |                     |               |                      |       |                |                    |                 |
| 15.88   | M222 +0.01                     | N   | J    | Continue S 260 WB in Camp Verde   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M222 to M223</a>                                      | AC            | AC         | 2                   | 8             | 26                   | 0     | 0.43           | Dec 2003           |                 |
| 16.30   | +0.43                          | N   | J    | S 260 return to single centerline   |               |            |                     |               |                      |       |                |                    |                 |
| 71.59   | M251 +0.95                     | N   | J    | Continue (WB) S 260 at S 087 in Payson -- [B34]                                     |               |            |                     |               |                      |       |                |                    | 2005            |
|   |                                | N   | WB   | <a href="#">Projects spanning M251 to M252</a>                                      | AC            | AC         | 3                   | 0             | 38.01                | 0     | 0.15           | 26 Aug 2003        |                 |
|   |                                | N   | CG   | Curb and Sidewalk to Left   |               |            |                     |               |                      |       | 0.36           | 2005               |                 |
| 71.63   | +0.99                          | N   | J    | Commercial Access Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 71.66   | M252 +0.01                     | N   | J    | Commercial Access Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 71.73   | +0.08                          | N   | WB   | <a href="#">Projects spanning M252 to M253</a>                                      | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.21           | 91                 |                 |
| 71.80   | +0.14                          | N   | J    | Commercial Access Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 71.89   | +0.23                          | N   | J    | Commercial Access Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 71.94   | +0.28                          | N   | J    | Return to single centerline at Manzanita Dr Left & Granite Dells Rd Right -- [B124] |               |            |                     |               |                      |       |                |                    |                 |
| 79.80   | M260 +0.16                     | N   | J    | Continue S 260 WB East of Payson near MP 260  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M260 to M261</a>                                      | AC            | AC         | 1                   | 4             | 12                   | 2     | 0.23           | 2002               |                 |
| 80.03   | +0.38                          | N   | WB   |   | AC            | AC         | 1                   | 7             | 12                   | 2     | 0.23           | 2002               |                 |
| 80.26   | +0.62                          | N   | WB   |   | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.78           | 2002               |                 |
| 81.04   | M261 +0.39                     | N   | WB   | <a href="#">Projects spanning M261 to M262</a>                                      | AC            | AC         | 2                   | 12            | 24                   | 6     | 0.12           | 2002               |                 |
|   |                                | N   | BR   | (WB) Preacher Canyon  |               |            |                     |               |                      |       |                | 29 Jul 2002        | 593 ft Concrete |
| 81.16   | +0.51                          | N   | WB   | <a href="#">Projects spanning M261 to M262</a>                                      | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.43           | 2002               |                 |
| 82.28   | M262 +0.62                     | N   | BR   | (WB) Middle Wildlife Underpass  |               |            |                     |               |                      |       |                | 29 Jul 2002        | 124 ft Concrete |
| 82.42   | +0.76                          | N   | BR   | (WB) Wildlife Crossing  |               |            |                     |               |                      |       |                | 29 Jul 2002        | 118 ft Concrete |
| 82.59   | +0.93                          | N   | WB   | <a href="#">Projects spanning M262 to M263</a>                                      | AC            | AC         | 1                   | 10            | 12                   | 4     | 0.24           | 2002               |                 |
| 82.83   | M263 +0.19                     | N   | J    | S 260 return to single centerline   |               |            |                     |               |                      |       |                |                    |                 |
| 91.27   | M272 +0.28                     | N   | J    | Continue S 260 WB near Christopher Creek  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M272 to M273</a>                                      | AC            | AC         | 1.5                 | 8             | 18                   | 4     | 0.08           | 29 Sep 2004        |                 |
| 91.35   | +0.36                          | N   | WB   |   | AC            | AC         | 2                   | 8             | 30                   | 4     | 0.22           | 29 Sep 2004        |                 |
| 91.57   | +0.58                          | N   | WB   |   | AC            | AC         | 2                   | 8             | 36                   | 4     | 0.13           | 29 Sep 2004        |                 |
| 91.70   | +0.71                          | N   | WB   |   | AC            | AC         | 2                   | 8             | 24                   | 4     | 0.09           | 29 Sep 2004        |                 |
|   |                                | N   | TI   | SX260(3) (on)   | AC            | AC         | 1                   | 8             | 12                   | 2     | 0.13           | 29 Sep 2004        |                 |
| 91.79   | +0.80                          | N   | WB   | <a href="#">Projects spanning M272 to M273</a>                                      | AC            | AC         | 2                   | 10            | 24                   | 4     | 4.11           | 29 Sep 2004        |                 |

**S 260 at M272+0.80**

**M272+0.80 on S 260**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 260 at M272+0.88**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M272+0.88 on S 260**

| GIS Route Mile                                      | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes    | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|---|--------------|---------------|---------------|---------------------|------------------------|----------------------|---------------|----------------|-----------------------|-----------------|
| 91.87   | M272 +0.88                     | N   | BR (WB) Wildlife Underpass No. 1                  |              |               |               |                     |                        |                      |               | 29 Sep 2004    | 305 ft Concrete       |                 |
| 92.19   | M273 +0.19                     | N   | BR (WB) Christopher Creek                         |              |               |               |                     |                        |                      |               | 29 Sep 2004    | 505 ft Concrete       |                 |
| 92.69   | +0.69                          | N   | OP (WB) Pedestrian Overpass                       |              |               |               |                     |                        |                      |               | 29 Sep 2004    | 105 ft Concrete       |                 |
| 93.28   | M274 +0.41                     | N   | OP (WB) Hunter Creek Dr                           |              |               |               |                     |                        |                      |               | 29 Sep 2004    | 143 ft Concrete       |                 |
| 94.14   | M275 +0.32                     | N   | BR (WB) Wildlife Underpass No. 2                  |              |               |               |                     |                        |                      |               | 29 Sep 2004    | 131 ft Concrete       |                 |
| 94.77   | M276 +0.02                     | N   | BR (WB) Sharp Creek                               |              |               |               |                     |                        |                      |               | 29 Sep 2004    | 133 ft Concrete       |                 |
| 95.90   | M277 +0.13                     | N   | J S 260 return to single centerline               |              |               |               |                     |                        |                      |               |                |                       |                 |
| 173.78  | M354 +0.53                     | N   | J Continue S 260 WB South of Pinetop-Lakeside     |              |               |               |                     |                        |                      |               |                |                       |                 |
|   |                                | N   | WB <a href="#">Projects spanning M354 to M355</a> | AC           | AC            | 2             | 8                   | 24                     | 0                    | 0.02          | 01 Oct 2002    |                       |                 |
| 173.80  | +0.54                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 2                    | 0.41          | 01 Oct 2002    |                       |                 |
| 174.20  | +0.95                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 0                    | 0.11          | 01 Oct 2002    |                       |                 |
| 174.31  | M355 +0.06                     | N   | WB <a href="#">Projects spanning M355 to M356</a> | AC           | AC            | 2             | 4                   | 24                     | 0                    | 0.07          | 01 Oct 2002    |                       |                 |
| 174.39  | +0.14                          | N   | WB  | AC           | AC            | 2             | 6                   | 24                     | 2                    | 0.02          | 01 Oct 2002    |                       |                 |
| 174.41  | +0.17                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 2                    | 0.11          | 01 Oct 2002    |                       |                 |
| 174.52  | +0.28                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 0                    | 0.08          | 01 Oct 2002    |                       |                 |
| 174.61  | +0.36                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 2                    | 0.31          | 01 Oct 2002    |                       |                 |
| 174.92  | +0.67                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 0                    | 0.19          | 01 Oct 2002    |                       |                 |
| 175.10  | +0.85                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 2                    | 0.15          | 01 Oct 2002    |                       |                 |
| 175.26  | M356 +0.02                     | N   | WB <a href="#">Projects spanning M356 to M357</a> | AC           | AC            | 2             | 8                   | 24                     | 0                    | 0.09          | 01 Oct 2002    |                       |                 |
| 175.34  | +0.11                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 2                    | 0.32          | 01 Oct 2002    |                       |                 |
| 175.66  | +0.42                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 0                    | 0.17          | 01 Oct 2002    |                       |                 |
| 175.82  | +0.59                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 2                    | 0.26          | 01 Oct 2002    |                       |                 |
| 176.09  | +0.85                          | N   | WB  | AC           | AC            | 2             | 8                   | 24                     | 0                    | 0.15          | 01 Oct 2002    |                       |                 |
| 176.24  | M357 +0.02                     | N   | WB <a href="#">Projects spanning M357 to M358</a> | AC           | AC            | 2             | 8                   | 24                     | 2                    | 0.29          | 01 Oct 2002    |                       |                 |
| 176.53  | +0.31                          | N   | J S 260 return to single centerline               |              |               |               |                     |                        |                      |               |                |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                |     |   |              |               | <b>459.65</b> | <b>3.81</b>         | <b>30.01</b>           | <b>4.08</b>          | <b>190.49</b> | <b>1996.5</b>  | 40.00 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                |     |   |              |               | <b>26.42</b>  | <b>8.69</b>         | <b>24.32</b>           | <b>2.51</b>          | <b>13.40</b>  | <b>2002.7</b>  |                       |                 |
| <b>Frontage Roads Averages/Totals:</b>              |                                |     |   |              |               | <b>1.84</b>   | <b>2.39</b>         | <b>24.35</b>           | <b>2.39</b>          | <b>0.92</b>   |                |                       |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                |     |   |              |               | <b>1.14</b>   | <b>3.30</b>         | <b>24.00</b>           | <b>3.30</b>          | <b>0.57</b>   |                |                       |                 |

**S 260 at M357+0.31**

**M357+0.31 on S 260**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 261 at M394+0.37**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M394+0.37 on S 261**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 261 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M394 +0.37                     | C   | J    | Begin S 261 at S 273 South at Crescent Lake    |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Apache County                           |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M394 to M395</a> |               |              |                     |               |                      |              |                |                      |                 |
|  |                                |     |      | BST  | Unk           | 2            | 0                   | 24            | 0                    | 17.92        | 72             |                      |                 |
| 0.16   | +0.53                          | C   | SVP  | NB Paved                                       |               |              |                     |               |                      |              |                |                      |                 |
|  |                                |     |      |  |               |              |                     |               |                      | 0.04         |                |                      |                 |
| 11.50  | M406 +0.08                     | C   | X    | Mexican Hay Lake                               |               |              |                     |               |                      |              |                |                      |                 |
| 16.17  | M410 +0.76                     | C   | JB   | Leave Apache NF                                |               |              |                     |               |                      |              |                |                      |                 |
| 17.74  | M412 +0.35                     | C   | BR   | Bigelow Crossing                               |               |              |                     |               |                      |              |                |                      |                 |
|  |                                |     |      |  |               |              |                     |               |                      |              | 1955           | 225 ft Concrete      |                 |
| 17.92  | +0.50                          | C   | J    | End S 261 at S 260 near Eagar                  |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>35.84</b> | <b>0.00</b>         | <b>24.00</b>  | <b>0.00</b>          | <b>17.92</b> | <b>1972.0</b>  | 0.00 Miles of Median |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 264 at M321+0.97**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M321+0.97 on S 264**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 264 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M321 +0.97                     | C   | J    | Begin S 264 at U 160 -- [B24]                  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Tuba City Urbanized Area                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Navajo IR, Coconino County              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 1.96           | 60                 |                 |
| 0.79   | M322 +0.77                     | C   | UB   | EUB Tuba City                                  |               |            |                     |               |                      |       |                |                    |                 |
| 1.96   | M323 +0.90                     | C   | UH   | <a href="#">Projects spanning M323 to M324</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 16.09          | 28 Aug 2004        |                 |
| 2.04   | M324 +0.01                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 2.13   | +0.09                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 2.14   | +0.10                          | C   | BR   | Moenkopi Wash                                  |               |            |                     |               |                      |       |                | 1960               | 205 ft Steel    |
| 2.28   | +0.24                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 2.66   | +0.62                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 2.82   | +0.78                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 3.00   | M325 +0.00                     | C   | VMS  | (WB) Variable Message Sign #61 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 3.05   | +0.04                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 3.53   | +0.53                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 5.09   | M327 +0.11                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 5.49   | +0.51                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 6.15   | M328 +0.20                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 7.19   | M329 +0.24                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 8.00   | M330 +0.03                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 9.15   | M331 +0.21                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 10.86  | M332 +0.92                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 10.87  | +0.93                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 12.95  | M335 +0.09                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 12.97  | +0.12                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 13.84  | M336 +0.01                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 14.72  | +0.88                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
|  | +0.89                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 15.04  | M337 +0.22                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 15.25  | +0.43                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 15.59  | +0.77                          | C   | J    | Coal Mine Canyon Rd N                          |               |            |                     |               |                      |       |                |                    |                 |
| 16.05  | M338 +0.24                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 17.12  | M339 +0.28                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 17.74  | +0.90                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 18.05  | M340 +0.20                     | C   | UH   | <a href="#">Projects spanning M340 to M341</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 19.10          | Sep 1999           |                 |
| 18.11  | +0.25                          | C   | JB   | Leave Navajo Enter Hopi IR                     |               |            |                     |               |                      |       |                |                    |                 |
| 37.15  | M359 +0.58                     | C   | UH   | <a href="#">Projects spanning M359 to M360</a> | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.02           | Sep 1999           |                 |

**S 264 at M359+0.58**

**M359+0.58 on S 264**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 264 at M359+0.60**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M359+0.60 on S 264**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 37.17          | M359 +0.60                     | C   | UH   | <a href="#">Projects spanning M359 to M360</a> | AC            | AC         | 2                   | 0             | 24                   | 0     | 3.28           | 1995               |                 |
| 37.71          | M360 +0.12                     | C   | JB   | Navajo County                                  |               |            |                     |               |                      |       |                |                    |                 |
| 40.22          | M362 +0.69                     | C   | BR   | Dinnebito Wash                                 |               |            |                     |               |                      |       |                | 1960               | 210 ft Concrete |
| 40.45          | +0.92                          | C   | UH   | <a href="#">Projects spanning M362 to M363</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 10.68          | 1995               |                 |
| 45.37          | M367 +0.15                     | C   | J    | Hotevilla -- [R14]                             |               |            |                     |               |                      |       |                |                    |                 |
| 48.78          | M370 +0.54                     | C   | J    | Old Oriabi                                     |               |            |                     |               |                      |       |                |                    |                 |
| 51.13          | M372 +0.89                     | C   | UH   | <a href="#">Projects spanning M372 to M373</a> | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.45           | 1995               |                 |
| 51.22          | +0.98                          | C   | J    | New Oriabi - BIA 2 -- [B124]                   |               |            |                     |               |                      |       |                |                    |                 |
| 51.25          | M373 +0.01                     | C   | J    | Local Rd -- [L2]                               |               |            |                     |               |                      |       |                |                    |                 |
| 51.41          | +0.17                          | C   | J    | Leupp Rd S -- [B14]                            |               |            |                     |               |                      |       |                |                    |                 |
| 51.58          | +0.34                          | C   | UH   | <a href="#">Projects spanning M373 to M374</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.43           | 1995               |                 |
| 51.96          | +0.72                          | C   | BR   | Oraibi Wash                                    |               |            |                     |               |                      |       |                | 1980               | 364 ft Concrete |
| 52.01          | +0.77                          | C   | UH   | <a href="#">Projects spanning M373 to M374</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 7.75           | 1995               |                 |
| 57.63          | M379 +0.38                     | C   | J    | Pinon Rd North - BIA 4 -- [L2]                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J    | Local Rd -- [L23]                              |               |            |                     |               |                      |       |                |                    |                 |
| 59.77          | M381 +0.50                     | C   | UH   | <a href="#">Projects spanning M381 to M382</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.31           | 1995               |                 |
| 61.07          | M382 +0.82                     | C   | UH   | <a href="#">Projects spanning M382 to M383</a> | AC            | AC         | 2                   | 1             | 24                   | 5     | 1.01           | 1995               |                 |
| 61.82          | M383 +0.54                     | C   | J    | Second Mesa                                    |               |            |                     |               |                      |       |                |                    |                 |
| 62.09          | +0.81                          | C   | UH   | <a href="#">Projects spanning M383 to M384</a> | MBL           | MBH        | 2                   | 1             | 24                   | 5     | 0.04           | 60                 |                 |
| 62.13          | +0.85                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.33           | 90                 |                 |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.33           |                    |                 |
| 62.46          | M384 +0.23                     | C   | J    | S 087 S to Winslow -- [R14]                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M384 to M385</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 4.06           | 90                 |                 |
| 66.19          | M387 +0.92                     | C   | BR   | Wepo Wash                                      |               |            |                     |               |                      |       |                | 1985               | 234 ft Concrete |
| 66.52          | M388 +0.27                     | C   | UH   | <a href="#">Projects spanning M388 to M389</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.34           | 90                 |                 |
| 66.86          | +0.61                          | C   | UH   |  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 3.53           | 90                 |                 |
| 70.18          | M391 +0.95                     | C   | J    | To BIA 8 & Polacca School                      |               |            |                     |               |                      |       |                |                    |                 |
| 70.39          | M392 +0.13                     | C   | UH   | <a href="#">Projects spanning M392 to M393</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.79           | 86                 |                 |
| 70.92          | +0.65                          | C   | BR   | Polacca Wash                                   |               |            |                     |               |                      |       |                | 1986               | 261 ft Concrete |
| 71.18          | +0.92                          | C   | UH   | <a href="#">Projects spanning M392 to M393</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 9.84           | 1998               |                 |
| 74.87          | M396 +0.62                     | C   | J    | Hopi Police Station Turnout -- [R14]           |               |            |                     |               |                      |       |                |                    |                 |
| 74.99          | +0.74                          | C   | J    | School Turnout -- [R14]                        |               |            |                     |               |                      |       |                |                    |                 |
| 81.02          | M402 +0.76                     | C   | UH   | <a href="#">Projects spanning M402 to M403</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.53           | 92                 |                 |
| 81.30          | M403 +0.03                     | C   | J    | North Access to Keams Canyon -- [L2]           |               |            |                     |               |                      |       |                |                    |                 |
| 81.56          | +0.29                          | C   | UH   | <a href="#">Projects spanning M403 to M404</a> | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.09           | 92                 |                 |
| 81.64          | +0.38                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 36                   | 1     | 0.12           | 92                 |                 |
| 81.77          | +0.50                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 30                   | 1     | 0.12           | 92                 |                 |
| 81.89          | +0.62                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 3.91           | 92                 |                 |
| 84.29          | M406 +0.00                     | C   | JB   | Leave Hopi Enter Navajo IR                     |               |            |                     |               |                      |       |                |                    |                 |

**S 264 at M406+0.00**

**M406+0.00 on S 264**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 264 at M407+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M407+0.50 on S 264**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                       | Shoulder Type | Thru Lanes | Shoulder   |                     | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |                 |
|----------------|--------------------------------|-----|------|------------------------------------|---------------|------------|------------|---------------------|-------|----------------|--------------------|-----------------|-----------------|
|                |                                |     |      |                                    |               |            | Width Left | Surface Width Right |       |                |                    |                 |                 |
| 85.80          | M407+0.50                      | C   | UH   | AC                                 | AC            | 2          | 1          | 24                  | 7     | 0.21           |                    |                 |                 |
| 86.01          | +0.71                          | C   | UH   | AC                                 | AC            | 2          | 7          | 24                  | 7     | 0.16           |                    |                 |                 |
| 86.05          | +0.75                          | C   | J    | Jeddito Rd North -- [L23]          |               |            |            |                     |       |                |                    |                 |                 |
| 86.17          | +0.87                          | C   | UH   | AC                                 | AC            | 2          | 1          | 24                  | 1     | 0.24           |                    | 92              |                 |
| 86.40          | M408+0.10                      | C   | UH   | AC                                 | AC            | 2          | 4.5        | 24                  | 4.5   | 0.03           |                    | 18 Oct 2004     |                 |
| 86.44          | +0.13                          | C   | UH   | AC                                 | AC            | 2          | 8          | 24                  | 8     | 0.75           |                    | 18 Oct 2004     |                 |
| 86.87          | +0.56                          | C   | BR   | Jeddito Wash                       |               |            |            |                     |       |                |                    | 18 Oct 2004     | 265 ft Concrete |
| 87.19          | +0.88                          | C   | UH   | AC                                 | AC            | 2          | 8          | 24                  | 4.5   | 0.07           |                    | 18 Oct 2004     |                 |
| 87.26          | M409+0.03                      | C   | UH   | AC                                 | AC            | 2          | 4.5        | 24                  | 4.5   | 0.03           |                    | 18 Oct 2004     |                 |
| 87.30          | +0.06                          | C   | UH   | AC                                 | AC            | 2          | 1          | 24                  | 1     | 16.77          |                    | 92              |                 |
| 89.44          | M411+0.17                      | C   | J    | BIA 6 South to Holbrook -- [R4]    |               |            |            |                     |       |                |                    |                 |                 |
| 90.39          | M412+0.14                      | C   | JB   | Leave Navajo Enter Hopi IR         |               |            |            |                     |       |                |                    |                 |                 |
| 95.84          | M417+0.59                      | C   | JB   | Leave Hopi Enter Navajo IR         |               |            |            |                     |       |                |                    |                 |                 |
|                |                                | C   | JB   | Apache County                      |               |            |            |                     |       |                |                    |                 |                 |
| 104.07         | M425+0.75                      | C   | UH   | AC                                 | AC            | 2          | 1          | 24                  | 1     | 14.98          |                    | 1995            |                 |
| 119.05         | M440+0.80                      | C   | UH   | AC                                 | MBH           | 2          | 2          | 24                  | 2     | 0.05           |                    | 88              |                 |
| 119.10         | +0.85                          | C   | UH   | AC                                 | AC            | 2          | 1          | 24                  | 2     | 0.13           |                    | 1995            |                 |
| 119.23         | +0.98                          | C   | UH   | AC                                 | AC            | 2          | 1          | 24                  | 2     | 0.03           |                    | 16 Dec 2005     |                 |
| 119.26         | M441+0.02                      | C   | J    | U 191 Left & BIA 15 Right -- [B24] |               |            |            |                     |       |                |                    |                 |                 |
|                |                                | C   | UH   | AC                                 | AC            | 2          | 1          | 36                  | 2     | 1.21           |                    | 16 Dec 2005     |                 |
| 119.32         | +0.07                          | C   | MD   | 12 ft Painted Median               |               |            |            |                     |       |                |                    |                 |                 |
|                |                                |     |      |                                    |               |            |            | 12                  |       | 0.18           |                    |                 |                 |
| 119.50         | +0.25                          | C   | MD   | Variable 12-0 ft Painted Median    |               |            |            |                     |       |                |                    |                 |                 |
|                |                                |     |      |                                    |               |            |            | 6                   |       | 0.05           |                    |                 |                 |
| 120.47         | M442+0.22                      | C   | UH   | AC                                 | AC            | 2          | 2          | 36                  | 1     | 0.20           |                    | 16 Dec 2005     |                 |
| 120.68         | +0.42                          | C   | UH   | AC                                 | AC            | 2          | 2          | 42                  | 1     | 0.16           |                    | 16 Dec 2005     |                 |
| 120.84         | +0.58                          | C   | UH   | AC                                 | AC            | 2          | 2          | 48                  | 1     | 0.13           |                    | 16 Dec 2005     |                 |
| 120.97         | +0.71                          | C   | UH   | AC                                 | AC            | 2          | 2          | 42                  | 1     | 0.13           |                    | 16 Dec 2005     |                 |
| 121.10         | +0.84                          | C   | UH   | AC                                 | AC            | 2          | 2          | 36                  | 1     | 0.99           |                    | 16 Dec 2005     |                 |
| 122.09         | M443+0.82                      | C   | UH   | AC                                 | AC            | 2          | 1          | 36                  | 1     | 0.13           |                    | 16 Dec 2005     |                 |
| 122.21         | +0.95                          | C   | UH   | AC                                 | AC            | 2          | 1          | 30                  | 1     | 0.06           |                    | 16 Dec 2005     |                 |
| 122.27         | M444+0.01                      | C   | UH   | AC                                 | AC            | 2          | 1          | 24                  | 1     | 0.02           |                    | 16 Dec 2005     |                 |
| 122.28         | +0.03                          | C   | UH   | AC                                 | AC            | 2          | 8          | 24                  | 8     | 0.06           |                    | 16 Dec 2005     |                 |
| 122.34         | +0.09                          | C   | UH   | AC                                 | AC            | 2          | 1          | 24                  | 1     | 2.54           |                    | 16 Dec 2005     |                 |
| 124.34         | M446+0.10                      | C   | J    | Road to Ganado Trading Post        |               |            |            |                     |       |                |                    |                 |                 |
| 124.48         | +0.24                          | C   | BR   | Ganado Wash                        |               |            |            |                     |       |                |                    | 1957            | 202 ft Steel    |
| 124.60         | +0.36                          | C   | J    | Local Rd/Church Entrance -- [B124] |               |            |            |                     |       |                |                    |                 |                 |
| 124.89         | +0.65                          | C   | UH   | AC                                 | AC            | 2          | 4          | 24                  | 4     | 0.36           |                    | 16 Dec 2005     |                 |
| 125.14         | +0.90                          | C   | J    | U 191 South to I 040 -- [B123]     |               |            |            |                     |       |                |                    |                 |                 |
| 125.16         | +0.92                          | C   | UP   | Ganado Pedestrian OP               |               |            |            |                     |       |                |                    | 1986            | 16'-06"         |
| 125.25         | M447+0.00                      | C   | UH   | AC                                 | AC            | 2          | 1          | 24                  | 1     | 0.41           |                    | 16 Dec 2005     |                 |

**S 264 at M447+0.00**

**M447+0.00 on S 264**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 264 at M447+0.41**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M447+0.41 on S 264**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 125.66         | M447 +0.41                     | C   | UH   | <a href="#">Projects spanning M447 to M448</a>           | AC            | AC         | 2                   | 1             | 24                   | 2     | 0.17           |                    | 16 Dec 2005     |
| 125.82         | +0.58                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 30                   | 2     | 0.03           |                    | 16 Dec 2005     |
| 125.86         | +0.61                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 30                   | 2     | 0.05           |                    | 1996            |
| 125.91         | +0.66                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 36                   | 2     | 1.00           |                    | 1996            |
| 126.66         | M448 +0.36                     | C   | J    | BIA 27 to Ganada Lake Left & Local Rd to Right -- [B234] |               |            |                     |               |                      |       |                |                    |                 |
| 126.91         | +0.61                          | C   | UH   | <a href="#">Projects spanning M448 to M449</a>           | AC            | MBH        | 2                   | 1             | 36                   | 1     | 0.08           |                    | 87              |
| 126.99         | +0.69                          | C   | UH   |  | AC            | MBH        | 2                   | 1             | 30                   | 1     | 0.14           |                    | 87              |
| 127.13         | +0.83                          | C   | UH   |  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 16.66          |                    | 87              |
| 130.17         | M451 +0.89                     | C   | J    | Local Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 143.79         | M465 +0.49                     | C   | UH   | <a href="#">Projects spanning M465 to M466</a>           | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.14           |                    | 06 Aug 2003     |
|                |                                | C   | MD   | Variable 0-38 ft Painted Median                          |               |            |                     |               | 19                   |       | 0.30           |                    |                 |
| 143.92         | +0.63                          | C   | UH   | <a href="#">Projects spanning M465 to M466</a>           | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.03           |                    | 16 Dec 2005     |
| 143.96         | +0.66                          | C   | EB   |  | AC            | AC         | 1                   | 2             | 12                   | 2     | 0.06           |                    | 16 Dec 2005     |
| 144.02         | +0.72                          | C   | EB   |  | AC            | AC         | 1.5                 | 2             | 18                   | 2     | 0.05           |                    | 16 Dec 2005     |
| 144.07         | +0.77                          | C   | EB   |  | AC            | AC         | 1.5                 | 3             | 18                   | 2     | 0.01           |                    | 16 Dec 2005     |
|                | +0.78                          | C   | EB   |  | AC            | AC         | 1.5                 | 3             | 18                   | 6     | 0.01           |                    | 16 Dec 2005     |
| 144.08         | +0.79                          | C   | EB   |  | AC            | AC         | 2                   | 3             | 24                   | 6     | 0.03           |                    | 16 Dec 2005     |
|                |                                | C   | MD   | 38 ft Soil Median with LT Lanes                          |               |            |                     |               |                      |       | 5.63           |                    |                 |
| 144.11         | +0.82                          | C   | EB   | <a href="#">Projects spanning M465 to M466</a>           | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.72           |                    | 16 Dec 2005     |
| 144.12         | +0.83                          | A   | J    | Local Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 144.46         | M466 +0.19                     | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 144.70         | +0.43                          | C   | X    | Summit Elev 7750   |               |            |                     |               |                      |       |                |                    |                 |
| 144.73         | +0.47                          | A   | J    | Sawmill Rd/Pine Springs Rd -- [B1234]                    |               |            |                     |               |                      |       |                |                    |                 |
| 144.96         | +0.70                          | C   | J    | (EB) Unknown Rd S -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 145.19         | +0.92                          | A   | J    | Unknown Rd -- [B24]                                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | FR   | Frontage Rd Right  | AC            | Unk        | 2                   |               | 16                   |       | 0.08           |                    | 06 Aug 2003     |
| 145.69         | M467 +0.43                     | A   | J    | Unknown Rd -- [B24]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 145.98         | +0.71                          | C   | J    | (EB) Unknown Rd S -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 146.20         | +0.94                          | A   | J    | Unknown Rd -- [B24]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 146.28         | M468 +0.01                     | C   | J    | (EB) Unknown Rd S -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 146.38         | +0.12                          | C   | J    | (EB) Unknown Rd S -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 146.64         | +0.38                          | A   | J    | Unknown Rd -- [B24]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 147.37         | M469 +0.11                     | A   | J    | Unknown Rd N -- [L24]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 147.85         | +0.59                          | A   | J    | Unknown Rd -- [B24]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 147.86         | +0.60                          | C   | FR   | Frontage Rd Right  | AC            | Unk        | 2                   |               | 16                   |       | 0.11           |                    | 06 Aug 2003     |
|                |                                | C   | FR   | Frontage Rd Right  | AC            | Unk        | 2                   |               | 16                   |       | 0.02           |                    | 06 Aug 2003     |
| 148.26         | M470 +0.00                     | C   | VMS  | (EB) Variable Message Sign #43 (Proposed)                |               |            |                     |               |                      |       |                |                    |                 |
| 148.34         | +0.07                          | A   | J    | Unknown Rd -- [B24]                                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | FR   | Frontage Rd Right  | AC            | Unk        | 2                   |               | 16                   |       | 0.09           |                    | 06 Aug 2003     |

**S 264 at M470+0.07**

**M470+0.07 on S 264**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 264 at M470+0.07**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M470+0.07 on S 264**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 148.34         | M470 +0.07                     | C   | FR   | Frontage Rd Right                                   | AC            | Unk        | 2                   | 16            |                      | 0.02  | 06 Aug 2003    |                    |                 |
| 148.64         | +0.38                          | C   | J    | (EB) Unknown Rd S -- [R]                            |               |            |                     |               |                      |       |                |                    |                 |
| 148.93         | +0.66                          | C   | J    | (EB) Unknown Rd S -- [R]                            |               |            |                     |               |                      |       |                |                    |                 |
| 149.08         | +0.81                          | A   | J    | Unknown Rd S -- [L24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 149.71         | M471 +0.46                     | C   | MD   | 38-? ft Diminishing Soil Median                     |               |            |                     |               |                      | 0.12  |                |                    |                 |
| 149.84         | +0.58                          | C   | UH   | <a href="#">Projects spanning M471 to M472</a>      | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.06           | 16 Dec 2005        |                 |
|                |                                | C   | MD   | Variable ?-12 ft Painted Median                     |               |            |                     |               | 16                   |       | 0.11           |                    |                 |
| 149.89         | +0.64                          | C   | UH   | <a href="#">Projects spanning M471 to M472</a>      | AC            | AC         | 4                   | 6             | 48                   | 8     | 0.05           | 16 Dec 2005        |                 |
| 149.94         | +0.69                          | C   | UH   |   | AC            | AC         | 4                   | 4             | 48                   | 4     | 4.19           | 16 Dec 2005        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                                |               |            |                     |               | 12                   |       | 1.89           |                    |                 |
|                |                                | C   | CG   | Curb with offset sidewalk to Left and Right         |               |            |                     |               |                      |       | 4.41           |                    |                 |
| 150.14         | +0.89                          | C   | X    | Two Story Trading Post                              |               |            |                     |               |                      |       |                |                    |                 |
| 150.97         | M472 +0.71                     | C   | J    | Mission Rd -- [R14]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 151.89         | M473 +0.62                     | C   | J    | BIA 012 South to Lupton (Signalized) -- [B24]       |               |            |                     |               |                      |       |                |                    |                 |
| 151.93         | +0.67                          | C   | MD   | 12 ft Painted Median                                |               |            |                     |               | 12                   |       | 0.48           |                    |                 |
| 152.41         | M474 +0.14                     | C   | MD   | Variable 12-5 ft Painted Median                     |               |            |                     |               | 8.5                  |       | 0.04           |                    |                 |
| 152.44         | +0.18                          | C   | MD   | 5 ft Painted Median                                 |               |            |                     |               | 5                    |       | 0.03           |                    |                 |
| 152.46         | +0.19                          | C   | BR   | Black Creek   |               |            |                     |               |                      |       |                | 1977               | 171 ft Concrete |
| 152.48         | +0.21                          | C   | MD   | Variable 5-12 ft Painted Median                     |               |            |                     |               | 8.5                  |       | 0.04           |                    |                 |
| 152.51         | +0.25                          | C   | MD   | 12 ft Painted Median                                |               |            |                     |               | 12                   |       | 1.01           |                    |                 |
| 153.14         | +0.87                          | C   | UB   | WUB Fort Defiance                                   |               |            |                     |               |                      |       |                |                    |                 |
| 153.47         | M475 +0.22                     | C   | J    | Local Rd -- [R14]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 153.53         | +0.28                          | C   | MD   | Variable 12-24 ft Painted Median                    |               |            |                     |               | 18                   |       | 0.13           |                    |                 |
| 153.74         | +0.49                          | C   | J    | Window Rock Rd North (BIA 12) (Signalized) -- [B24] |               |            |                     |               |                      |       |                |                    |                 |
| 153.80         | +0.54                          | C   | MD   | Variable 24-12 ft Painted Median                    |               |            |                     |               | 18                   |       | 0.12           |                    |                 |
| 153.92         | +0.67                          | C   | MD   | 12 ft Painted Median                                |               |            |                     |               | 12                   |       | 0.43           |                    |                 |
| 154.01         | +0.76                          | C   | IS   | WB Inspection Station (off)                         | Unk           | Unk        |                     |               | ?                    |       | 0.16           |                    |                 |
|                |                                | C   | IS   | WB Inspection Station (on)                          |               |            |                     |               |                      |       |                |                    |                 |
| 154.14         | +0.88                          | C   | UH   | <a href="#">Projects spanning M475 to M476</a>      | AC            | AC         | 4                   | 4             | 48                   | 3     | 0.03           | 16 Dec 2005        |                 |
| 154.17         | +0.92                          | C   | UH   |   | AC            | AC         | 4                   | 4             | 62                   | 2     | 0.14           | 16 Dec 2005        |                 |
| 154.21         | +0.95                          | C   | J    | Local Rd -- [L23]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 154.31         | M476 +0.04                     | C   | UH   | <a href="#">Projects spanning M476 to M477</a>      | AC            | AC         | 4                   | 3             | 48                   | 3     | 0.03           | 16 Dec 2005        |                 |
| 154.34         | +0.08                          | C   | UH   |   | AC            | AC         | 4                   | 2             | 48                   | 4     | 0.01           | 16 Dec 2005        |                 |
| 154.35         | +0.12                          | C   | J    | End S 264 at AZ/NM State Line                       |               |            |                     |               |                      |       |                |                    |                 |

**S 264 at M476+0.12**

**M476+0.12 on S 264**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 264 at M465+0.66**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M465+0.66 on S 264**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 264 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 143.96  | M465 +0.66                     | N   | J    | Begin S 264 WB divided centerline West of Window Rock |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | WB   | <a href="#">Projects spanning M465 to M466</a>        | AC            | AC         | 1                   | 2             | 12                   | 2     | 0.11           | 16 Dec 2005        |                 |
| 144.07  | +0.77                          | N   | WB   |   | AC            | AC         | 1                   | 12            | 12                   | 3     | 0.04           | 16 Dec 2005        |                 |
| 144.11  | +0.80                          | N   | WB   |   | AC            | AC         | 1                   | 16            | 12                   | 4     | 0.11           | 16 Dec 2005        |                 |
| 144.22  | +0.92                          | N   | WB   |   | AC            | AC         | 1.5                 | 16            | 18                   | 4     | 0.17           | 16 Dec 2005        |                 |
| 144.39  | M466 +0.12                     | N   | WB   | <a href="#">Projects spanning M466 to M467</a>        | AC            | AC         | 2                   | 10            | 24                   | 4     | 5.44           | 16 Dec 2005        |                 |
| 144.91  | +0.64                          | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 145.00  | +0.73                          | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | FR   | Frontage Rd Left                                      | AC            | Unk        | 2                   |               | 16                   |       | 0.06           | 06 Aug 2003        |                 |
| 145.13  | +0.86                          | N   | FR   | Frontage Rd Left                                      | AC            | Unk        | 2                   |               | 16                   |       | 0.07           | 06 Aug 2003        |                 |
| 145.21  | +0.94                          | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 145.42  | M467 +0.16                     | N   | FR   | Frontage Rd Left                                      | AC            | Unk        | 2                   |               | 16                   |       | 0.30           | 06 Aug 2003        |                 |
| 145.54  | +0.28                          | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 145.81  | +0.55                          | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 145.99  | +0.72                          | N   | J    | (WB) Unknown Rd N -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 146.46  | M468 +0.19                     | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 146.55  | +0.29                          | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 146.93  | +0.67                          | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 147.53  | M469 +0.25                     | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 148.47  | M470 +0.20                     | N   | J    | (WB) Unknown Rd N -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 148.88  | +0.61                          | N   | FR   | Frontage Rd Right                                     | AC            | Unk        | 2                   |               | 16                   |       | 0.36           | 06 Aug 2003        |                 |
| 149.24  | +0.97                          | N   | J    | (WB) Unknown Rd to Frontage Rd N -- [L]               |               |            |                     |               |                      |       |                |                    |                 |
| 149.84  | M471 +0.58                     | N   | J    | S 264 return to single centerline                     |               |            |                     |               |                      |       |                |                    |                 |

|   |               |              |              |             |               |               |                       |
|---|---------------|--------------|--------------|-------------|---------------|---------------|-----------------------|
| <b>Cardinal Mainline Averages/Totals:</b>           | <b>318.02</b> | <b>1.34</b>  | <b>25.10</b> | <b>1.60</b> | <b>154.32</b> | <b>1995.7</b> | 10.89 Miles of Median |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       | <b>11.40</b>  | <b>10.15</b> | <b>23.29</b> | <b>3.96</b> | <b>5.87</b>   | <b>2005.0</b> |                       |
| <b>Frontage Roads Averages/Totals:</b>              | <b>0.64</b>   | <b>0.00</b>  | <b>16.00</b> | <b>0.00</b> | <b>0.32</b>   |               |                       |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> | <b>1.58</b>   | <b>0.00</b>  | <b>16.00</b> | <b>0.00</b> | <b>0.79</b>   |               |                       |

**S 264 at M471+0.58**

**M471+0.58 on S 264**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 266 at M104+0.60**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M104+0.60 on S 266**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 266 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M104 +0.60                     | C   | J    | Begin S 266 at U 191                           |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Graham County                           |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M104 to M105</a> |               |              |                     |               |                      |              |                |                      |                 |
|  |                                |     |      | BST  | BST           | 2            | 2                   | 24            | 2                    | 7.89         | 62             |                      |                 |
| 2.54   | M107 +0.12                     | C   | JB   | Enter Coronado NF                              |               |              |                     |               |                      |              |                |                      |                 |
| 7.89   | M112 +0.49                     | C   | UH   | <a href="#">Projects spanning M112 to M113</a> |               |              |                     |               |                      |              |                |                      |                 |
|  |                                |     |      | MBL  | MBL           | 2            | 2                   | 24            | 2                    | 3.12         | 62             |                      |                 |
| 11.01  | M115 +0.61                     | C   | UH   | <a href="#">Projects spanning M115 to M116</a> |               |              |                     |               |                      |              |                |                      |                 |
|  |                                |     |      | BST  | BST           | 2            | 2                   | 24            | 2                    | 8.17         | 62             |                      |                 |
| 15.21  | M119 +0.81                     | C   | JB   | Leave Coronado NF                              |               |              |                     |               |                      |              |                |                      |                 |
| 18.54  | M123 +0.17                     | C   | J    | SS266 to Fort Grant                            |               |              |                     |               |                      |              |                |                      |                 |
| 19.18  | +0.78                          | C   | J    | End S 266 at Bonita                            |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>38.36</b> | <b>2.00</b>         | <b>24.00</b>  | <b>2.00</b>          | <b>19.18</b> | <b>1962.0</b>  | 0.00 Miles of Median |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 273 at M377+0.46**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M377+0.46 on S 273**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 273 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M377 +0.46                     | C   | J    | Begin S 273 at S 260                           |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside White Mountain Apache IR                |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Apache County                           |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M377 to M378</a> | AC            | MBH        | 2                   | 5             | 24                   | 5           | 5.49           |                    | 86                   |
| 3.94   | M381 +0.39                     | C   | J    | Sunrise Ski Area Rd                            |               |            |                     |               |                      |             |                |                    |                      |
| 5.48   | M382 +0.94                     | C   | JB   | Leaving White Mountain Apache IR               |               |            |                     |               |                      |             |                |                    |                      |
| 5.49   | +0.95                          | C   | J    | Enter Apache NF                                |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M382 to M383</a> | BST           | BST        | 2                   | 5             | 24                   | 5           | 0.08           |                    | 75                   |
| 5.57   | M383 +0.03                     | C   | UH   | <a href="#">Projects spanning M383 to M384</a> | MBL           | Unk        | 2                   | 0             | 24                   | 0           | 1.13           |                    | 57                   |
| 6.70   | M384 +0.12                     | C   | UH   | <a href="#">Projects spanning M384 to M385</a> | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 0.68           |                    | 57                   |
| 7.38   | +0.80                          | C   | UH   |  | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 0.26           |                    | 90                   |
| 7.64   | M385 +0.04                     | C   | UH   | <a href="#">Projects spanning M385 to M386</a> | MBL           | Unk        | 2                   | 0             | 24                   | 0           | 0.20           |                    | 90                   |
| 7.84   | +0.24                          | C   | UH   |  | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 0.69           |                    | 90                   |
| 7.92   | +0.31                          | C   | J    | Greer Rd E -- [L]                              |               |            |                     |               |                      |             |                |                    |                      |
| 8.53   | +0.92                          | C   | UH   | <a href="#">Projects spanning M385 to M386</a> | MBL           | Unk        | 2                   | 0             | 24                   | 0           | 1.26           |                    | 90                   |
| 9.79   | M387 +0.12                     | C   | UH   | <a href="#">Projects spanning M387 to M388</a> | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 2.00           |                    | 90                   |
| 11.79  | M389 +0.06                     | C   | UH   | <a href="#">Projects spanning M389 to M390</a> | AC            | Unk        | 2                   | 0             | 24                   | 0           | 0.59           |                    | 90                   |
| 12.38  | +0.65                          | C   | UH   |  | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 0.96           |                    | 90                   |
| 13.34  | M390 +0.58                     | C   | UH   | <a href="#">Projects spanning M390 to M391</a> | MBL           | Unk        | 2                   | 0             | 24                   | 0           | 0.06           |                    | 90                   |
| 13.40  | +0.64                          | C   | UH   |  | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 0.35           |                    | 90                   |
| 13.75  | +0.99                          | C   | UH   |  | AC            | Unk        | 2                   | 0             | 24                   | 0           | 0.34           |                    | 90                   |
| 14.08  | M391 +0.30                     | C   | UH   | <a href="#">Projects spanning M391 to M392</a> | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 0.18           |                    | 90                   |
| 14.26  | +0.48                          | C   | UH   |  | MBL           | Unk        | 2                   | 0             | 24                   | 0           | 0.06           |                    | 90                   |
| 14.32  | +0.54                          | C   | UH   |  | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 1.40           |                    | 90                   |
| 14.46  | +0.67                          | C   | J    | Maverick Rd                                    |               |            |                     |               |                      |             |                |                    |                      |
| 15.73  | M392 +0.92                     | C   | UH   | <a href="#">Projects spanning M392 to M393</a> | MBL           | Unk        | 2                   | 0             | 24                   | 0           | 0.42           |                    | 90                   |
| 16.15  | M393 +0.32                     | C   | UH   | <a href="#">Projects spanning M393 to M394</a> | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 0.49           |                    | 90                   |
| 16.23  | +0.40                          | C   | J    | Crescent Lake Dam                              |               |            |                     |               |                      |             |                |                    |                      |
| 16.62  | M394 +0.17                     | C   | SVP  | SB Paved                                       |               |            |                     |               |                      |             | 0.05           |                    |                      |
| 16.64  | +0.19                          | C   | UH   | <a href="#">Projects spanning M394 to M395</a> | MBH           | Unk        | 2                   | 0             | 24                   | 0           | 2.66           |                    | 90                   |
| 16.76  | +0.31                          | C   | J    | S 261 East to S 260                            |               |            |                     |               |                      |             |                |                    |                      |
| 17.13  | +0.68                          | C   | SVP  | SB Paved                                       |               |            |                     |               |                      |             | 0.03           |                    |                      |
| 17.39  | +0.94                          | C   | SVP  | SB Paved                                       |               |            |                     |               |                      |             | 0.04           |                    |                      |
| 19.26  | M396 +0.83                     | C   | J    | End S 273 at Big Lake                          |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>38.60</b>        | <b>1.44</b>   | <b>24.00</b>         | <b>1.44</b> | <b>19.30</b>   | <b>1985.7</b>      | 0.00 Miles of Median |

**S 273 at M396+0.83**

**M396+0.83 on S 273**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 277 at M305+0.67**

**(As of 12/31/2005)** Generated: 10/17/2006 4:51:58PM

**M305+0.67 on S 277**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 277 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M305 +0.67                     | C   | J    | Begin S 277 at S 260 near Heber -- [R4]               |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | At Heber, Inside Navajo County                        |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M305 to M306</a>        | AC            | MBH        | 2                   | 8             | 24                   | 8           | 0.18           |                    | 88                   |
| 0.18   | +0.85                          | C   | UH   |   | AC            | MBH        | 2                   | 1             | 24                   | 1           | 6.68           |                    | 88                   |
| 1.62   | M307 +0.41                     | C   | MD   | Variable 0-12 ft Painted Median                       |               |            |                     |               |                      |             | 0.07           |                    |                      |
| 1.69   | +0.48                          | C   | J    | Mongollon Dr -- [R14]                                 |               |            |                     |               |                      |             |                |                    |                      |
| 6.06   | M311 +0.85                     | C   | SVP  | NB Paved  |               |            |                     |               |                      |             | 0.08           |                    |                      |
| 6.83   | M312 +0.62                     | C   | J    | S 377 N -- [L2]                                       |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | MD   | Variable 12-0 ft Painted Median                       |               |            |                     |               |                      |             | 0.08           |                    |                      |
| 6.86   | +0.65                          | C   | UH   | <a href="#">Projects spanning M312 to M313</a>        | BST           | BST        | 2                   | 1             | 24                   | 1           | 0.25           |                    | 62                   |
| 7.11   | +0.90                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1           | 8.40           |                    | 1993                 |
| 15.41  | M321 +0.20                     | C   | J    | Paper Mill/SS277 Rd to Paper Mill -- [L24]            |               |            |                     |               |                      |             |                |                    |                      |
| 15.51  | +0.30                          | C   | UH   | <a href="#">Projects spanning M321 to M322</a>        | AC            | MBH        | 2                   | 1             | 24                   | 1           | 1.43           |                    | 77                   |
| 16.16  | +0.96                          | C   | JB   | Leave Sitgreaves NF                                   |               |            |                     |               |                      |             |                |                    |                      |
| 16.94  | M322 +0.74                     | C   | UH   | <a href="#">Projects spanning M322 to M323</a>        | AC            | MBH        | 2                   | 2             | 24                   | 2           | 4.89           |                    | 77                   |
| 21.83  | M327 +0.63                     | C   | UH   | <a href="#">Projects spanning M327 to M328</a>        | AC            | MBH        | 2                   | 2             | 24                   | 2           | 4.56           |                    | 78                   |
| 25.61  | M331 +0.41                     | C   | JB   | WCL Snowflake   |               |            |                     |               |                      |             |                |                    |                      |
| 26.39  | M332 +0.18                     | C   | UH   | <a href="#">Projects spanning M332 to M333</a>        | AC            | AC         | 2                   | 2             | 24                   | 2           | 0.47           |                    | 25 Oct 2003          |
| 26.63  | +0.42                          | C   | J    | Freeman Hollow Rd/Malapai Rd -- [B2]                  |               |            |                     |               |                      |             |                |                    |                      |
| 26.86  | +0.65                          | C   | UH   | <a href="#">Projects spanning M332 to M333</a>        | AC            | MBH        | 2                   | 2             | 24                   | 2           | 2.91           |                    | 78                   |
| 28.21  | M334 +0.00                     | C   | J    | Unknown -- [R]  |               |            |                     |               |                      |             |                |                    |                      |
| 28.32  | +0.11                          | C   | J    | W Gardens Ln -- [L1]                                  |               |            |                     |               |                      |             |                |                    |                      |
| 29.18  | +0.97                          | C   | J    | Frontier Pkwy -- [R13]                                |               |            |                     |               |                      |             |                |                    |                      |
| 29.66  | M335 +0.44                     | C   | J    | Western Pine Sales                                    |               |            |                     |               |                      |             |                |                    |                      |
| 29.77  | +0.56                          | C   | UH   | <a href="#">Projects spanning M335 to M336</a>        | AC            | MBH        | 2                   | 8             | 24                   | 8           | 0.81           |                    | 79                   |
| 30.33  | M336 +0.11                     | C   | BR   | Cottonwood Wash                                       |               |            |                     |               |                      |             |                | 1979               | 292 ft Concrete      |
| 30.38  | +0.16                          | C   | J    | 3rd St West -- [R]                                    |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | CG   | Curb to Left and Right, Sidewalk to Right             |               |            |                     |               |                      |             | 0.09           |                    |                      |
| 30.48  | +0.26                          | C   | J    | 2nd St West -- [B]                                    |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | CG   | Curb and Sidewalk to Left and Right                   |               |            |                     |               |                      |             | 0.10           |                    |                      |
| 30.57  | +0.35                          | C   | J    | 1st St West -- [R]                                    |               |            |                     |               |                      |             |                |                    |                      |
| 30.58  | +0.36                          | C   | UH   | <a href="#">Projects spanning M336 to M337</a>        | AC            | AC         | 2                   | 8             | 24                   | 4           | 0.01           |                    | 15 Mar 2005          |
|  |                                | C   | CG   | Curb and Sidewalk to Left and Right                   |               |            |                     |               |                      |             | 0.08           |                    | 15 Mar 2005          |
| 30.60  | +0.38                          | C   | UH   | <a href="#">Projects spanning M336 to M337</a>        | AC            | AC         | 2                   | 8             | 24                   | 0           | 0.06           |                    | 15 Mar 2005          |
| 30.66  | +0.45                          | C   | J    | End S 277 at S 077 in Snowflake (Signalized) -- [B12] |               |            |                     |               |                      |             |                |                    | 15 Mar 2005          |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |   |               |            | <b>61.30</b>        | <b>1.66</b>   | <b>24.00</b>         | <b>1.64</b> | <b>30.65</b>   | <b>1984.5</b>      | 0.15 Miles of Median |

**S 277 at M336+0.45**

**M336+0.45 on S 277**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 280 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 280**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 280 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M000 +0.00                     | C   | J    | Begin S 280 at SB008(1) near Yuma                    |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UB   | Inside Yuma Urbanized Area                           |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Yuma, Yuma County                             |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>           | AC            | MBH        | 4                   | 8             | 48                   | 8           | 0.10           | 76                 |                      |
| 0.11   | +0.10                          | C   | UH   |  | AC            | MBH        | 3                   | 8             | 36                   | 8           | 0.07           | 76                 |                      |
| 0.17   | +0.17                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8           | 0.85           | 76                 |                      |
| 0.72   | +0.71                          | C   | J    | 24th St (Signalized) -- [L2]                         |               |            |                     |               |                      |             |                |                    |                      |
| 0.93   | +0.93                          | C   | OP   | Union Pacific RR                                     |               |            |                     |               |                      |             |                | 1976               | 432 ft Concrete      |
| 0.95   | M001 +0.01                     | C   | CG   | Curb to Left and Right                               |               |            |                     |               |                      | 0.08        |                |                    |                      |
| 1.03   | +0.08                          | C   | JB   | NCL Yuma   |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M1 to M2</a>           | AC            | MBH        | 3                   | 8             | 36                   | 8           | 0.01           | 76                 |                      |
| 1.04   | +0.09                          | C   | UH   |  | AC            | AC         | 3                   | 0             | 36                   | 7           | 0.08           | 28 Aug 2004        |                      |
| 1.12   | +0.17                          | C   | UH   |  | AC            | AC         | 3.5                 | 0             | 42                   | 4           | 0.04           | 28 Aug 2004        |                      |
| 1.16   | +0.21                          | C   | UH   |  | AC            | AC         | 3.5                 | 0             | 42                   | 0           | 0.02           | 28 Aug 2004        |                      |
|  |                                | C   | CG   | Curb and Sidewalk to Left and Right                  |               |            |                     |               |                      |             | 0.26           | 28 Aug 2004        |                      |
| 1.18   | +0.24                          | C   | UH   | <a href="#">Projects spanning M1 to M2</a>           | AC            | AC         | 4                   | 0             | 48                   | 0           | 0.02           | 28 Aug 2004        |                      |
| 1.20   | +0.26                          | C   | J    | Gila Ridge Rd (Signalized) -- [B1234]                |               |            |                     |               |                      |             |                | 28 Aug 2004        |                      |
|  |                                | C   | DH   | <a href="#">Projects spanning M1 to M2</a>           | AC            | AC         | 4                   | 0             | 48                   | 0           | 0.19           | 28 Aug 2004        |                      |
|  |                                | C   | MD   | Variable Concrete Curbed Median                      |               |            |                     |               |                      |             | 0.11           |                    |                      |
| 1.31   | +0.37                          | C   | J    | I 008 A and G Ramps (Signalized) -- [R14]            |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | MD   | 9 ft Concrete Curbed Median                          |               |            |                     |               |                      |             | 0.08           |                    |                      |
| 1.34   | +0.40                          | C   | UP   | I 008 EB   |               |            |                     |               |                      |             |                | 28 Aug 2004        | 18'-00"              |
| 1.36   | +0.42                          | C   | UP   | I 008 WB   |               |            |                     |               |                      |             |                | 28 Aug 2004        | 18'-00"              |
| 1.39   | +0.45                          | C   | J    | I 008 C and J Ramps (Signalized) -- [L23]            |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | DH   | <a href="#">Projects spanning M1 to M2</a>           | AC            | AC         | 4                   | 4             | 48                   | 8           | 0.07           | 28 Aug 2004        |                      |
|  |                                | C   | MD   | Variable Concrete Curbed Median                      |               |            |                     |               |                      |             | 0.07           |                    |                      |
| 1.47   | +0.53                          | C   | J    | End S 280 at I 008 Frontage Rd (Signalized) -- [B24] |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>2.87</b>         | <b>6.92</b>   | <b>28.94</b>         | <b>7.53</b> | <b>1.19</b>    | <b>1979.8</b>      | 0.26 Miles of Median |

**S 280 at M001+0.53**

**M001+0.53 on S 280**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 286 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 286**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes   | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|------------------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 286 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |                        |                      |              |                |                      |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin S 286 Sasabe Intl Border Mexico        |               |              |                     |                        |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Pima County                           |               |              |                     |                        |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | BST           | Unk          | 2                   | 0                      | 24                   | 0            | 1.20           | 59                   |                 |
| 1.20   | M001 +0.20                     | C   | UH   | <a href="#">Projects spanning M1 to M2</a>   | AC            | Unk          | 2                   | 0                      | 24                   | 0            | 7.31           | 82                   |                 |
| 8.51   | M008 +0.54                     | C   | UH   | <a href="#">Projects spanning M8 to M9</a>   | AC            | MBH          | 2                   | 5                      | 24                   | 5            | 0.45           | 82                   |                 |
| 8.62   | +0.65                          | C   | BR   | Bailey Wash                                  |               |              |                     |                        |                      |              |                | 1973                 | 149 ft Concrete |
| 8.96   | M009 +0.02                     | C   | UH   | <a href="#">Projects spanning M9 to M10</a>  | AC            | Unk          | 2                   | 0                      | 24                   | 0            | 3.05           | 82                   |                 |
| 12.01  | M012 +0.07                     | C   | UH   | <a href="#">Projects spanning M12 to M13</a> | BST           | Unk          | 2                   | 0                      | 24                   | 0            | 0.06           | 82                   |                 |
| 12.07  | +0.13                          | C   | UH   |  | BST           | Unk          | 2                   | 0                      | 24                   | 0            | 8.22           | 71                   |                 |
| 20.29  | M020 +0.40                     | C   | UH   | <a href="#">Projects spanning M20 to M21</a> | BST           | Unk          | 2                   | 0                      | 24                   | 0            | 3.13           | 62                   |                 |
| 23.42  | M023 +0.52                     | C   | UH   | <a href="#">Projects spanning M23 to M24</a> | AC            | AC           | 2                   | 3                      | 24                   | 3            | 0.07           | 02 Feb 2001          |                 |
| 23.50  | +0.59                          | C   | UH   |  | AC            | AC           | 2                   | 6                      | 24                   | 6            | 0.57           | 02 Feb 2001          |                 |
| 24.07  | M024 +0.18                     | C   | UH   | <a href="#">Projects spanning M24 to M25</a> | AC            | AC           | 2                   | 3                      | 24                   | 3            | 0.07           | 02 Feb 2001          |                 |
| 24.14  | +0.25                          | C   | UH   |  | BST           | Unk          | 2                   | 0                      | 24                   | 0            | 2.67           | 62                   |                 |
| 26.81  | M026 +0.95                     | C   | UH   | <a href="#">Projects spanning M26 to M27</a> | BST           | BST          | 2                   | 8                      | 24                   | 8            | 1.16           | 72                   |                 |
| 27.24  | M027 +0.39                     | C   | BR   | Altar Wash                                   |               |              |                     |                        |                      |              |                | 1972                 | 231 ft Concrete |
| 27.97  | M028 +0.13                     | C   | UH   | <a href="#">Projects spanning M28 to M29</a> | BST           | BST          | 2                   | 8                      | 24                   | 0            | 0.32           | 72                   |                 |
| 28.29  | +0.45                          | C   | UH   |  | BST           | PCC          | 2                   | 0                      | 24                   | 0            | 0.02           | 12 Jan 2005          |                 |
| 28.31  | +0.47                          | C   | UH   |  | BST           | PCC          | 2                   | 0                      | 24                   | 0            | 0.02           | 12 Jan 2005          |                 |
| 28.33  | +0.49                          | C   | UH   |  | BST           | BST          | 2                   | 0                      | 24                   | 0            | 5.52           | 59                   |                 |
| 33.85  | M034 +0.26                     | C   | UH   | <a href="#">Projects spanning M34 to M35</a> | BST           | BST          | 2                   | 1                      | 24                   | 1            | 10.89          | 55                   |                 |
| 44.75  | M045 +0.18                     | C   | UH   | <a href="#">Projects spanning M45 to M46</a> | AC            | MBH          | 2                   | 8                      | 24                   | 8            | 0.29           | 80                   |                 |
| 45.04  | +0.48                          | C   | J    | End S 286 at S 086 at Robles Junction        |               |              |                     |                        |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>90.04</b> | <b>0.69</b>         | <b>24.00</b>           | <b>0.63</b>          | <b>45.02</b> | <b>1967.4</b>  | 0.00 Miles of Median |                 |

**S 286 at M045+0.48**

**M045+0.48 on S 286**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 287 at M111+0.72**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M111+0.72 on S 287**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 287 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M111 +0.72                     | C   | J    | Begin S 287 at S 387 in Casa Grande            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Casa Grande Urbanized Area              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Casa Grande Elev 1405, Pinal County     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M111 to M112</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 1.24           | 19 Oct 2001        |                 |
| 0.04   | +0.76                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       |                |                    |                 |
| 0.07   | +0.79                          | C   | J    | Arbor Ave -- [B]                               |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.90           |                    |                 |
| 0.08   | +0.80                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.16           |                    |                 |
| 0.56   | M112 +0.33                     | C   | J    | Cameron Ave (Signalized) -- [B]                |               |            |                     |               |                      |       |                |                    |                 |
| 1.01   | +0.77                          | C   | J    | Trekell Rd (Signalized) -- [B]                 |               |            |                     |               |                      |       |                |                    |                 |
| 1.03   | +0.80                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.16           |                    |                 |
| 1.24   | M113 +0.00                     | C   | UH   | <a href="#">Projects spanning M113 to M114</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.12           | 19 Oct 2001        |                 |
|  |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 1.25   | +0.01                          | C   | J    | Pueblo Dr (Signalized) -- [B]                  |               |            |                     |               |                      |       |                |                    |                 |
| 1.30   | +0.06                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.18           |                    |                 |
| 1.36   | +0.12                          | C   | UH   | <a href="#">Projects spanning M113 to M114</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 1.76           | 19 Oct 2001        |                 |
|  |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.76           |                    |                 |
| 1.51   | +0.27                          | C   | J    | Colorado St (Signalized)                       |               |            |                     |               |                      |       |                |                    |                 |
| 1.55   | +0.31                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.21           |                    |                 |
| 1.75   | +0.51                          | C   | J    | C Ave -- [B]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 1.80   | +0.56                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.17           |                    |                 |
| 2.01   | +0.76                          | C   | J    | Pearl Rd (Signalized) -- [B]                   |               |            |                     |               |                      |       |                |                    |                 |
| 2.05   | +0.81                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.41           |                    |                 |
| 2.39   | M114 +0.11                     | C   | J    | Unknown -- [L3]                                |               |            |                     |               |                      |       |                |                    |                 |
| 2.51   | +0.23                          | C   | J    | Arizona Rd (Signalized) -- [B1]                |               |            |                     |               |                      |       |                |                    |                 |
| 2.56   | +0.28                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.12           |                    |                 |
| 2.61   | +0.32                          | C   | J    | Unknown -- [R1]                                |               |            |                     |               |                      |       |                |                    |                 |
| 2.72   | +0.43                          | C   | J    | Unknown (Signalized) -- [B13]                  |               |            |                     |               |                      |       |                |                    |                 |
| 2.76   | +0.48                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.12           |                    |                 |
| 2.88   | +0.60                          | C   | J    | Unknown -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 2.92   | +0.64                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.06           |                    |                 |
| 3.02   | +0.74                          | C   | J    | Hennes Rd (Signalized) -- [L3]                 |               |            |                     |               |                      |       |                |                    |                 |
| 3.03   | +0.75                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 1.02           |                    |                 |
| 3.12   | +0.84                          | C   | UH   | <a href="#">Projects spanning M114 to M115</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.71           | 19 Oct 2001        |                 |
|  |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.71           |                    |                 |
| 3.77   | M115 +0.49                     | C   | J    | Unknown -- [R1]                                |               |            |                     |               |                      |       |                |                    |                 |
| 3.83   | +0.54                          | C   | UH   | <a href="#">Projects spanning M115 to M116</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.02           | 19 Oct 2001        |                 |

**S 287 at M115+0.54**

**M115+0.54 on S 287**

### ARIZONA STATE HIGHWAY SYSTEM LOG

**S 287 at M115+0.57**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M115+0.57 on S 287**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 3.85           | M115 +0.57                     | C   | UH   | <a href="#">Projects spanning M115 to M116</a>          | AC            | AC         | 3.5                 | 2             | 42                   | 2     | 0.06           | 19 Oct 2001        |                 |
| 3.88           | +0.59                          | C   | J    | Unknown -- [R1]   |               |            |                     |               |                      |       |                |                    |                 |
| 3.92           | +0.63                          | C   | UH   | <a href="#">Projects spanning M115 to M116</a>          | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.07           | 19 Oct 2001        |                 |
| 3.98           | +0.70                          | C   | UH   |   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.29           | 19 Oct 2001        |                 |
| 4.05           | +0.76                          | C   | J    | I 010 Exit #194 G-Ramp and A-Ramp (Signalized) -- [R14] |               |            |                     |               |                      |       |                |                    |                 |
| 4.08           | +0.80                          | C   | OP   | I 010 Exit #194   |               |            |                     |               |                      |       |                | 1988               | 250 ft Steel    |
| 4.15           | +0.86                          | C   | J    | I 010 Exit #194 C-Ramp and J-Ramp (Signalized) -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                                    |               |            |                     |               | 12                   |       | 0.37           |                    |                 |
| 4.25           | +0.96                          | C   | CG   | Curb and Sidewalk to Right                              |               |            |                     |               |                      |       | 0.37           | 11 Jun 2004        |                 |
| 4.27           | M116 +0.00                     | C   | UH   | <a href="#">Projects spanning M116 to M117</a>          | AC            | AC         | 2                   | 9.5           | 24                   | 2     | 0.02           | 11 Jun 2004        |                 |
| 4.29           | +0.02                          | C   | UH   |   | AC            | AC         | 2.5                 | 9.5           | 30                   | 5     | 0.03           | 11 Jun 2004        |                 |
| 4.32           | +0.05                          | C   | UH   |   | AC            | AC         | 3                   | 9.5           | 36                   | 5     | 0.08           | 11 Jun 2004        |                 |
| 4.40           | +0.13                          | C   | UH   |   | AC            | AC         | 3                   | 5             | 36                   | 5     | 0.04           | 11 Jun 2004        |                 |
| 4.44           | +0.17                          | C   | UH   |   | AC            | AC         | 3                   | 5             | 36                   | 7.3   | 0.08           | 11 Jun 2004        |                 |
| 4.52           | +0.25                          | C   | UH   |   | AC            | AC         | 3                   | 5             | 36                   | 5.3   | 0.10           | 11 Jun 2004        |                 |
|                |                                | C   | J    | Mission Parkway -- [R14]                                |               |            |                     |               |                      |       |                | 2004               |                 |
| 4.62           | +0.34                          | C   | UH   | <a href="#">Projects spanning M116 to M117</a>          | AC            | AC         | 3                   | 5             | 36                   | 5.2   | 0.15           | 11 Jun 2004        |                 |
| 4.77           | +0.49                          | C   | UH   |   | AC            | AC         | 2.5                 | 5             | 30                   | 5.2   | 0.08           | 11 Jun 2004        |                 |
| 4.85           | +0.57                          | C   | UH   |   | AC            | AC         | 2.5                 | 5             | 30                   | 5     | 0.01           | 11 Jun 2004        |                 |
| 4.86           | +0.59                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 24                   | 5     | 5.91           | 11 Jun 2004        |                 |
| 5.03           | +0.76                          | C   | JB   | ECL Casa Grande   |               |            |                     |               |                      |       |                |                    |                 |
| 5.04           |                                | C   | J    | Sunland Gin Rd North & Hacienda Rd South -- [B]         |               |            |                     |               |                      |       |                | 2004               |                 |
| 5.05           | +0.78                          | C   | UB   | EUB Casa Grande   |               |            |                     |               |                      |       |                |                    |                 |
| 5.50           | M117 +0.21                     | C   | J    | Azurite Rd -- [L]                                       |               |            |                     |               |                      |       |                | 2004               |                 |
| 6.02           | +0.72                          | C   | J    | Overfield Rd -- [B24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 8.04           | M119 +0.74                     | C   | J    | Signal Peak Rd -- [B]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 9.04           | M120 +0.76                     | C   | J    | Curry Rd -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 10.05          | M121 +0.77                     | C   | J    | Tweedy Rd -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 10.77          | M122 +0.49                     | C   | UH   | <a href="#">Projects spanning M122 to M123</a>          | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.01           | 11 Jun 2004        |                 |
|                | +0.50                          | C   | UH   |   | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.41           | 79                 |                 |
| 11.05          | +0.77                          | C   | J    | 11 Mile Corner Rd -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 11.18          | +0.90                          | C   | UH   | <a href="#">Projects spanning M122 to M123</a>          | AC            | MBH        | 2                   | 5             | 24                   | 5     | 2.90           | 80                 |                 |
| 13.07          | M124 +0.80                     | C   | J    | S 087 at La Palma                                       |               |            |                     |               |                      |       |                |                    |                 |
| 22.68          | M134 +0.75                     | C   | J    | Continue S 287 at S 087 N of NUB Coolidge -- [B4]       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Inside Coolidge Elev 1418, Pinal County                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M134 to M135</a>          | AC            | AC         | 2                   | 10            | 24                   | 10    | 0.68           | 03 Dec 1999        |                 |
| 22.77          | +0.84                          | C   | OP   | Union Pacific RR  |               |            |                     |               |                      |       |                | 1999               | 172 ft Steel    |
| 23.36          | M135 +0.28                     | C   | UH   | <a href="#">Projects spanning M135 to M136</a>          | AC            | MBH        | 2                   | 8             | 24                   | 8     | 1.52           | 89                 |                 |
| 24.88          | M136 +0.78                     | C   | UH   | <a href="#">Projects spanning M136 to M137</a>          | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.15           | 89                 |                 |

**S 287 at M136+0.78**

**M136+0.78 on S 287**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 287 at M136+0.78**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M136+0.78 on S 287**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 24.88          | M136 +0.78                     | C   | MD   |  |               |            |                     |               |                      | 0.78  |                |                    |                 |
| 25.04          | +0.93                          | C   | EB   | <a href="#">Projects spanning M136 to M137</a>                   | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.78           | 89                 |                 |
| 25.37          | M137 +0.28                     | A   | J    | Unknown -- [B23]   |               |            |                     |               |                      |       |                |                    |                 |
| 25.63          | +0.54                          | C   | J    | Attaway Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 25.64          | +0.55                          | C   | JB   | ECL Coolidge   |               |            |                     |               |                      |       |                |                    |                 |
| 25.81          | +0.72                          | C   | UH   | <a href="#">Projects spanning M137 to M138</a>                   | AC            | MBH        | 2                   | 8             | 24                   | 8     | 4.81           | 89                 |                 |
| 27.30          | M139 +0.25                     | C   | J    | Adamsville Rd -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 27.54          | +0.49                          | C   | J    | Valley Farms Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 27.97          | +0.92                          | C   | J    | Unknown -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 30.14          | M142 +0.10                     | C   | UB   | SUB Florence   |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.11                          | C   | JB   | SCL Florence Elev 1500   |               |            |                     |               |                      |       |                |                    |                 |
| 30.25          | +0.22                          | C   | J    | Unknown -- [L3]  |               |            |                     |               |                      |       |                |                    |                 |
| 30.62          | +0.58                          | C   | EB   | <a href="#">Projects spanning M142 to M143</a>                   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.13           | Dec 2003           |                 |
|                |                                | C   | MD   | Variable Soil Median   |               |            |                     |               |                      |       | 0.18           |                    |                 |
| 30.74          | +0.71                          | C   | EB   | <a href="#">Projects spanning M142 to M143</a>                   | AC            | AC         | 1                   | 2             | 12                   | 2     | 0.06           | Dec 2003           |                 |
|                |                                | C   | TI   | (EB) Exit # 143 S to SB079 and S 079                             | AC            | AC         | 1                   | 5             | 12                   | 3     | 0.05           | Dec 2003           |                 |
| 30.80          | M143 +0.96                     | C   | J    | (EB) Segment End S 287 at SB079 - Overlaps SB079 for 1.268 miles |               |            |                     |               |                      |       |                |                    |                 |

**S 287 at M143+0.96**

**M143+0.96 on S 287**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 287 at M136+0.93**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M136+0.93 on S 287**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                  | Shoulder Type | Thru Lanes                                    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type | Vert. Clearance |                      |
|---|--------------------------------|-----|------|---|---------------|---|---------------------|---------------|----------------------|--------------|----------------|--------------------|-----------------|----------------------|
| <b>S 287 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |   |                     |               |                      |              |                |                    |                 |                      |
| 25.04   | M136 +0.93                     | N   | J    | Begin S 287 WB divided centerline in Coolidge |               |   |                     |               |                      |              |                |                    |                 |                      |
|   |                                | N   | WB   | AC  | MBH           | 2   | 10                  | 24            | 4                    | 0.78         | 89             |                    |                 |                      |
| 25.81   | M137 +0.72                     | N   | J    | S 287 return to single centerline             |               |   |                     |               |                      |              |                |                    |                 |                      |
| 30.62   | M142 +0.58                     | N   | J    | Continue S 287 WB in Florence at SB079        |               |   |                     |               |                      |              |                |                    |                 |                      |
|   |                                | N   | WB   | AC  | AC            | 2   | 2                   | 24            | 3                    | 0.15         | Dec 2003       |                    |                 |                      |
| 30.77   | +0.73                          | N   | WB   | AC  | AC            | 1   | 2                   | 16            | 3                    | 0.01         | Dec 2003       |                    |                 |                      |
|   |                                | N   | WB   | AC  | AC            | 1   | 2                   | 16            | 0                    | 0.05         | Dec 2003       |                    |                 |                      |
|   |                                | N   | TI   | (WB) from SB079 Exit 132 C Ramp               |               |   |                     |               |                      |              |                |                    |                 |                      |
| 30.83   | +0.79                          | N   | J    | (WB) Segment End S 287 at SB079 SB            |               |   |                     |               |                      |              |                |                    |                 |                      |
|   |                                |     |      |   |               | <b>Cardinal Mainline Averages/Totals:</b>     |                     | <b>52.75</b>  | <b>5.57</b>          | <b>28.49</b> | <b>5.80</b>    | <b>22.22</b>       | <b>1994.8</b>   | 4.68 Miles of Median |
|   |                                |     |      |   |               | <b>Non-Cardinal Mainline Averages/Totals:</b> |                     | <b>1.92</b>   | <b>8.30</b>          | <b>23.52</b> | <b>3.64</b>    | <b>0.99</b>        | <b>1992.0</b>   |                      |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 288 at M258+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M258+0.00 on S 288**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type    | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|-----------------------|----------------------|
| <b>S 288 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                       |                      |
| 0.00   | M258 +0.00                     | C   | J    | Begin S 288 at S 188 -- [B]                    |               |            |                     |               |                      |             |                |                       |                      |
|  |                                | C   | JB   | Inside Tonto NF, Gila County                   |               |            |                     |               |                      |             |                |                       |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M258 to M259</a> | AC            | Gravel     | 2                   | 6             | 24                   | 6           | 0.88           | 30 Nov 2005           |                      |
| 0.38   | +0.37                          | C   | J    | SRP Access Rd -- [L]                           |               |            |                     |               |                      |             | 30 Nov 2005    |                       |                      |
| 0.45   | +0.44                          | C   | J    | Ranch Rd -- [R]                                |               |            |                     |               |                      |             | 30 Nov 2005    |                       |                      |
| 0.48   | +0.48                          | C   | BR   | Poison Springs Wash                            |               |            |                     |               |                      |             | 30 Nov 2005    | 375 ft Concrete/Steel |                      |
| 0.88   | +0.88                          | C   | UH   | <a href="#">Projects spanning M258 to M259</a> | MBL           | Gravel     | 2                   | 1             | 24                   | 1           | 3.50           | 56                    |                      |
| 4.34   | M262 +0.30                     | C   | BR   | Salt River                                     |               |            |                     |               |                      |             | 1920           | 220 ft Steel          |                      |
| 4.38   | +0.34                          | C   | UH   | <a href="#">Projects spanning M262 to M263</a> | BST           | BST        | 2                   | 1             | 24                   | 1           | 1.66           | 61                    |                      |
| 6.04   | M264 +0.00                     | C   | UH   | <a href="#">Projects spanning M264 to M265</a> | BST           | Unk        | 2                   | 0             | 24                   | 0           | 3.87           | 81                    |                      |
| 9.91   | M267 +0.82                     | C   | UH   | <a href="#">Projects spanning M267 to M268</a> | AC            | AC         | 2                   | 1             | 24                   | 1           | 0.22           | 1995                  |                      |
| 10.13  | M268 +0.02                     | C   | UH   | <a href="#">Projects spanning M268 to M269</a> | BST           | Unk        | 2                   | 0             | 24                   | 0           | 0.72           | 81                    |                      |
| 10.22  | +0.12                          | C   | BR   | Griffin Wash                                   |               |            |                     |               |                      |             | 1995           | 45 ft Concrete        |                      |
| 10.85  | +0.74                          | C   | UH   | <a href="#">Projects spanning M268 to M269</a> | Gravel        | Unk        | 2                   | 0             | 24                   | 0           | 35.07          | 90                    |                      |
| 28.12  | M286 +0.85                     | C   | X    | Reynolds Creek Ranger Station                  |               |            |                     |               |                      |             |                |                       |                      |
| 45.92  | M305 +0.00                     | C   | UH   | <a href="#">Projects spanning M305 to M306</a> | AC            | AC         | 2                   | 5             | 24                   | 5           | 4.04           | 15 Oct 2001           |                      |
| 49.96  | M309 +0.20                     | C   | UH   | <a href="#">Projects spanning M309 to M310</a> | AC            | Unk        | 2                   | 0             | 24                   | 0           | 0.01           | 70                    |                      |
| 49.97  |                                | C   | UH   |  | AC            | Unk        | 2                   | 0             | 24                   | 0           | 2.45           | 90                    |                      |
| 50.40  | +0.63                          | C   | X    | Young Elev 5120                                |               |            |                     |               |                      |             |                |                       |                      |
| 52.42  | M311 +0.90                     | C   | J    | End S 288 at Chamberlain Trail                 |               |            |                     |               |                      |             |                |                       |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>104.84</b>       | <b>0.59</b>   | <b>24.00</b>         | <b>0.59</b> | <b>52.42</b>   | <b>1987.1</b>         | 0.00 Miles of Median |

**S 288 at M311+0.90**

**M311+0.90 on S 288**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 289 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 289**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 289 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin S 289 at I 019 Pena Blanca TI East Frontage Rd near Nogales (Signalized) -- [B124] |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Nogales Urbanized Area  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Santa Cruz County   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.21           | 14 May 2004        |                 |
| 0.07   | +0.06                          | C   | J    | I 019 Exit #12 A & G-Ramp (Signalized) -- [B14]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.10   | +0.10                          | C   | OP   | I 019  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      |  |               |            |                     |               |                      |       | 14 May 2004    | 258 ft Concrete    |                 |
| 0.15   | +0.15                          | C   | J    | I 019 Exit #12 C & J-Ramp (Signalized) -- [B23]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.19   | +0.18                          | C   | J    | I 019 Exit #12 West Frontage Rd (Signalized) -- [L]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.21   | +0.21                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.09           | 05 Oct 2005        |                 |
| 0.22   | +0.22                          | C   | J    | I 019 Exit #12 West Frontage Rd (Signalized) -- [R4]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 0.30   | +0.30                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | AC         | 2.5                 | 2             | 30                   | 2     | 0.08           | 05 Oct 2005        |                 |
| 0.38   | +0.38                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.04           | 05 Oct 2005        |                 |
| 0.42   | +0.42                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 24                   | 2     | 2.55           | 05 Oct 2005        |                 |
| 2.97   | M002 +0.87                     | C   | UH   | <a href="#">Projects spanning M2 to M3</a>   | BST           | BST        | 2                   | 4             | 24                   | 4     | 0.71           | 66                 |                 |
| 2.99   | +0.88                          | C   | JB   | Enter Coronado NF  |               |            |                     |               |                      |       |                |                    |                 |
| 3.17   | M003 +0.11                     | C   | UB   | WUB Nogales  |               |            |                     |               |                      |       |                |                    |                 |
| 3.68   | +0.63                          | C   | UH   | <a href="#">Projects spanning M3 to M4</a>   | BST           | Unk        | 2                   | 0             | 24                   | 0     | 0.01           | 66                 |                 |
| 3.69   | +0.64                          | C   | UH   |  | BST           | Unk        | 2                   | 0             | 24                   | 0     | 3.13           | 05 Oct 2005        |                 |
| 3.72   | M004 +0.00                     | C   | EQ   | MP 3+0.67 Back Equals MP 4+0.00 Ahead  |               |            |                     |               |                      |       |                |                    |                 |
| 6.79   | M007 +0.07                     | C   | MD   | Variable Soil Median   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                |     |      |  |               |            |                     |               |                      |       | 0.40           |                    |                 |
| 6.83   | +0.10                          | C   | WB   | <a href="#">Projects spanning M7 to M8</a>   | BST           | Unk        | 1                   | 0             | 12                   | 0     | 0.42           | 05 Oct 2005        |                 |
| 7.25   | +0.52                          | C   | UH   |  | BST           | Unk        | 2                   | 0             | 24                   | 0     | 3.09           | 05 Oct 2005        |                 |
| 9.27   | M009 +0.64                     | C   | J    | Pena Blanca Lake Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 10.33  | M010 +0.83                     | C   | J    | End S 289 at Pena Blanca Dam   |               |            |                     |               |                      |       |                |                    |                 |

**S 289 at M010+0.83**

**M010+0.83 on S 289**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 289 at M007+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M007+0.10 on S 289**

| GIS<br>Route<br>Mile  | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                                   | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles       | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance   |      |             |
|---|--------------------------------------|-----|------|---|------------------|---------------|---------------------------|------------------|----------------------------|-------------|----------------|-----------------------|----------------------|------|-------------|
| <b>S 289 - Non-cardinal (from low to high for divided hwy segments)</b> |                                      |     |      |   |                  |               |                           |                  |                            |             |                |                       |                      |      |             |
| 6.83  | M007 +0.10                           | N   | J    | Begin S 289 EB divided centerline West of Nogales |                  |               |                           |                  |                            |             |                |                       |                      |      |             |
|   |                                      | N   | EB   | <a href="#">Projects spanning M7 to M8</a>        |                  |               |                           | BST              | Unk                        | 1           | 0              | 12                    | 0                    | 0.37 | 05 Oct 2005 |
| 7.20  | +0.47                                | N   | J    | S 289 return to single centerline                 |                  |               |                           |                  |                            |             |                |                       |                      |      |             |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                      |     |      |   |                  |               | <b>20.58</b>              | <b>0.85</b>      | <b>23.91</b>               | <b>0.85</b> | <b>10.33</b>   | <b>2002.3</b>         | 0.40 Miles of Median |      |             |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                      |     |      |   |                  |               | <b>0.37</b>               | <b>0.00</b>      | <b>12.00</b>               | <b>0.00</b> | <b>0.37</b>    | <b>2005.0</b>         |                      |      |             |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 303 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 303**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 303 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | X    | M000+0.00 to M003+0.87 Survey Only                             |               |            |                     |               |                      |       |                |                    |                 |
| 3.87   | M003 +0.87                     | C   | J    | Begin S 303 (signing) at I 010 EB Ramps - Maint by MCDOT       |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Avondale Urbanized Area                                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Goodyear, Maricopa County                               |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC   | AC            | 2          | 2                   | 24            | 2                    | 0.33  | 05 May 2002    |                    |                 |
| 4.20   | M004 +0.19                     | C   | NB   | AC   | AC            | 2          | 4                   | 24            | 10                   | 0.98  | 05 May 2002    |                    |                 |
| 5.18   | M005 +0.17                     | C   | J    | Begin ADOT ROW (MCDOT Maint) - Thomas Rd                       |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | AC   | AC            | 2          | 4                   | 24            | 10                   | 0.75  |                | 92                 |                 |
| 5.94   | +0.93                          | C   | UH   | AC   | AC            | 2          | 2                   | 24            | 2                    | 3.27  |                | 92                 |                 |
| 6.19   | M006 +0.17                     | C   | J    | Indian School Rd   |               |            |                     |               |                      |       |                |                    |                 |
| 7.19   | M007 +0.18                     | C   | J    | Camelback Rd   |               |            |                     |               |                      |       |                |                    |                 |
| 8.19   | M008                           | C   | J    | Bethany Home Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 9.20   | M009 +0.17                     | C   | J    | Glendale Ave   |               |            |                     |               |                      |       |                |                    |                 |
| 9.21   | +0.18                          | C   | UH   | AC   | AC            | 2          | 2                   | 24            | 2                    | 1.93  |                | 92                 |                 |
| 10.20  | M010 +0.19                     | C   | J    | Northern Ave   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | NUB Avondale / SUB Phoenix-Mesa                                |               |            |                     |               |                      |       |                |                    |                 |
| 11.14  | M011 +0.13                     | C   | UH   | AC   | AC            | 4          | 2                   | 48            | 2                    | 0.18  |                | 92                 |                 |
| 11.20  | +0.19                          | C   | J    | Olive Ave  |               |            |                     |               |                      |       |                |                    |                 |
| 11.32  | +0.31                          | C   | UH   | AC   | AC            | 2          | 2                   | 24            | 2                    | 1.89  |                | 92                 |                 |
| 12.20  | M012 +0.19                     | C   | J    | Peoria Ave   |               |            |                     |               |                      |       |                |                    |                 |
| 13.20  | M013                           | C   | J    | Cactus Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 13.21  | +0.20                          | C   | UH   | AC   | MBH           | 2          | 3                   | 24            | 3                    | 5.74  |                | 90                 |                 |
| 14.20  | M014 +0.18                     | C   | J    | Waddel Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 15.19  | M015                           | C   | JB   | SCL Surprise Elev 1130   |               |            |                     |               |                      |       |                |                    |                 |
| 15.20  |                                | C   | J    | Greenway Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 16.20  | M016 +0.19                     | C   | J    | Bell Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 17.42  | M017 +0.41                     | C   | UP   | Clearview Blvd   |               |            |                     |               |                      |       |                |                    |                 |
| 18.55  | M018 +0.54                     | C   | UP   | Mountain View Blvd   |               |            |                     |               |                      |       |                |                    |                 |
| 18.95  | +0.94                          | C   | J    | Temporary End S 303 at S 303(1) connector to U 060 (Grand Ave) |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC   | MBH           | 3          | 3                   | 36            | 3                    | 0.36  |                | 90                 |                 |
| 19.30  | M019 +0.20                     | C   | OP   | U 060 EB   |               |            |                     |               |                      |       |                |                    |                 |
| 19.32  | +0.21                          | C   | OP   | U 060 WB   |               |            |                     |               |                      |       |                |                    |                 |
| 24.09  | M027 +0.75                     | C   | J    | Future Segment End S 303 at Lake Pleasant Rd                   |               |            |                     |               |                      |       |                |                    |                 |

**S 303 at M027+0.75**

**M027+0.75 on S 303**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 303 at M004+0.19**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M004+0.19 on S 303**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 303 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |               |                      |             |                |                    |                      |
| 4.20  | M004 +0.19                     | N   | J    | Begin S 303 SB divided centerline in Goodyear |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | N   | SB   | <a href="#">Projects spanning M4 to M5</a>    | AC            | AC         | 2                   | 10            | 24                   | 4           | 1.74           | 05 May 2002        |                      |
| 5.94  | M005 +0.93                     | N   | J    | S 303 return to single centerline             |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |   |               |            | <b>31.58</b>        | <b>2.62</b>   | <b>24.56</b>         | <b>3.29</b> | <b>15.43</b>   | <b>1992.1</b>      | 0.00 Miles of Median |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |   |               |            | <b>3.48</b>         | <b>10.00</b>  | <b>24.00</b>         | <b>4.00</b> | <b>1.74</b>    | <b>2002.0</b>      |                      |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 303(1) at M018+0.85**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M018+0.85 on S 303(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 303(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.00  | M018 +0.85                     | C   | J    | Begin S 303(1) at S 303                      |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | UH   | <a href="#">Projects spanning M18 to M19</a> | AC            | MBH        | 3                   | 3             | 36                   | 3           | 0.11           | Apr 2002           |                      |
| 0.11  | +0.96                          | C   | UH   |  | AC            | MBH        | 4                   | 3             | 48                   | 3           | 0.32           | Apr 2002           |                      |
| 0.42  | M019 +0.21                     | C   | J    | End S 303(1) at U 060                        |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               |            | <b>1.61</b>         | <b>3.00</b>   | <b>44.93</b>         | <b>3.00</b> | <b>0.43</b>    | <b>2002.0</b>      | 0.00 Miles of Median |



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 347 at M160+0.89**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M160+0.89 on S 347**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 347 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M160 +0.89                     | C   | J    | Begin S 347 at S 084 near Stanfield -- [L]     |               |            |                     |               |                      |       | 09 Jan 2005    |                    |                 |
|  |                                | C   | JB   | Inside Pinal County                            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M160 to M161</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.42           |                    | 1993            |
| 0.05   | +0.94                          | C   | J    | Private Access Rd -- [L2]                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.06   |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.07           |                    |                 |
| 0.39   | M161 +0.27                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.10           |                    |                 |
| 0.42   | +0.30                          | C   | NB   | <a href="#">Projects spanning M161 to M162</a> | AC            | AC         | 1                   | 8             | 12                   | 8     | 0.07           |                    | 1993            |
| 0.49   | +0.37                          | C   | NB   | <a href="#">Projects spanning M161 to M162</a> | AC            | AC         | 1                   | 4             | 12                   | 8     | 0.26           |                    | 1993            |
|  |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.26           |                    |                 |
| 0.75   | +0.63                          | C   | NB   | <a href="#">Projects spanning M161 to M162</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 6.80           |                    | 1993            |
|  |                                | C   | MD   | 38 ft Soil Median                              |               |            |                     |               |                      |       | 6.80           |                    |                 |
| 0.80   | +0.68                          | C   | J    | Carefree Place -- [R]                          |               |            |                     |               |                      |       |                |                    |                 |
| 1.30   | M162 +0.18                     | C   | J    | Clayton Rd -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 1.80   | +0.68                          | C   | J    | Smoketree Rd -- [L]                            |               |            |                     |               |                      |       |                |                    |                 |
| 2.30   | M163 +0.18                     | C   | J    | Kortsen Rd -- [B]                              |               |            |                     |               |                      |       |                |                    |                 |
| 2.79   | +0.67                          | C   | J    | Golden Hills Dr -- [L]                         |               |            |                     |               |                      |       |                |                    |                 |
| 4.46   | M165 +0.34                     | C   | J    | Miller Rd -- [B1234]                           |               |            |                     |               |                      |       |                |                    |                 |
| 6.12   | M167 +0.00                     | C   | JB   | Enter Ak-Chin Indian Community (on E side)     |               |            |                     |               |                      |       |                |                    |                 |
| 7.55   | M168 +0.43                     | C   | NB   | <a href="#">Projects spanning M168 to M169</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 4.31           |                    | 80              |
|  |                                | C   | MD   | Curbed Soil Median                             |               |            |                     |               |                      |       | 4.31           |                    |                 |
| 8.61   | M169 +0.49                     | C   | JB   | Enter Ak-Chin Indian Community                 |               |            |                     |               |                      |       |                |                    |                 |
| 9.62   | M170                           | C   | JB   | Leave Ak-Chin Indian Community                 |               |            |                     |               |                      |       |                |                    |                 |
| 10.61  | M171 +0.48                     | C   | JB   | Enter Maricopa                                 |               |            |                     |               |                      |       |                |                    |                 |
| 11.86  | M172 +0.73                     | C   | NB   | <a href="#">Projects spanning M172 to M173</a> | AC            | AC         | 2                   | 4             | 24                   | 2     | 0.06           |                    | 80              |
|  |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.15           |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.16           |                    |                 |
| 11.92  | +0.80                          | C   | UH   | <a href="#">Projects spanning M172 to M173</a> | AC            | AC         | 4                   | 0             | 48                   | 2     | 1.26           |                    | 80              |
| 12.05  | +0.92                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.20           |                    |                 |
| 12.28  | M173 +0.15                     | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.90           |                    |                 |
| 12.59  | +0.46                          | C   | J    | Casa Grande Rd                                 |               |            |                     |               |                      |       |                |                    |                 |
| 13.18  | M174 +0.04                     | C   | UH   | <a href="#">Projects spanning M174 to M175</a> | AC            | AC         | 4                   | 0             | 48                   | 10    | 0.05           |                    | 80              |
|  |                                | C   | MD   | Soil Median                                    |               |            |                     |               |                      |       | 0.59           |                    |                 |
| 13.23  | +0.09                          | C   | NB   | <a href="#">Projects spanning M174 to M175</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.54           |                    | 80              |
| 13.69  | +0.55                          | A   | J    | S 238 W -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 13.77  | +0.63                          | C   | NB   | <a href="#">Projects spanning M174 to M175</a> | AC            | AC         | 2                   | 0             | 24                   | 10    | 0.02           |                    | 1993            |
|  |                                | C   | MD   | Variable Curbed Soil Median                    |               |            |                     |               |                      |       | 0.02           |                    |                 |
| 13.79  | +0.65                          | C   | NB   | <a href="#">Projects spanning M174 to M175</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.97           |                    | 1993            |

**S 347 at M174+0.65**

**M174+0.65 on S 347**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 347 at M174+0.65**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M174+0.65 on S 347**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 13.79          | M174 +0.65                     | C   | MD   | 38 ft Soil Median                              |               |            |                     |               |                      | 4.85  |                |                    |                 |
| 14.22          | M175 +0.09                     | A   | J    | Unknown Rd -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 14.76          | +0.63                          | C   | NB   | <a href="#">Projects spanning M175 to M176</a> | AC            | AC         | 2                   | 8             | 24                   | 10    | 0.36           | 1993               |                 |
| 14.78          | +0.65                          | C   | JB   | Leave Maricopa, Enter Gila River IR            |               |            |                     |               |                      |       |                |                    |                 |
| 14.82          | +0.69                          | A   | J    | Hiller Rd -- [B]                               |               |            |                     |               |                      |       |                |                    |                 |
| 15.12          | +0.99                          | C   | NB   | <a href="#">Projects spanning M175 to M176</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 3.52           | 1993               |                 |
| 15.30          | M176 +0.17                     | C   | BR   | (NB) Santa Cruz Wash (South)                   |               |            |                     |               |                      |       | 1992           | 243 ft Concrete    |                 |
| 16.29          | M177 +0.15                     | A   | J    | Median Crossover -- [U]                        |               |            |                     |               |                      |       |                |                    |                 |
| 16.80          | +0.66                          | C   | BR   | (NB) Santa Cruz Wash (North)                   |               |            |                     |               |                      |       | 1992           | 158 ft Concrete    |                 |
| 17.49          | M178 +0.36                     | A   | J    | Casa Blanca Rd -- [R14]                        |               |            |                     |               |                      |       |                |                    |                 |
| 18.64          | M179 +0.51                     | C   | NB   | <a href="#">Projects spanning M179 to M180</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.46           | 1996               |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.46           |                    |                 |
| 19.10          | +0.97                          | C   | NB   | <a href="#">Projects spanning M179 to M180</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.21           | 1993               |                 |
|                |                                | C   | MD   | 38 ft Soil Median                              |               |            |                     |               |                      |       | 2.19           |                    |                 |
| 19.22          | M180 +0.09                     | C   | J    | St. Peters Mission Rd -- [R]                   |               |            |                     |               |                      |       |                |                    |                 |
| 20.31          | M181 +0.17                     | C   | NB   | <a href="#">Projects spanning M181 to M182</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.41           | 1996               |                 |
| 20.72          | +0.58                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.57           | 1993               |                 |
| 21.06          | +0.92                          | C   | BR   | (NB) Gila River                                |               |            |                     |               |                      |       | 1987           | 1253 ft Concrete   |                 |
| 21.29          | M182 +0.16                     | C   | NB   | <a href="#">Projects spanning M182 to M183</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.33           | 1996               |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.42           |                    |                 |
| 21.58          | +0.45                          | A   | J    | Tanner Dr -- [R14]                             |               |            |                     |               |                      |       |                |                    |                 |
| 21.62          | +0.49                          | C   | NB   | <a href="#">Projects spanning M182 to M183</a> | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.09           | 1996               |                 |
| 21.71          | +0.58                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.30           | 1993               |                 |
|                |                                | C   | MD   | 38 ft Soil Median                              |               |            |                     |               |                      |       | 1.63           |                    |                 |
| 22.01          | +0.87                          | C   | NB   | <a href="#">Projects spanning M182 to M183</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.08           | 1993               |                 |
| 22.08          | +0.95                          | C   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.94           | 1993               |                 |
| 23.02          | M183 +0.89                     | C   | NB   | <a href="#">Projects spanning M183 to M184</a> | AC            | AC         | 2                   | 8             | 24                   | 10    | 0.32           | 1993               |                 |
| 23.34          | M184 +0.20                     | C   | NB   | <a href="#">Projects spanning M184 to M185</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.16           | 80                 |                 |
|                |                                | C   | MD   | Soil Median                                    |               |            |                     |               |                      |       | 5.08           |                    |                 |
| 23.37          | +0.23                          | C   | JB   | Maricopa County                                |               |            |                     |               |                      |       |                |                    |                 |
| 24.42          | M185 +0.28                     | A   | J    | Riggs Rd -- [B1234]                            |               |            |                     |               |                      |       |                |                    |                 |
| 26.64          | M187 +0.51                     | A   | J    | Maricopa Rd North -- [L23]                     |               |            |                     |               |                      |       |                |                    |                 |
| 27.29          | M188 +0.15                     | A   | TI   | (NB/SB) Maricopa Rd Crossing                   | AC            | AC         | 2                   |               | 24                   |       | 2.02           |                    |                 |
| 28.41          | M189 +0.29                     | A   | OP   | I 010  |               |            |                     |               |                      |       |                | Concrete           |                 |
| 28.50          | +0.38                          | C   | J    | End S 347 at I 010 at Queen Creek Rd TI        |               |            |                     |               |                      |       |                |                    |                 |

**S 347 at M189+0.38**

**M189+0.38 on S 347**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 347 at M161+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M161+0.30 on S 347**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|-----------------------|-----------------|
| <b>S 347 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                       |                 |
| 0.42  | M161 +0.30                     | N   | J    | Begin S 347 SB divided centerline near S 084   |               |              |                     |               |                      |              |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M161 to M162</a> |               |              |                     |               |                      |              |                |                       |                 |
|   |                                | AC  | AC   | 1  | 8             | 12           | 4                   | 0.25          | 1993                 |              |                |                       |                 |
| 0.67  | +0.55                          | N   | SB   | AC AC 2 8 24 4 0.01 1993                       |               |              |                     |               |                      |              |                |                       |                 |
| 0.68  | +0.56                          | N   | SB   | AC AC 2 10 24 4 6.80 1993                      |               |              |                     |               |                      |              |                |                       |                 |
| 7.48  | M168 +0.36                     | N   | SB   | <a href="#">Projects spanning M168 to M169</a> |               |              |                     |               |                      |              |                |                       |                 |
|   |                                | AC  | AC   | 2  | 10            | 24           | 4                   | 4.44          | 80                   |              |                |                       |                 |
| 11.92   | M172 +0.79                     | N   | J    | S 347 return to single centerline              |               |              |                     |               |                      |              |                |                       |                 |
| 13.23   | M174 +0.09                     | N   | J    | Continue S 347 SB in Maricopa South of S 238   |               |              |                     |               |                      |              |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M174 to M175</a> |               |              |                     |               |                      |              |                |                       |                 |
|   |                                | AC  | AC   | 3  | 10            | 36           | 4                   | 0.59          | 80                   |              |                |                       |                 |
| 13.82   | +0.68                          | N   | SB   | AC AC 3 10 36 0 0.03 1993                      |               |              |                     |               |                      |              |                |                       |                 |
| 13.85   | +0.71                          | N   | SB   | AC AC 3 10 36 4 0.81 1993                      |               |              |                     |               |                      |              |                |                       |                 |
| 14.66   | M175 +0.53                     | N   | SB   | <a href="#">Projects spanning M175 to M176</a> |               |              |                     |               |                      |              |                |                       |                 |
|   |                                | AC  | AC   | 2  | 10            | 24           | 4                   | 0.14          | 1993                 |              |                |                       |                 |
| 14.80   | +0.67                          | N   | SB   | AC AC 2 10 24 4 8.59 1996                      |               |              |                     |               |                      |              |                |                       |                 |
| 15.30   | M176 +0.16                     | N   | BR   | (SB) Santa Cruz Wash (South)                   |               |              |                     |               |                      |              |                |                       |                 |
|   |                                |     |      | 1996 245 ft Concrete                           |               |              |                     |               |                      |              |                |                       |                 |
| 16.80   | M177 +0.66                     | N   | BR   | (SB) Santa Cruz Wash (North)                   |               |              |                     |               |                      |              |                |                       |                 |
|   |                                |     |      | 1996 163 ft Concrete                           |               |              |                     |               |                      |              |                |                       |                 |
| 21.05   | M181 +0.92                     | N   | BR   | (SB) Gila River                                |               |              |                     |               |                      |              |                |                       |                 |
|   |                                |     |      | 1996 1253 ft Concrete                          |               |              |                     |               |                      |              |                |                       |                 |
| 23.39   | M184 +0.25                     | N   | SB   | <a href="#">Projects spanning M184 to M185</a> |               |              |                     |               |                      |              |                |                       |                 |
|   |                                |     |      | AC   | AC            | 2            | 10                  | 24            | 4                    | 5.12         | 80             |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>59.31</b> | <b>4.91</b>         | <b>25.14</b>  | <b>9.11</b>          | <b>28.51</b> | <b>1987.9</b>  | 28.03 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>54.74</b> | <b>9.98</b>         | <b>24.53</b>  | <b>4.00</b>          | <b>26.78</b> | <b>1989.0</b>  |                       |                 |

**S 347 at M184+0.25**

**M184+0.25 on S 347**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 366 at M113+0.69**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M113+0.69 on S 366**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                        | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|-------------------------------------|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 366 - Cardinal (low to higher reference marker)</b> |                                |     |      |                                     |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M113 +0.69                     | C   | J    | Begin S 366 at U 191 at Swift Trail |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Graham County                |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | AC                                  | AC            | 2            | 5                   | 24            | 5                    | 1.22         | 28 Sep 2001    |                      |                 |
| 1.22   | M114 +0.89                     | C   | UH   | AC                                  | AC            | 2            | 2                   | 24            | 2                    | 2.75         | 28 Sep 2001    |                      |                 |
| 2.13   | M115 +0.80                     | C   | J    | To Fed Prison Camp Rd               |               |              |                     |               |                      |              |                |                      |                 |
| 3.97   | M117 +0.64                     | C   | UH   | AC                                  | Unk           | 2            | 0                   | 24            | 0                    | 12.50        | 28 Sep 2001    |                      |                 |
| 3.99   | +0.66                          | C   | JB   | Enter Coronado NF                   |               |              |                     |               |                      |              |                |                      |                 |
| 4.82   | M118 +0.59                     | C   | SVP  | SB Paved                            |               |              |                     |               |                      |              |                |                      |                 |
| 7.36   | M121 +0.21                     | C   | J    | Noon Creek Picnic Area              |               |              |                     |               |                      |              |                |                      |                 |
| 9.89   | M123 +0.94                     | C   | J    | Wet Canyon Picnic Area              |               |              |                     |               |                      |              |                |                      |                 |
| 11.77  | M126 +0.12                     | C   | J    | Arcadia Forest Camp                 |               |              |                     |               |                      |              |                |                      |                 |
| 13.28  | M127 +0.70                     | C   | J    | Twilight Canyon                     |               |              |                     |               |                      |              |                |                      |                 |
| 14.17  | M128 +0.60                     | C   | J    | Mount Graham Lodge                  |               |              |                     |               |                      |              |                |                      |                 |
| 14.60  | M129 +0.07                     | C   | J    | Cabin Sites Elev 7500               |               |              |                     |               |                      |              |                |                      |                 |
| 16.47  | M131 +0.00                     | C   | UH   | AC                                  | Unk           | 2            | 0                   | 24            | 0                    | 6.37         | 90             |                      |                 |
| 17.71  | M132 +0.43                     | C   | J    | Lady Bug Rec Area Elev 8300         |               |              |                     |               |                      |              |                |                      |                 |
| 21.52  | M136 +0.28                     | C   | J    | Boy Scout Camp Rd                   |               |              |                     |               |                      |              |                |                      |                 |
| 22.10  | +0.86                          | C   | J    | Shannon Forest Rd                   |               |              |                     |               |                      |              |                |                      |                 |
| 22.57  | M137 +0.45                     | C   | J    | High Peak Rd                        |               |              |                     |               |                      |              |                |                      |                 |
| 22.85  | +0.73                          | C   | UH   | Gravel                              | Unk           | 2            | 0                   | 24            | 0                    | 5.37         | 90             |                      |                 |
| 23.63  | M138 +0.47                     | C   | J    | Hospital Flat Camp                  |               |              |                     |               |                      |              |                |                      |                 |
| 25.43  | M140 +0.33                     | C   | J    | Grant Creek                         |               |              |                     |               |                      |              |                |                      |                 |
| 27.64  | M142 +0.45                     | C   | J    | Post Creek                          |               |              |                     |               |                      |              |                |                      |                 |
| 28.01  | +0.82                          | C   | J    | Fort Grant Vista                    |               |              |                     |               |                      |              |                |                      |                 |
| 28.22  | M143 +0.20                     | C   | J    | End S 366 near Ranger Station       |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |                                     |               | <b>56.42</b> | <b>0.41</b>         | <b>24.00</b>  | <b>0.41</b>          | <b>28.21</b> | <b>1996.4</b>  | 0.00 Miles of Median |                 |

**S 366 at M143+0.20**

**M143+0.20 on S 366**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 373 at M385+0.65**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M385+0.65 on S 373**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>S 373 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00   | M385 +0.65                     | C   | J    | Begin S 373 at S 260 to Eagar                  |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | JB   | Inside Apache County                           |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M385 to M386</a> |               |             |                     |               |                      |             |                |                      |                 |
| 3.42   | M389 +0.08                     | C   | J    | AC   | MBH           | 2           | 2                   | 24            | 2                    | 4.46        | 86             |                      |                 |
| 4.46   | M390 +0.21                     | C   | J    | End S 373 at Greer                             |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>8.92</b> | <b>2.00</b>         | <b>24.00</b>  | <b>2.00</b>          | <b>4.46</b> | <b>1986.0</b>  | 0.00 Miles of Median |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 377 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 377**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 377 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M000 +0.00                     | C   | J    | Begin S 377 at S 277 near Heber            |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Sitgreaves NF, Navajo County        |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a> | AC            | AC         | 2                   | 4             | 28                   | 4           | 0.14           | 01 Oct 2004        |                      |
|  |                                | C   | X    | Mileposts set by Odometer                  |               |            |                     |               |                      |             |                |                    |                      |
| 0.14   | +0.13                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a> | AC            | AC         | 2                   | 4             | 26                   | 4           | 0.02           | 01 Oct 2004        |                      |
| 0.15   | +0.15                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 4           | 0.01           | 01 Oct 2004        |                      |
| 0.16   | +0.16                          | C   | UH   |  | AC            | AC         | 2                   | 0             | 24                   | 0           | 6.15           | 01 Oct 2004        |                      |
| 1.05   | M001 +0.12                     | C   | J    | Local Rd -- [R]                            |               |            |                     |               |                      |             |                |                    |                      |
| 1.44   | +0.51                          | A   | J    | Local Rd -- [B]                            |               |            |                     |               |                      |             |                |                    |                      |
| 3.16   | M003 +0.21                     | C   | J    | Local Rd -- [B]                            |               |            |                     |               |                      |             |                |                    |                      |
| 4.06   | M004 +0.12                     | C   | J    | Local Rd -- [R]                            |               |            |                     |               |                      |             |                |                    |                      |
| 4.11   | +0.17                          | C   | J    | Local Rd -- [L]                            |               |            |                     |               |                      |             |                |                    |                      |
| 6.01   | M006 +0.07                     | C   | J    | Local Rd -- [R]                            |               |            |                     |               |                      |             |                |                    |                      |
| 6.25   | +0.31                          | C   | JB   | Leave Sitgreaves NF                        |               |            |                     |               |                      |             |                |                    |                      |
| 6.31   | +0.37                          | C   | UH   | <a href="#">Projects spanning M6 to M7</a> | AC            | AC         | 2                   | 0             | 24                   | 0           | 0.03           | 81                 |                      |
| 6.34   | +0.40                          | C   | UH   |  | AC            | AC         | 2                   | 0             | 24                   | 0           | 27.49          | 04 Aug 2003        |                      |
| 7.12   | M007 +0.18                     | C   | J    | Local Rd -- [R1]                           |               |            |                     |               |                      |             |                |                    |                      |
| 33.83  | M033 +0.83                     | C   | J    | End S 377 at S 077 near Holbrook           |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>67.68</b>        | <b>0.02</b>   | <b>24.02</b>         | <b>0.02</b> | <b>33.84</b>   | <b>2003.2</b>      | 0.00 Miles of Median |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 386 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 386**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 386 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M000 +0.00                     | C   | J    | Begin S 386 at S 086                         |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Tonoho Odoham IR, Pima County         |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | MBH        | 2                   | 2             | 24                   | 2           | 0.03           | 04 Oct 2002        |                      |
| 0.03   | +0.02                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 24                   | 2           | 7.49           | 67                 |                      |
| 5.17   | M005 +0.16                     | C   | SVP  | SB Paved                                     |               |            |                     |               |                      |             | 0.07           |                    |                      |
| 6.03   | M006 +0.09                     | C   | SVP  | SB Paved                                     |               |            |                     |               |                      |             | 0.03           |                    |                      |
| 7.52   | M007 +0.52                     | C   | UH   | <a href="#">Projects spanning M7 to M8</a>   | AC            | AC         | 2                   | 2             | 24                   | 2           | 0.09           | 1993               |                      |
| 7.55   | +0.55                          | C   | BR   | Kitt Peak Rd Bridge                          |               |            |                     |               |                      |             |                | 1993               | 167 ft Concrete      |
| 7.61   | +0.61                          | C   | UH   | <a href="#">Projects spanning M7 to M8</a>   | AC            | MBH        | 2                   | 2             | 24                   | 2           | 4.27           | 67                 |                      |
| 11.82  | M012 +0.00                     | C   | J    | End S 386 at Kitt Peak Observatory Elev 6780 |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>23.76</b>        | <b>2.00</b>   | <b>24.00</b>         | <b>2.00</b> | <b>11.88</b>   | <b>1967.3</b>      | 0.00 Miles of Median |

**S 386 at M012+0.00**

**M012+0.00 on S 386**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 387 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 387**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 387 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin S 387 at S 084 and S 287 in Casa Grande (Signalized) -- [B124] |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Casa Grande Urbanized Area                                    |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Casa Grande Elev 1405, Pinal County                           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC   | AC            | 4          | 0                   | 48            | 0                    | 2.02  | 1998           |                    |                 |
|  |                                | C   | X    | Mileposts set by Odometer  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb and Sidewalk to Left and Right                                  |               |            |                     |               |                      |       |                |                    |                 |
| 0.06   | +0.06                          | C   | J    | 8th St -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 0.13   | +0.13                          | C   | J    | 9th St -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.20   | +0.20                          | C   | J    | 10th St -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.27   | +0.26                          | C   | J    | 11th St -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.34   | +0.34                          | C   | J    | 12th St -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.41   | +0.40                          | C   | J    | 13th St -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.50   | +0.50                          | C   | J    | McMurry Blvd (Signalized) -- [B24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 0.52   | +0.52                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 0.71   | +0.71                          | C   | CG   | Curb to Left and Right, Sidewalk to Right                            |               |            |                     |               |                      |       |                |                    |                 |
| 0.79   | +0.79                          | C   | J    | Ocotillo St -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb with Sidewalk to Left and Right                                 |               |            |                     |               |                      |       |                |                    |                 |
| 0.86   | +0.85                          | C   | J    | Cholla St -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.87   | +0.86                          | C   | J    | Cholla St -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.93   | +0.93                          | C   | J    | Saguaro St -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.01   | M001 +0.02                     | C   | J    | Cottonwood Ln (Signalized) -- [B24]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 1.04   | +0.05                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 1.10   | +0.11                          | C   | CG   | Curb to Left and Right, Sidewalk to Right                            |               |            |                     |               |                      |       |                |                    |                 |
| 1.26   | +0.27                          | C   | J    | Oneil Dr -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb and Sidewalk to Left and Right                                  |               |            |                     |               |                      |       |                |                    |                 |
| 1.36   | +0.37                          | C   | J    | Frontage Access Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.51   | +0.52                          | C   | FR   | Unk  | Unk           | 2          | 0                   | 24            | 0                    | 0.49  |                |                    |                 |
|  |                                | C   | J    | Viola St -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.84   | +0.85                          | C   | J    | Frontage Access Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.92   | +0.93                          | C   | J    | Frontage Access Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | J    | Frontage Access Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 2.02   | M002 +0.01                     | C   | J    | Korsten Rd (Signalized) -- [B24]                                     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC   | AC            | 4          | 0                   | 48            | 0                    | 0.56  | 1998           |                    |                 |
|  |                                | C   | CG   | Curb and Sidewalk to Left  |               |            |                     |               |                      |       |                |                    |                 |
| 2.05   | +0.04                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.06   | +0.06                          | C   | CG   | Curb to Left   |               |            |                     |               |                      |       |                |                    |                 |

**S 387 at M002+0.06**

**M002+0.06 on S 387**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 387 at M002+0.12**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M002+0.12 on S 387**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 2.13           | M002+0.12                      | C   | CG   |              |               |            |                     |               |                      | 0.28  |                |                    |                 |
| 2.40           | +0.40                          | C   | CG   |              |               |            |                     |               |                      | 0.09  |                |                    |                 |
| 2.53           | +0.53                          | C   | BR   |              |               |            |                     |               |                      |       | 1961           | 140 ft Concrete    |                 |
| 2.58           | +0.58                          | C   | UH   | AC           | MBH           | 4          | 0                   | 48            | 0                    | 0.15  | 73             |                    |                 |
| 2.73           | +0.73                          | C   | NB   | AC           | MBH           | 2          | 4                   | 24            | 10                   | 3.49  | 73             |                    |                 |
| 2.75           | +0.75                          | C   | MD   |              |               |            |                     |               |                      | 3.51  |                |                    |                 |
| 3.02           | M003+0.02                      | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 3.35           | +0.35                          | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 3.53           | +0.53                          | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 3.66           | +0.66                          | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 4.06           | M004+0.07                      | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 4.57           | +0.58                          | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 5.13           | M005+0.15                      | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 5.50           | +0.52                          | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.06           | M006+0.08                      | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.08           | +0.10                          | C   | JB   |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.22           | +0.25                          | C   | NB   | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.88  | 28 Oct 2004    |                    |                 |
| 6.26           | +0.28                          | C   | MD   |              |               |            |                     |               |                      | 0.24  |                |                    |                 |
| 6.33           | +0.35                          | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.49           | +0.52                          | C   | MD   |              |               |            |                     |               |                      | 1.61  |                |                    |                 |
| 6.56           | +0.58                          | C   | JB   |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 6.90           | +0.93                          | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 7.06           | M007+0.09                      | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 7.07           |                                | C   | UB   |              |               |            |                     |               |                      |       |                |                    |                 |
| 7.81           | +0.83                          | A   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
| 8.07           | M008+0.09                      | C   | JB   |              |               |            |                     |               |                      |       |                |                    |                 |
| 8.10           | +0.13                          | C   | UH   | AC           | AC            | 4          | 10                  | 48            | 10                   | 0.27  | 28 Oct 2004    |                    |                 |
|                |                                | C   | MD   |              |               |            |                     |               |                      | 0.29  |                |                    |                 |
| 8.37           | +0.39                          | C   | UH   | AC           | AC            | 3          | 10                  | 36            | 10                   | 0.03  | 28 Oct 2004    |                    |                 |
|                |                                | C   | TI   |              |               |            |                     |               |                      |       |                |                    |                 |
| 8.39           | +0.42                          | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.30  | 88             |                    |                 |
| 8.56           | +0.59                          | C   | OP   |              |               |            |                     |               |                      |       | 1967           | 287 ft Steel       |                 |
| 8.69           | +0.72                          | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC           | MBH           | 2          | 5                   | 24            | 5                    | 0.10  | 88             |                    |                 |
| 8.79           | +0.82                          | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC           | MBH           | 2          | 8                   | 24            | 8                    | 6.92  | 68             |                    |                 |
| 15.71          | M015+0.72                      | C   | J    |              |               |            |                     |               |                      |       |                |                    |                 |

**S 387 at M015+0.72**

**M015+0.72 on S 387**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 387 at M002+0.73**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M002+0.73 on S 387**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                     | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 387 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 2.73  | M002+0.73                      | N   | J    | Begin S 387 SB divided centerline in Casa Grande |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB   | AC   | MBH           | 2          | 10                  | 24            | 4                    | 3.33  | 73             |                    |                 |
| 6.06  | M006+0.09                      | N   | SB   | <a href="#">Projects spanning M2 to M3</a>       |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB   | AC   | MBH           | 2          | 4                   | 24            | 4                    | 0.07  | 73             |                    |                 |
| 6.13  | +0.15                          | N   | SB   | <a href="#">Projects spanning M6 to M7</a>       |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB   | AC   | MBH           | 2          | 7                   | 24            | 4                    | 0.03  | 73             |                    |                 |
| 6.16  | +0.18                          | N   | SB   | AC   | MBH           | 2          | 10                  | 24            | 4                    | 0.10  | 73             |                    |                 |
| 6.26  | +0.28                          | N   | SB   | AC   | AC            | 2          | 10                  | 24            | 4                    | 1.85  | 28 Oct 2004    |                    |                 |
| 7.94  | M007+0.97                      | N   | J    | (SB) Black Knob St -- [L]                        |               |            |                     |               |                      |       |                |                    |                 |
| 8.10  | +1.13                          | N   | J    | S 387 return to single centerline                |               |            |                     |               |                      |       |                |                    |                 |

|   |              |             |              |             |              |               |                      |
|---|--------------|-------------|--------------|-------------|--------------|---------------|----------------------|
| <b>Cardinal Mainline Averages/Totals:</b>     | <b>37.47</b> | <b>5.15</b> | <b>28.60</b> | <b>7.20</b> | <b>15.72</b> | <b>1979.6</b> | 8.16 Miles of Median |
| <b>Non-Cardinal Mainline Averages/Totals:</b> | <b>10.76</b> | <b>9.91</b> | <b>24.00</b> | <b>4.00</b> | <b>5.38</b>  | <b>1983.7</b> |                      |
| <b>Frontage Roads Averages/Totals:</b>        | <b>0.98</b>  | <b>0.00</b> | <b>24.00</b> | <b>0.00</b> | <b>0.49</b>  |               |                      |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 389 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 389**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>S 389 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 0.02   | M000 +0.00                     | C   | J    | Begin S 389 at AZ/Utah State Line            |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Mohave County                                |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | AC           | 2                   | 5             | 24                   | 5            | 2.18           | 1997                 |                 |
| 0.26   | +0.24                          | C   | J    | Arizona Ave -- [L2]                          |               |              |                     |               |                      |              |                |                      |                 |
| 1.00   | M001 +0.03                     | C   | BR   | Short Creek                                  |               |              |                     |               |                      |              |                | 1961                 | 228 ft Steel    |
| 2.20   | M002 +0.18                     | C   | UH   | <a href="#">Projects spanning M2 to M3</a>   | AC            | AC           | 2                   | 5             | 30                   | 5            | 0.10           | 1997                 |                 |
| 2.29   | +0.27                          | C   | UH   |  | AC            | AC           | 2                   | 5             | 36                   | 5            | 0.09           | 1997                 |                 |
| 2.38   | +0.36                          | C   | UH   |  | AC            | AC           | 2                   | 5             | 24                   | 5            | 24.64          | 1997                 |                 |
| 2.55   | +0.53                          | C   | J    | Central Rd -- [R14]                          |               |              |                     |               |                      |              |                |                      |                 |
| 14.04  | M014 +0.04                     | C   | JB   | Enter Kaibab IR                              |               |              |                     |               |                      |              |                |                      |                 |
| 19.19  | M019 +0.19                     | C   | J    | Pipe Springs NM Rd                           |               |              |                     |               |                      |              |                |                      |                 |
| 21.41  | M021 +0.41                     | C   | BR   | Two Mile Wash                                |               |              |                     |               |                      |              |                | 1965                 | 128 ft Steel    |
| 27.02  | M027 +0.01                     | C   | UH   | <a href="#">Projects spanning M27 to M28</a> | AC            | AC           | 2                   | 5             | 24                   | 5            | 4.99           | 1993                 |                 |
| 30.39  | M030 +0.40                     | C   | J    | Pratt St                                     |               |              |                     |               |                      |              |                |                      |                 |
| 30.51  | +0.52                          | C   | JB   | Leave Kaibab IR                              |               |              |                     |               |                      |              |                |                      |                 |
| 32.01  | M032 +0.01                     | C   | UH   | <a href="#">Projects spanning M32 to M33</a> | AC            | AC           | 2                   | 5             | 24                   | 5            | 0.07           | 10 Dec 2003          |                 |
| 32.03  | +0.03                          | C   | JB   | WCL Fredonia Elev 4800                       |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Coconino County                              |               |              |                     |               |                      |              |                |                      |                 |
| 32.04  | +0.04                          | C   | BR   | Kanab Creek                                  |               |              |                     |               |                      |              |                | 1963                 | 129 ft Steel    |
| 32.08  | +0.08                          | C   | UH   | <a href="#">Projects spanning M32 to M33</a> | AC            | AC           | 2                   | 6.5           | 24                   | 6.5          | 0.05           | 10 Dec 2003          |                 |
| 32.10  | +0.10                          | C   | J    | Altus Ln -- [R4]                             |               |              |                     |               |                      |              |                |                      |                 |
| 32.12  | +0.12                          | C   | UH   | <a href="#">Projects spanning M32 to M33</a> | AC            | AC           | 2                   | 8             | 24                   | 8            | 0.05           | 10 Dec 2003          |                 |
| 32.14  | +0.14                          | C   | MD   | 12 ft Painted Median                         |               |              |                     |               | 12                   |              | 0.08           |                      |                 |
| 32.18  | +0.17                          | C   | UH   | <a href="#">Projects spanning M32 to M33</a> | AC            | AC           | 2                   | 4             | 24                   | 2.5          | 0.03           | 10 Dec 2003          |                 |
| 32.20  | +0.20                          | C   | UH   |  | AC            | AC           | 2                   | 2             | 24                   | 2            | 0.40           | 10 Dec 2003          |                 |
|  |                                | C   | CG   | Curb and Gutter to Left and Right            |               |              |                     |               |                      |              | 0.40           |                      |                 |
| 32.22  | +0.21                          | C   | J    | Mobile Home Park Entrance -- [R4]            |               |              |                     |               |                      |              |                |                      |                 |
| 32.25  | +0.24                          | C   | MD   | 12 ft Painted Median                         |               |              |                     |               | 12                   |              | 0.08           |                      |                 |
| 32.37  | +0.36                          | C   | J    | Second St West -- [B24]                      |               |              |                     |               |                      |              |                |                      |                 |
| 32.40  | +0.39                          | C   | MD   | 12 ft Painted Median                         |               |              |                     |               | 12                   |              | 0.05           |                      |                 |
| 32.48  | +0.48                          | C   | J    | First St West -- [B24]                       |               |              |                     |               |                      |              |                |                      |                 |
| 32.52  | +0.52                          | C   | MD   | 12 ft Painted Median                         |               |              |                     |               | 12                   |              | 0.03           |                      |                 |
| 32.60  | +0.59                          | C   | J    | End S 389 at UA089 in Fredonia -- [B24]      |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>65.20</b> | <b>4.97</b>         | <b>24.05</b>  | <b>4.97</b>          | <b>32.60</b> | <b>1996.5</b>  | 0.24 Miles of Median |                 |

**S 389 at M032+0.59**

**M032+0.59 on S 389**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**S 473 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on S 473**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>S 473 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |             |                |                      |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin S 473 at S 260                           |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | C   | JB   | Inside White Mountain Apache IR, Apache County |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UH   | BST  | Unk           | 2            | 0                   | 24            | 0                    | 9.06        | 63             |                      |                 |
|  |                                | C   | X    | Milepost set by Odometer                       |               |              |                     |               |                      |             |                |                      |                 |
| 0.43   | +0.43                          | C   | BR   | McCoy Wash                                     |               |              |                     |               |                      |             |                |                      |                 |
| 9.06   | M009 +0.12                     | C   | UH   | Gravel   | Unk           | 2            | 0                   | 24            | 0                    | 0.85        | 63             | 44 ft Concrete       |                 |
| 9.08   | +0.14                          | C   | J    | Hawley Lake Rec Area Rd -- [L]                 |               |              |                     |               |                      |             |                |                      |                 |
| 9.91   | +0.97                          | C   | J    | End S 473 at Hawley Lake Dam                   |               |              |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>19.82</b> | <b>0.00</b>         | <b>24.00</b>  | <b>0.00</b>          | <b>9.91</b> | <b>1963.0</b>  | 0.00 Miles of Median |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 564 at M374+0.28**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M374+0.28 on S 564**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>S 564 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M374 +0.28                     | C   | J    | Begin S 564 at U 160                           |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Navajo County                           |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M374 to M375</a> | MBL           | MBH        | 2                   | 1             | 24                   | 1           | 9.16           | 26 Oct 2001        |                      |
|  |                                | C   | X    | Mileposts set by Odometer                      |               |            |                     |               |                      |             |                |                    |                      |
| 2.12   | M376 +0.42                     | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |             | 0.05           |                    |                      |
|  |                                | C   | SVP  | NB Paved                                       |               |            |                     |               |                      |             | 0.05           |                    |                      |
| 2.91   | M377 +0.22                     | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |             | 0.08           |                    |                      |
|  |                                | C   | SVP  | NB Paved                                       |               |            |                     |               |                      |             | 0.08           |                    |                      |
| 4.30   | M378 +0.62                     | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |             | 0.07           |                    |                      |
|  |                                | C   | SVP  | NB Paved                                       |               |            |                     |               |                      |             | 0.06           |                    |                      |
| 5.77   | M380 +0.12                     | C   | SVP  | SB Paved                                       |               |            |                     |               |                      |             | 0.07           |                    |                      |
| 5.78   |                                | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |             | 0.07           |                    |                      |
| 8.34   | M382 +0.71                     | C   | CG   | Curb to Left                                   |               |            |                     |               |                      |             | 0.09           |                    |                      |
|  |                                | C   | SVP  | SB Paved                                       |               |            |                     |               |                      |             | 0.08           |                    |                      |
| 9.16   | M383 +0.46                     | C   | J    | End S 564 Navajo National Monument             |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>18.32</b>        | <b>1.00</b>   | <b>24.00</b>         | <b>1.00</b> | <b>9.16</b>    | <b>2001.0</b>      | 0.00 Miles of Median |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 587 at M218+0.76**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M218+0.76 on S 587**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>S 587 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M218 +0.76                     | C   | J    | Begin S 587 at S 087 and Hunt Hwy (Signalized) -- [B4] |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Gila River IR, Pinal County                     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | SB   | <a href="#">Projects spanning M218 to M219</a>         | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.08           | 04 Oct 2001        |                 |
|  |                                | C   | MD   | Variable 2-12-2 ft Concrete Curbed Median              |               |            |                     |               |                      |       | 0.24           |                    |                 |
| 0.02   | +0.77                          | C   | UB   | At Outside of SUB Phoenix-Mesa                         |               |            |                     |               |                      |       |                |                    |                 |
| 0.08   | +0.84                          | C   | SB   | <a href="#">Projects spanning M218 to M219</a>         | AC            | AC         | 1.5                 | 2             | 18                   | 8     | 0.16           | 04 Oct 2001        |                 |
| 0.24   | +0.99                          | C   | UH   |  | AC            | AC         | 2.5                 | 8             | 30                   | 8     | 0.06           | 66                 |                 |
|  |                                | C   | MD   | Variable 4-0 ft Painted Median                         |               |            |                     |               |                      |       | 0.05           |                    |                 |
| 0.30   | M219 +0.04                     | C   | UH   | <a href="#">Projects spanning M219 to M220</a>         | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.35           | 07 Jun 2002        |                 |
| 0.65   | +0.40                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           | 07 Jun 2002        |                 |
|  |                                | C   | MD   | Variable 0-12 ft Painted Median                        |               |            |                     |               | 6                    |       | 0.07           |                    |                 |
| 0.71   | +0.45                          | C   | UH   | <a href="#">Projects spanning M219 to M220</a>         | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.11           | 07 Jun 2002        |                 |
| 0.72   | +0.46                          | C   | J    | Goodyear Rd -- [R4]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.82   | +0.56                          | C   | UH   | <a href="#">Projects spanning M219 to M220</a>         | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           | 07 Jun 2002        |                 |
| 0.88   | +0.63                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.59           | 07 Jun 2002        |                 |
| 2.42   | M221 +0.13                     | C   | BR   | Roosevelt WCD Canal                                    |               |            |                     |               |                      |       |                | 1980               | 232 ft Concrete |
| 2.47   | +0.18                          | C   | UH   | <a href="#">Projects spanning M221 to M222</a>         | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           | 07 Jun 2002        |                 |
|  |                                | C   | MD   | Variable 0-12 ft Painted Median                        |               |            |                     |               | 6                    |       | 0.06           |                    |                 |
| 2.53   | +0.24                          | C   | UH   | <a href="#">Projects spanning M221 to M222</a>         | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.52           | 07 Jun 2002        |                 |
|  |                                | C   | MD   | 12 ft Painted Median                                   |               |            |                     |               | 12                   |       | 0.07           |                    |                 |
| 2.54   | +0.25                          | C   | J    | Driveway -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 2.59   | +0.30                          | C   | J    | Driveway -- [R14]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 2.69   | +0.39                          | C   | MD   | 12 ft Painted Median                                   |               |            |                     |               | 12                   |       | 0.18           |                    |                 |
| 2.95   | +0.66                          | C   | J    | Santan Rd -- [B24]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 3.05   | +0.76                          | C   | UH   | <a href="#">Projects spanning M221 to M222</a>         | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           | 07 Jun 2002        |                 |
| 3.12   | +0.82                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.76           | 07 Jun 2002        |                 |
| 3.49   | M222 +0.20                     | C   | MD   | Variable 12-0 ft Painted Median                        |               |            |                     |               | 6                    |       | 0.08           |                    |                 |
|  | +0.21                          | C   | J    | Plant #48 -- [L2]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 3.84   | +0.56                          | C   | BR   | Gila River   |               |            |                     |               |                      |       |                | 1996               | 451 ft Concrete |
| 4.11   | M223 +0.00                     | C   | EQ   | MP 222+0.83 Back Equals MP 223+0.00 Ahead              |               |            |                     |               |                      |       |                |                    |                 |
| 4.36   | +0.25                          | C   | BR   | Gila River Overflow                                    |               |            |                     |               |                      |       |                | 1996               | 51 ft Concrete  |
| 4.88   | +0.77                          | C   | UH   | <a href="#">Projects spanning M223 to M224</a>         | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           | 07 Jun 2002        |                 |
|  |                                | C   | MD   | Variable 0-12 ft Painted Median                        |               |            |                     |               | 6                    |       | 0.07           |                    |                 |
| 4.94   | +0.83                          | C   | UH   | <a href="#">Projects spanning M223 to M224</a>         | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.11           | 07 Jun 2002        |                 |
| 4.95   | +0.84                          | C   | J    | Nelson Rd -- [R4]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 5.05   | +0.94                          | C   | UH   | <a href="#">Projects spanning M223 to M224</a>         | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           | 07 Jun 2002        |                 |
| 5.11   | M224 +0.00                     | C   | UH   | <a href="#">Projects spanning M224 to M225</a>         | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.67           | 07 Jun 2002        |                 |

**S 587 at M224+0.00**

**M224+0.00 on S 587**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 587 at M224+0.67**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M224+0.67 on S 587**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 5.79           | M224 +0.67                     | C   | J    | I 010 Casa Blanca TI Exit #175 J & D-ramp -- [B]       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC   | AC            | 2          | 8                   | 24            | 8                    | 0.03  | 44             |                    |                 |
| 5.81           | M225 +0.01                     | C   | UH   | <a href="#">Projects spanning M224 to M225</a>         |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC   | AC            | 2          | 8                   | 24            | 8                    | 0.17  | 68             |                    |                 |
| 5.98           | +0.18                          | C   | UH   | <a href="#">Projects spanning M225 to M226</a>         |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC   | MBH           | 2          | 8                   | 24            | 8                    | 0.12  | 68             |                    |                 |
| 6.10           | +0.31                          | C   | J    | End S 587 at I 010 Casa Blanca TI Exit #175 B & G-ramp |               |            |                     |               |                      |       |                |                    |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**S 587 at M218+0.76**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M218+0.76 on S 587**

| GIS<br>Route<br>Mile  | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                                | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles       | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance   |      |             |  |  |
|---|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|-------------|----------------|-----------------------|----------------------|------|-------------|--|--|
| <b>S 587 - Non-cardinal (from low to high for divided hwy segments)</b> |                                      |     |      |  |                  |               |                           |                  |                            |             |                |                       |                      |      |             |  |  |
| 0.00  | M218 +0.76                           | N   | J    | Begin S 587 NB at S 087 and Hunt Hwy           |                  |               |                           |                  |                            |             |                |                       |                      |      |             |  |  |
|   |                                      | N   | NB   | <a href="#">Projects spanning M218 to M219</a> |                  |               |                           | AC               | AC                         | 1           | 8              | 12                    | 2                    | 0.24 | 04 Oct 2001 |  |  |
| 0.24  | +0.99                                | N   | J    | S 587 return to single centerline              |                  |               |                           |                  |                            |             |                |                       |                      |      |             |  |  |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                      |     |      |  |                  |               | <b>12.13</b>              | <b>6.86</b>      | <b>23.90</b>               | <b>7.09</b> | <b>6.09</b>    | <b>1999.7</b>         | 0.82 Miles of Median |      |             |  |  |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                      |     |      |  |                  |               | <b>0.24</b>               | <b>8.00</b>      | <b>12.00</b>               | <b>2.00</b> | <b>0.24</b>    | <b>2001.0</b>         |                      |      |             |  |  |



## ARIZONA STATE HIGHWAY SYSTEM LOG

**SA089 at M317+0.73**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M317+0.73 on SA089**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SA089 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.43   | M317 +0.73                     | C   | J    | (NB) Begin SA089 at S 089 West Right-Of-Way |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Just Outside of Prescott Urbanized Area     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Prescott Elev 5410, Yavapai County   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | AC  | AC            | 2          | 4                   | 24            | 8                    | 3.24  | 26 Oct 2001    |                    |                 |
|  |                                | C   | MD   | Variable Soil Median                        |               |            |                     |               |                      |       |                |                    |                 |
| 0.45   | +0.76                          | C   | J    | (NB) S 089 -- [B34]                         |               |            |                     |               |                      |       |                |                    |                 |
| 0.82   | M318 +0.12                     | C   | TI   | Unk   | Unk           | 1          | 2                   | 12            | 4                    | 0.33  | 26 Oct 2001    |                    |                 |
| 1.15   | +0.45                          | C   | TI   | Unk   | Unk           | 1          | 2                   | 12            | 4                    | 0.24  | 26 Oct 2001    |                    |                 |
|  |                                | A   | UP   | Exit #318 at New Caldwell Dr                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | A   | TI   | Unk   | Unk           | 2          |                     | 24            |                      | 0.22  | 26 Oct 2001    |                    | ??-??"          |
| 1.92   | M319 +0.23                     | C   | JB   | ECL Prescott                                |               |            |                     |               |                      |       |                |                    |                 |
| 3.66   | M320 +0.96                     | A   | J    | Great Western Dr -- [R14]                   |               |            |                     |               |                      |       |                |                    |                 |
| 3.67   | +0.97                          | C   | NB   | AC  | AC            | 2          | 4                   | 24            | 10                   | 0.36  | 26 Oct 2001    |                    |                 |
| 4.03   | M321 +0.33                     | C   | NB   | AC  | AC            | 2          | 4                   | 24            | 10                   | 0.12  | Oct 2003       |                    |                 |
| 4.15   | +0.45                          | C   | NB   | AC  | AC            | 2          | 4                   | 30            | 10                   | 0.06  | Oct 2003       |                    |                 |
| 4.20   | +0.51                          | C   | NB   | AC  | AC            | 2          | 4                   | 36            | 10                   | 0.24  | Oct 2003       |                    |                 |
| 4.44   | +0.74                          | C   | NB   | AC  | AC            | 2          | 4                   | 24            | 10                   | 0.18  | Oct 2003       |                    |                 |
| 4.45   | +0.75                          | C   | TI   | Unk   | Unk           | 1          | 2                   | 12            | 8                    | 0.38  | Oct 2003       |                    |                 |
| 4.55   | +0.85                          | C   | UB   | WUB Prescott                                |               |            |                     |               |                      |       |                |                    |                 |
| 4.57   | +0.87                          | C   | JB   | WCL Prescott Valley Elev 5100               |               |            |                     |               |                      |       |                |                    |                 |
| 4.63   | +0.93                          | C   | NB   | AC  | AC            | 2          | 4                   | 24            | 12                   | 0.09  | Oct 2003       |                    |                 |
| 4.72   | M322 +0.02                     | C   | NB   | AC  | AC            | 2          | 6                   | 24            | 12                   | 0.17  | Oct 2003       |                    |                 |
| 4.83   | +0.13                          | A   | TI   | Unk   | Unk           | 2          |                     | 24            |                      | 0.08  |                |                    |                 |
|  |                                | C   | OP   | (NB) Exit #322 Glassford Hill Rd            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | TI   | Unk   | Unk           | 2          | 2                   | 24            | 2                    | 0.33  | 200310         | 250 ft Unknown     |                 |
| 4.89   | +0.19                          | C   | NB   | AC  | AC            | 2          | 4                   | 24            | 10                   | 0.24  | Oct 2003       |                    |                 |
| 5.13   | +0.43                          | C   | NB   | AC  | AC            | 2          | 10                  | 24            | 10                   | 0.04  | Oct 2003       |                    |                 |
| 5.16   | +0.46                          | C   | NB   | AC  | AC            | 2          | 10                  | 30            | 10                   | 0.11  | Oct 2003       |                    |                 |
| 5.27   | +0.57                          | C   | NB   | AC  | AC            | 2          | 16                  | 24            | 10                   | 0.50  | Oct 2003       |                    |                 |
| 5.77   | M323 +0.07                     | C   | NB   | AC  | AC            | 2          | 16                  | 22            | 1                    | 0.05  | Oct 2003       |                    |                 |
| 5.82   | +0.12                          | C   | NB   | AC  | AC            | 2          | 1                   | 22            | 1                    | 0.28  | Oct 2003       |                    |                 |
| 6.10   | +0.40                          | C   | J    | (NB) Viewpoint Dr (Signalized) -- [B12]     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | AC  | AC            | 2          | 1                   | 24            | 2                    | 0.14  | Oct 2003       |                    |                 |
|  |                                | A   | TI   | Unk   | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
| 6.24   | +0.55                          | C   | NB   | AC  | AC            | 1.5        | 1                   | 18            | 6                    | 0.11  | Oct 2003       |                    |                 |
| 6.36   | +0.66                          | C   | NB   | AC  | AC            | 1          | 1                   | 12            | 10                   | 0.15  | Oct 2003       |                    |                 |
| 6.51   | +0.81                          | C   | NB   | AC  | AC            | 1          | 23.5                | 12            | 15.5                 | 0.11  | Oct 2003       |                    |                 |

**SA089 at M323+0.81**

**M323+0.81 on SA089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SA089 at M323+0.92**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M323+0.92 on SA089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 6.61           | M323 +0.92                     | C   | NB   | <a href="#">Projects spanning M323 to M324</a> | AC            | AC         | 1                   | 19            | 12                   | 21    | 0.19           |                    | Oct 2003        |
| 6.65           | +0.95                          | C   | UB   | EUB Prescott                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | ECL Prescott Valley                            |               |            |                     |               |                      |       |                |                    |                 |
| 6.81           | M324 +0.12                     | C   | UH   | <a href="#">Projects spanning M324 to M325</a> | AC            | AC         | 2                   | 19            | 24                   | 21    | 0.14           |                    | Oct 2003        |
| 6.94           | +0.25                          | C   | UH   |  | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.21           |                    | Oct 2003        |
| 7.15           | +0.46                          | C   | J    | Coyote Rd/Robert Rd (Signalized) -- [B1234]    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M324 to M325</a> | AC            | AC         | 2                   | 10            | 24                   | 10    | 0.19           |                    | Oct 2003        |
| 7.34           | +0.65                          | C   | UH   |  | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.34           |                    | 78              |
| 7.67           | +0.98                          | C   | UH   |  | AC            | Gravel     | 2                   | 1             | 24                   | 1     | 6.51           |                    | 78              |
| 14.19          | M331 +0.50                     | C   | UH   | <a href="#">Projects spanning M331 to M332</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 11.63          |                    | 03 Oct 2002     |
| 14.25          | +0.56                          | C   | JB   | Enter Prescott NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 19.24          | M336 +0.55                     | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      |       | 0.04           |                    |                 |
| 19.28          | +0.59                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.08           |                    |                 |
| 19.32          | +0.64                          | C   | J    | To Great Western Trail & Mingus Mtn -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 19.35          | +0.67                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6             |                      |       | 0.04           |                    |                 |
| 25.81          | M343 +0.13                     | C   | X    | Scenic Viewpoint                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M343 to M344</a> | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.02           |                    | 30 Oct 2002     |
| 25.83          | +0.15                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.10           |                    | 30 Oct 2002     |
| 25.93          | +0.25                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 4.5   | 0.01           |                    | 30 Oct 2002     |
| 25.94          |                                | C   | UH   |  | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.02           |                    | 30 Oct 2002     |
| 25.96          | +0.28                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.42           |                    | 03 Oct 2002     |
| 26.30          | +0.62                          | C   | JB   | WCL Jerome Elev 5435                           |               |            |                     |               |                      |       |                |                    |                 |
| 26.38          | +0.70                          | C   | UH   | <a href="#">Projects spanning M343 to M344</a> | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.25           |                    | 22 Nov 2000     |
| 26.42          | +0.74                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.21           |                    |                 |
| 26.63          | M344 +0.03                     | C   | UH   | <a href="#">Projects spanning M344 to M345</a> | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.08           |                    | 22 Nov 2000     |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.16           |                    |                 |
| 26.71          | +0.11                          | C   | UH   | <a href="#">Projects spanning M344 to M345</a> | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.21           |                    | 22 Nov 2000     |
| 26.79          | +0.19                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.17           |                    |                 |
| 26.90          | +0.30                          | C   | J    | Giroux St (Jerome)                             |               |            |                     |               |                      |       |                |                    |                 |
| 26.92          | +0.32                          | C   | NB   | <a href="#">Projects spanning M344 to M345</a> | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.13           |                    | 22 Nov 2000     |
|                |                                | C   | MD   | Curbed Business Median                         |               |            |                     |               |                      |       | 0.13           |                    |                 |
| 27.05          | +0.44                          | C   | UH   | <a href="#">Projects spanning M344 to M345</a> | AC            | AC         | 2                   | 0             | 24                   | 4     | 2.08           |                    | 22 Nov 2000     |
| 29.01          | M346 +0.50                     | C   | J    | Rd to Dundee Mine                              |               |            |                     |               |                      |       |                |                    |                 |
| 29.12          | +0.61                          | C   | UH   | <a href="#">Projects spanning M346 to M347</a> | AC            | AC         | 2                   | 2             | 24                   | 3     | 1.57           |                    | 22 Nov 2000     |
| 29.17          | +0.66                          | C   | JB   | ECL Jerome                                     |               |            |                     |               |                      |       |                |                    |                 |
| 30.69          | M348 +0.20                     | C   | UH   | <a href="#">Projects spanning M348 to M349</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.79           |                    | 22 Nov 2000     |
| 30.80          | +0.31                          | C   | JB   | WCL Clarkdale Elev 3550                        |               |            |                     |               |                      |       |                |                    |                 |
| 30.89          | +0.40                          | C   | J    | RD to Verde Valley Tower                       |               |            |                     |               |                      |       |                |                    |                 |
| 31.49          | +1.00                          | C   | UH   | <a href="#">Projects spanning M348 to M349</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.05           |                    | 76              |

**SA089 at M348+1.00**

**M348+1.00 on SA089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SA089 at M349+0.04**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M349+0.04 on SA089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 31.54          | M349 +0.04                     | C   | UB   | WUB Cottonwood/Clarkdale                                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M349 to M350</a>              | AC            | MBH        | 2                   | 3             | 24                   | 3     | 0.12           |                    | 76              |
| 31.66          | +0.16                          | C   | UH   |   | AC            | MBH        | 2                   | 8             | 24                   | 8     | 2.03           |                    | 65              |
| 32.73          | M350 +0.23                     | C   | JB   | ECL Clarkdale   |               |            |                     |               |                      |       |                |                    |                 |
| 33.09          | +0.59                          | C   | JB   | WCL Cottonwood Elev 3320                                    |               |            |                     |               |                      |       |                |                    |                 |
| 33.69          | M351 +0.20                     | C   | UH   | <a href="#">Projects spanning M351 to M352</a>              | AC            | MBH        | 2                   | 8             | 24                   | 0     | 0.02           |                    | 88              |
| 33.71          | +0.22                          | C   | J    | Verde Heights Dr Left & Black Hills Dr Right -- [B2]        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M351 to M352</a>              | AC            | AC         | 4                   | 0             | 52                   | 0     | 1.83           | 05 Jun 2003        |                 |
|                |                                | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.11           |                    |                 |
|                |                                | C   | CG   | Curb and Sidewalk to Left and Right                         |               |            |                     |               |                      |       | 3.30           |                    |                 |
| 33.83          | +0.33                          | C   | J    | Refuse Transfer Station -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 33.89          | +0.39                          | C   | J    | Mingus Ave (Signalized) -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 33.94          | +0.44                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.47           |                    |                 |
| 33.98          | +0.48                          | C   | J    | Justin Dr -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 34.20          | +0.70                          | C   | J    | Candy Ln -- [L3]  |               |            |                     |               |                      |       |                |                    |                 |
| 34.36          | +0.87                          | C   | J    | Calvary Way -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 34.48          | +0.98                          | C   | J    | Willard St (Signalized) -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 34.55          | M352 +0.04                     | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.20           |                    |                 |
| 34.80          | +0.30                          | C   | J    | 6th St (Signalized) -- [B24]                                |               |            |                     |               |                      |       |                |                    |                 |
| 34.89          | +0.39                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.36           |                    |                 |
| 34.96          | +0.46                          | C   | J    | Cottonwood St -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 35.07          | +0.57                          | C   | J    | 8th St -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 35.21          | +0.70                          | C   | J    | 10th St -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 35.32          | +0.81                          | C   | J    | 12th St (Signalized) -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 35.38          | +0.87                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.16           |                    |                 |
| 35.54          | M353 +0.04                     | C   | UH   | <a href="#">Projects spanning M353 to M354</a>              | AC            | UTW        | 4                   | 0             | 52                   | 0     | 0.05           | 05 Jun 2003        |                 |
| 35.58          | +0.08                          | C   | EQ   | MP 353+0.08 Back Equals MP 355-0.43 Ahead                   |               |            |                     |               |                      |       |                |                    |                 |
| 35.59          | +0.09                          | C   | J    | Main St North & Cottonwood St East (Signalized) -- [B24]    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M353 to M354</a>              | AC            | UTW        | 4                   | 0             | 52                   | 0     | 0.03           | 05 Jun 2003        |                 |
| 35.63          | +0.12                          | C   | UH   |   | AC            | MBH        | 4                   | 0             | 52                   | 0     | 0.06           | 05 Jun 2003        |                 |
| 35.68          | +0.18                          | C   | UH   |   | AC            | AC         | 4                   | 0             | 52                   | 0     | 0.53           | 05 Jun 2003        |                 |
|                |                                | C   | MD   | 12 ft Painted Median  |               |            |                     |               | 12                   |       | 0.51           |                    |                 |
| 35.78          | +0.27                          | C   | J    | Villa Dr -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 35.84          | +0.33                          | C   | J    | Skyline Dr -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 36.02          | M355 +0.00                     | C   | J    | Camino Real -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 36.15          | +0.13                          | C   | J    | Commercial Access Rd -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 36.21          | +0.19                          | C   | UH   | <a href="#">Projects spanning M355 to M356</a>              | PCC           | PCC        | 4                   | 0             | 52                   | 0     | 0.06           |                    | 75              |
| 36.24          | +0.22                          | C   | J    | Cove Parkway Left & S 260 East Right (Signalized) -- [B124] |               |            |                     |               |                      |       |                |                    |                 |
| 36.27          | +0.25                          | C   | UH   | <a href="#">Projects spanning M355 to M356</a>              | AC            | AC         | 4                   | 0             | 52                   | 0     | 0.07           | 05 Jun 2003        |                 |

**SA089 at M355+0.25**

**M355+0.25 on SA089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SA089 at M355+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M355+0.30 on SA089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 36.32          | M355 +0.30                     | C   | J    | Mingus View -- [L2]                            |               |            |                     |               |                      |       |                |                    |                 |
| 36.33          | +0.31                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 1.06  |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M355 to M356</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.73           | 17 Mar 2001        |                 |
| 36.35          | +0.33                          | C   | JB   | Temp Leave Cottonwood                          |               |            |                     |               |                      |       |                |                    |                 |
| 36.57          | +0.55                          | C   | J    | Colonial Blvd & UVX Blvd -- [B]                |               |            |                     |               |                      |       |                |                    |                 |
| 36.74          | +0.72                          | C   | BR   | Oak Wash                                       |               |            |                     |               |                      |       |                | 21 ft Concrete     |                 |
| 36.82          | +0.80                          | C   | J    | Bates Rd -- [B4]                               |               |            |                     |               |                      |       |                |                    |                 |
| 36.90          | +0.88                          | C   | BR   | Verde River                                    |               |            |                     |               |                      |       | 1992           | 455 ft Concrete    |                 |
| 37.02          | M356 +0.06                     | C   | CG   | Curb and Sidewalk to Left and Right            |               |            |                     |               |                      | 0.07  | 2004           |                    |                 |
| 37.06          | +0.10                          | C   | J    | Zalensky Rd (Signalized) -- [B1234]            |               |            |                     |               |                      |       | 2004           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M356 to M357</a> | AC            | AC         | 4                   | 4             | 48                   | 6     | 0.01           | 17 Mar 2001        |                 |
| 37.07          | +0.12                          | C   | UH   |  | AC            | AC         | 4                   | 6             | 48                   | 6     | 0.03           | 17 Mar 2001        |                 |
| 37.11          | +0.15                          | C   | JB   | Reenter Cottonwood                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M356 to M357</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.28           | 17 Mar 2001        |                 |
| 37.39          | +0.43                          | C   | UH   |  | AC            | AC         | 4                   | 8.6           | 48                   | 8.6   | 0.06           | 17 Mar 2001        |                 |
|                |                                | C   | MD   | Variable 12-26 ft Painted Median               |               |            |                     |               | 19                   |       | 0.11           |                    |                 |
| 37.45          | +0.49                          | A   | J    | Rocking Chair Rd -- [L2]                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | NB   | <a href="#">Projects spanning M356 to M357</a> | AC            | AC         | 2                   | 0             | 24                   | 9.6   | 0.05           | 17 Mar 2001        |                 |
| 37.50          | +0.54                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.75           | 17 Mar 2001        |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.11           |                    |                 |
| 37.60          | +0.65                          | C   | MD   | 33 ft Soil Median                              |               |            |                     |               |                      |       | 0.54           |                    |                 |
| 38.05          | M357 +0.13                     | A   | J    | Cornville Rd (signalized) -- [R124]            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | EUB Cottonwood/Clarkdale                       |               |            |                     |               |                      |       |                |                    |                 |
| 38.14          | +0.23                          | C   | MD   | Variable 33-76 ft Soil Median                  |               |            |                     |               |                      |       | 0.23           |                    |                 |
| 38.25          | +0.33                          | C   | NB   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 9.14           | 25 Jun 2002        |                 |
| 38.37          | +0.45                          | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 3.89           |                    |                 |
| 39.05          | M358 +0.08                     | A   | J    | Bill Grey Rd -- [L24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 39.25          | +0.28                          | C   | JB   | ECL Cottonwood                                 |               |            |                     |               |                      |       |                |                    |                 |
| 40.25          | M359                           | A   | J    | Turn Around -- [U24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 41.55          | M360 +0.58                     | A   | J    | Oak Creek Valley Rd -- [R124]                  |               |            |                     |               |                      |       |                |                    |                 |
| 42.25          | M361 +0.28                     | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 2.25           |                    |                 |
| 42.27          | +0.30                          | A   | J    | Spring Hills Ranch Rd -- [R124]                |               |            |                     |               |                      |       |                |                    |                 |
| 42.84          | +0.87                          | C   | BR   | (NB) Spring Creek                              |               |            |                     |               |                      |       |                | 25 Jun 2002        | 279 ft Concrete |
| 43.53          | M362 +0.56                     | C   | J    | Page Springs Rd -- [R12]                       |               |            |                     |               |                      |       |                |                    |                 |
| 44.51          | M363 +0.53                     | C   | MD   | 38 ft Soil Median                              |               |            |                     |               |                      |       | 5.51           |                    |                 |
| 44.75          | +0.78                          | C   | J    | Scenic Pullout -- [R1]                         |               |            |                     |               |                      |       |                |                    |                 |
| 45.14          | M364 +0.17                     | A   | J    | USFS Access Rd/Red Canyon Rd -- [B24]          |               |            |                     |               |                      |       |                |                    |                 |
| 46.57          | M365 +0.60                     | A   | J    | Wastewater Treatment Plant Rd -- [L24]         |               |            |                     |               |                      |       |                |                    |                 |
| 47.39          | M366 +0.44                     | C   | NB   | <a href="#">Projects spanning M366 to M367</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.88           | Aug 2002           |                 |

**SA089 at M366+0.44**

**M366+0.44 on SA089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SA089 at M366+0.48**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M366+0.48 on SA089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 47.43          | M366+0.48                      | A   | BR   | Dry Creek  |               |            |                     |               |                      |       | Aug 2002       | 475 ft Concrete    |                 |
| 48.28          | M367+0.30                      | A   | J    | Red Moon Dr -- [L234]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 48.56          | +0.59                          | A   | J    | El Rojo Access Rd -- [L234]                              |               |            |                     |               |                      |       |                |                    |                 |
| 49.33          | M368+0.36                      | A   | J    | Lower Red Rock Loop Rd -- [R124]                         |               |            |                     |               |                      |       |                |                    |                 |
| 49.52          | +0.55                          | C   | JB   | WCL Sedona   |               |            |                     |               |                      |       |                |                    |                 |
| 50.02          | M369+0.04                      | C   | MD   | Variable 38-16 ft Soil Median                            |               |            |                     |               |                      | 0.34  |                |                    |                 |
| 50.26          | +0.29                          | C   | NB   | <a href="#">Projects spanning M369 to M370</a>           | AC            | AC         | 2                   | 4             | 24                   | 7     | 0.09           | Aug 2002           |                 |
| 50.36          | +0.38                          | C   | NB   |  | AC            | AC         | 2                   | 2             | 24                   | 4     | 1.09           | Aug 2002           |                 |
|                |                                | C   | MD   | 16 ft Curbed Median                                      |               |            |                     |               |                      |       | 1.09           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                                   |               |            |                     |               |                      |       | 1.09           |                    |                 |
| 50.61          | +0.63                          | A   | J    | Upper Red Rock Loop Rd (signalized) -- [B234]            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | WUB Sedona   |               |            |                     |               |                      |       |                |                    |                 |
| 50.89          | +0.91                          | A   | J    | Bristlecone Pines Dr -- [L23]                            |               |            |                     |               |                      |       |                |                    |                 |
| 51.17          | M370+0.19                      | A   | J    | Foothills Dr & Medical Center Dr -- [B1234]              |               |            |                     |               |                      |       |                |                    |                 |
| 51.44          | +0.46                          | A   | J    | Juniper Dr & Calle Del Sol -- [B24]                      |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.47                          | C   | UH   | <a href="#">Projects spanning M370 to M371</a>           | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.05           | Aug 2002           |                 |
|                |                                | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               | 12                   |       | 3.41           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                                   |               |            |                     |               |                      |       | 3.41           |                    |                 |
| 51.49          | +0.52                          | C   | UH   | <a href="#">Projects spanning M370 to M371</a>           | AC            | AC         | 4                   | 2             | 48                   | 2     | 3.26           | 1998               |                 |
| 51.64          | +0.66                          | C   | J    | Unknown Rd -- [L3]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 51.69          | +0.71                          | A   | J    | Dry Creek Rd & Arroyo Pinon Rd (signalized) -- [B234]    |               |            |                     |               |                      |       |                |                    |                 |
| 52.62          | M371+0.90                      | C   | J    | Shelby Dr & Rodeo Rd (signalized) -- [R24]               |               |            |                     |               |                      |       |                |                    |                 |
| 52.87          | M372+0.20                      | C   | J    | Coffee Pot Rd & Sunset Dr (signalized) -- [B1234]        |               |            |                     |               |                      |       |                |                    |                 |
| 53.05          | +0.38                          | C   | J    | Entrance -- [R1]   |               |            |                     |               |                      |       |                |                    |                 |
| 53.14          | +0.47                          | C   | J    | Mountain Shadow Dr & North View Rd (signalized) -- [B24] |               |            |                     |               |                      |       |                |                    |                 |
| 53.21          | +0.54                          | C   | J    | Entrance -- [B13]  |               |            |                     |               |                      |       |                |                    |                 |
| 53.57          | +0.90                          | C   | J    | Soldier Pass Rd (signalized) -- [L24]                    |               |            |                     |               |                      |       |                |                    |                 |
| 53.73          | M373+0.07                      | C   | J    | Airport Rd -- [B234]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 53.88          | +0.22                          | C   | JB   | Coconino County  |               |            |                     |               |                      |       |                |                    |                 |
| 54.74          | M374+0.08                      | C   | J    | Brewer Rd -- [B234]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 54.76          | +0.10                          | C   | UH   | <a href="#">Projects spanning M374 to M375</a>           | PCC(AC-SB)    | PCC(AC-SB) | 4                   | 2             | 48                   | 2     | 0.05           | 1998               |                 |
| 54.80          | +0.14                          | C   | UH   |  | PCC(AC-SB)    | PCC(AC-SB) | 4                   | 2             | 48                   | 2     | 0.02           | 09 Apr 1993        |                 |
| 54.81          | +0.15                          | C   | J    | S 179 (signalized) -- [R14]                              |               |            |                     |               |                      |       |                |                    |                 |
| 54.83          | +0.17                          | C   | UH   | <a href="#">Projects spanning M374 to M375</a>           | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.03           | 1998               |                 |
| 54.86          | +0.20                          | C   | X    | Control to City of Sedona                                |               |            |                     |               |                      |       |                |                    |                 |
| 55.44          | +0.78                          | C   | J    | Continue ADOT Control                                    |               |            |                     |               |                      |       |                |                    |                 |
| 55.46          | +0.84                          | C   | UH   | <a href="#">Projects spanning M374 to M375</a>           | AC            | AC         | 2                   | 4             | 24                   | 4     | 11.83          | 1999               |                 |
| 55.69          | M375+0.08                      | C   | UB   | NUB Sedona   |               |            |                     |               |                      |       |                |                    |                 |
| 56.28          | +0.68                          | C   | J    | Wilson Canyon Rd   |               |            |                     |               |                      |       |                |                    |                 |

**SA089 at M375+0.68**

**M375+0.68 on SA089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SA089 at M375+0.88**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M375+0.88 on SA089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 56.48          | M375 +0.88                     | C   | JB   | NCL Sedona   |               |            |                     |               |                      |       |                |                    |                 |
| 56.66          | M376 +0.07                     | C   | BR   | Midgley Canyon   |               |            |                     |               |                      |       | 1939           | 375 ft Steel       |                 |
| 57.52          | +0.92                          | C   | SVP  | NB Slow Vehicle Pullout  |               |            |                     |               |                      | 0.04  | 1999           |                    |                 |
| 58.54          | M377 +0.96                     | C   | SVP  | SB Slow Vehicle Pullout  |               |            |                     |               |                      | 0.03  | 1999           |                    |                 |
| 59.07          | M378 +0.29                     | C   | X    | Indian Gardens Elev 4579   |               |            |                     |               |                      |       |                |                    |                 |
| 62.40          | M381 +0.68                     | C   | BR   | Oak Creek  |               |            |                     |               |                      |       | 1934           | 202 ft Steel       |                 |
| 67.29          | M386 +0.60                     | C   | UH   | <a href="#">Projects spanning M386 to M387</a>   | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.45           | Sep 2001           |                 |
| 67.74          | M387 +0.06                     | C   | UH   | <a href="#">Projects spanning M387 to M388</a>   | AC            | AC         | 2                   | 1             | 24                   | 1     | 3.09           | Sep 2001           |                 |
| 68.80          | M388 +0.15                     | C   | BR   | Oak Creek  |               |            |                     |               |                      |       | 1931           | 160 ft Concrete    |                 |
| 70.83          | M390                           | C   | UH   | <a href="#">Projects spanning M390 to M391</a>   | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.14           | Sep 2001           |                 |
| 70.97          | +0.29                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.31           | Sep 2001           |                 |
|                |                                | C   | MD   | 10 ft Painted Median   |               |            |                     |               | 10                   |       | 0.31           |                    |                 |
| 71.18          | +0.50                          | C   | J    | Local Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 71.28          | +0.60                          | C   | UH   | <a href="#">Projects spanning M390 to M391</a>   | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.21           | Sep 2001           |                 |
| 71.49          | +0.81                          | C   | UH   |  | AC            | AC         | 2                   | 0             | 24                   | 0     | 6.98           | Sep 2001           |                 |
| 75.18          | M394 +0.65                     | C   | BR   | Woody Wash   |               |            |                     |               |                      |       | 1994           | 35 ft Concrete     |                 |
| 77.47          | M396 +0.89                     | C   | BR   | Landon Spring RCB  |               |            |                     |               |                      |       | 1994           | 32 ft Concrete     |                 |
| 78.47          | M397 +0.88                     | C   | UH   | <a href="#">Projects spanning M397 to M398</a>   | AC            | AC         | 2                   | 9             | 24                   | 8     | 0.44           | Sep 2001           |                 |
| 78.88          | M398 +0.30                     | C   | UB   | WUB Flagstaff  |               |            |                     |               |                      |       |                |                    |                 |
| 78.91          | +0.33                          | C   | UH   | <a href="#">Projects spanning M398 to M399</a>   | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.47           | Sep 2001           |                 |
| 79.02          | +0.44                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.45           |                    |                 |
| 79.13          | +0.55                          | C   | JB   | WCL Flagstaff Elev 6905  |               |            |                     |               |                      |       |                |                    |                 |
| 79.38          | +0.80                          | C   | UH   | <a href="#">Projects spanning M398 to M399</a>   | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.30           | Sep 2001           |                 |
| 79.55          | +0.96                          | C   | J    | Old SA089 Cont Toward Airport  |               |            |                     |               |                      |       |                |                    |                 |
| 79.62          | +1.03                          | C   | MD   | Variable 0-12 ft Painted Median  |               |            |                     |               | 6                    |       | 0.03           |                    |                 |
| 79.65          | +1.06                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.03           |                    |                 |
| 79.66          | +1.08                          | C   | J    | Segment End SA089 at I 017, overlaps I 017 Exit #337 G-ramp and I 017 for 2.7921 miles |               |            |                     |               |                      |       |                |                    |                 |
| 82.46          | M399 +2.87                     | C   | J    | Continue SA089 at I 017 & I 040 Flagstaff  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | Inside Flagstaff Urbanized Area  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Inside Flagstaff Elev 6905, Coconino County  |               |            |                     |               |                      |       |                |                    |                 |
| 82.58          | +2.99                          | C   | OP   | Exit #401 McConnell Dr   |               |            |                     |               |                      |       | 1967           | 175 ft Concrete    |                 |
| 82.64          | M401 +0.95                     | C   | UH   | <a href="#">Projects spanning M401 to M402</a>   | AC            | MBH        | 4                   | 4             | 48                   | 8     | 0.05           | 90                 |                 |
|                |                                | C   | MD   | 2 ft Curbed Median   |               |            |                     |               |                      |       | 0.21           |                    |                 |
| 82.67          | +0.97                          | C   | J    | Forest Meadows St (Signalized) -- [L234]   |               |            |                     |               |                      |       | 19 Aug 2004    |                    |                 |
| 82.68          | +0.98                          | C   | TI   | NB McConnell Drive (off)   | Unk           | Unk        | 1                   |               | 12                   |       | 0.13           |                    |                 |
| 82.69          | M402 +0.00                     | C   | UH   | <a href="#">Projects spanning M402 to M403</a>   | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.16           | 19 Aug 2004        |                 |
|                |                                | C   | CG   | Curb and Sidewalk to Left and Right  |               |            |                     |               |                      |       | 1.18           | 19 Aug 2004        |                 |
| 82.74          | +0.04                          | C   | TI   | SB McConnell Drive (on)  | Unk           | Unk        | 1                   |               | 12                   |       | 0.07           |                    |                 |
| 82.76          | +0.06                          | C   | J    | Saunders Dr -- [R1]  |               |            |                     |               |                      |       | 19 Aug 2004    |                    |                 |

**SA089 at M402+0.06**

**M402+0.06 on SA089**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SA089 at M402+0.07**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M402+0.07 on SA089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 82.76          | M402 +0.07                     | A   | TI (EB/WB) McConnell Drive Crossing               | Unk          | Unk           | 2          |                     | 24            |                      | 0.10  |                |                    |                 |
| 82.84          | +0.14                          | C   | J Local Rd -- [R1]                                |              |               |            |                     |               |                      |       | 19 Aug 2004    |                    |                 |
| 82.86          | +0.16                          | C   | UH <a href="#">Projects spanning M402 to M403</a> | AC           | AC            | 4          | 0                   | 48            | 0                    | 1.02  | 19 Aug 2004    |                    |                 |
|                |                                | C   | MD 12 ft Painted Median                           |              |               |            |                     | 12            |                      | 1.02  |                |                    |                 |
| 82.98          | +0.28                          | C   | J University Dr (Signalized) -- [B124]            |              |               |            |                     |               |                      |       | 19 Aug 2004    |                    |                 |
| 83.03          | +0.33                          | C   | J University Ave -- [L3]                          |              |               |            |                     |               |                      |       | 19 Aug 2004    |                    |                 |
| 83.13          | +0.44                          | C   | J Chambers Dr -- [R1]                             |              |               |            |                     |               |                      |       | 19 Aug 2004    |                    |                 |
| 83.38          | +0.68                          | C   | J Plaza Way (Signalized) -- [B24]                 |              |               |            |                     |               |                      |       | 19 Aug 2004    |                    |                 |
| 83.46          | +0.76                          | C   | J Riordan Rd (Signalized) -- [B1234]              |              |               |            |                     |               |                      |       | 19 Aug 2004    |                    |                 |
| 83.69          | +0.99                          | C   | J End SA089 at SB040(4) -- [L2]                   |              |               |            |                     |               |                      |       |                |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SA089 at M317+0.73**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M317+0.73 on SA089**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SA089 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.44  | M317 +0.73                     | N   | J    | Begin SA089 SB at S 089 West Right-of-Way      |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M317 to M318</a> | AC            | AC         | 2                   | 8             | 24                   | 4     | 3.60           | 26 Oct 2001        |                 |
| 0.46  | +0.76                          | N   | J    | (SB) S 089 -- [B34]                            |               |            |                     |               |                      |       |                |                    |                 |
| 1.16  | M318 +0.45                     | N   | TI   | (SB) New Caldwell Dr (on)                      | Unk           | Unk        | 1                   | 4             | 12                   | 2     | 0.21           | 26 Oct 2001        |                 |
| 1.35  | +0.63                          | N   | TI   | (SB) New Caldwell Dr (off)                     | Unk           | Unk        | 1                   | 4             | 12                   | 3     | 0.19           | 26 Oct 2001        |                 |
| 4.04  | M321 +0.33                     | N   | SB   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.04           | Oct 2003           |                 |
| 4.08  | +0.36                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.15           | Oct 2003           |                 |
| 4.23  | +0.51                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.23           | Oct 2003           |                 |
| 4.46  | +0.75                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.36           | Oct 2003           |                 |
| 4.82  | M322 +0.10                     | N   | SB   | <a href="#">Projects spanning M322 to M323</a> | AC            | AC         | 2                   | 12            | 24                   | 6     | 0.13           | Oct 2003           |                 |
| 4.84  | +0.13                          | N   | TI   | (SB) Glassford Hill Rd (on)                    | Unk           | Unk        | 1                   | 2             | 12                   | 12    | 0.37           | Oct 2003           |                 |
|   |                                | N   | OP   | (SB) Exit #322 Glassford Hill Rd               |               |            |                     |               |                      |       |                | 200310             | 250 ft Unknown  |
| 4.95  | +0.24                          | N   | SB   | <a href="#">Projects spanning M322 to M323</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.17           | Oct 2003           |                 |
| 5.12  | +0.41                          | N   | TI   | (SB) Glassford Hill Rd (off)                   | Unk           | Unk        | 1                   | 2             | 12                   | 12    | 0.28           | Oct 2003           |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M322 to M323</a> | AC            | AC         | 2                   | 10            | 36                   | 4     | 0.22           | Oct 2003           |                 |
| 5.35  | +0.63                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 30                   | 4     | 0.06           | Oct 2003           |                 |
| 5.40  | +0.69                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.17           | Oct 2003           |                 |
| 5.57  | +0.86                          | N   | SB   |  | AC            | AC         | 1.5                 | 10            | 18                   | 4     | 0.03           | Oct 2003           |                 |
| 5.61  | +0.90                          | N   | SB   |  | AC            | AC         | 1                   | 10            | 12                   | 4     | 0.10           | Oct 2003           |                 |
| 5.71  | M323 +0.00                     | N   | SB   | <a href="#">Projects spanning M323 to M324</a> | AC            | AC         | 1                   | 10            | 12                   | 2     | 0.12           | Oct 2003           |                 |
| 5.83  | +0.11                          | N   | SB   |  | AC            | AC         | 1.5                 | 6             | 18                   | 2     | 0.09           | Oct 2003           |                 |
| 5.92  | +0.21                          | N   | SB   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.18           | Oct 2003           |                 |
| 6.11  | +0.39                          | N   | J    | (SB) Viewpoint Dr (Signalized) -- [B34]        |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M323 to M324</a> | AC            | AC         | 2                   | 3             | 24                   | 2     | 0.07           | Oct 2003           |                 |
| 6.18  | +0.46                          | N   | SB   |  | AC            | AC         | 2                   | 3             | 24                   | 1.5   | 0.07           | Oct 2003           |                 |
| 6.24  | +0.53                          | N   | SB   |  | AC            | AC         | 2                   | 3             | 24                   | 1     | 0.31           | Oct 2003           |                 |
| 6.55  | +0.83                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.21           | Oct 2003           |                 |
| 6.76  | M324 +0.05                     | N   | SB   | <a href="#">Projects spanning M324 to M325</a> | AC            | AC         | 1                   | 2             | 12                   | 2     | 0.07           | Oct 2003           |                 |
| 6.81  | +0.12                          | N   | TI   | (SB) SA089 Connector                           | AC            | AC         | 1                   | 10            | 12                   | 2     | 0.40           | Oct 2003           |                 |
| 6.83  |                                | N   | J    | SA089 return to single centerline              |               |            |                     |               |                      |       |                |                    |                 |
| 26.94   | M344 +0.32                     | N   | J    | Continue SA089 SB in Jerome                    |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M344 to M345</a> | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.18           | 22 Nov 2000        |                 |
| 27.12   | +0.49                          | N   | J    | SA089 return to single centerline              |               |            |                     |               |                      |       |                |                    |                 |
| 37.52   | M356                           | N   | J    | Continue SA089 SB in Cottonwood                |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M356 to M357</a> | AC            | AC         | 2                   | 9.6           | 24                   | 0     | 0.05           | 17 Mar 2001        |                 |
| 37.56   | +0.53                          | N   | SB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.77           | 17 Mar 2001        |                 |
| 38.33   | M357 +0.35                     | N   | SB   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 10            | 24                   | 4     | 4.91           | 25 Jun 2002        |                 |

**SA089 at M357+0.35**

**M357+0.35 on SA089**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**SA089 at M361+0.88**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M361+0.88 on SA089**

| GIS Route Mile                                      | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes    | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|---|--------------|---------------|---------------|---------------------|------------------------|----------------------|--------------|----------------|-----------------------|-----------------|
| 42.92   | M361 +0.88                     | N   | BR (SB) Spring Creek                              |              |               |               |                     |                        |                      |              | 25 Jun 2002    | 279 ft Concrete       |                 |
| 43.24   | M362 +0.20                     | N   | SB <a href="#">Projects spanning M362 to M363</a> | AC           | AC            | 2             | 10                  | 30                     | 4                    | 0.18         | 25 Jun 2002    |                       |                 |
| 43.43   | +0.38                          | N   | SB  | AC           | AC            | 2             | 10                  | 36                     | 4                    | 0.13         | 25 Jun 2002    |                       |                 |
| 43.55   | +0.51                          | N   | SB  | AC           | AC            | 2             | 10                  | 24                     | 4                    | 0.13         | 25 Jun 2002    |                       |                 |
|   |                                | N   | TI (SB) SA089 NB/Page Springs Rd (on)             |              |               |               |                     |                        |                      |              |                |                       |                 |
| 43.57   | +0.53                          | N   | TI (SB) Exit # 362 Page Springs Rd (on)           | Unk          | Unk           | 1             | 6                   | 14                     | 2                    | 0.04         | 25 Jun 2002    |                       |                 |
| 43.68   | +0.64                          | N   | TI (SB) Exit # 362 Page Springs Rd (off)          | Unk          | Unk           | 1             | 6                   | 12                     | 4                    | 0.12         | 26 Jun 2002    |                       |                 |
| 43.69   |                                | N   | SB <a href="#">Projects spanning M362 to M363</a> | AC           | AC            | 2             | 10                  | 36                     | 4                    | 0.04         | 25 Jun 2002    |                       |                 |
| 43.72   | +0.68                          | N   | SB  | AC           | AC            | 2             | 10                  | 30                     | 4                    | 0.05         | 25 Jun 2002    |                       |                 |
| 43.78   | +0.73                          | N   | SB  | AC           | AC            | 2             | 10                  | 24                     | 4                    | 3.60         | 25 Jun 2002    |                       |                 |
| 47.38   | M366 +0.38                     | N   | SB <a href="#">Projects spanning M366 to M367</a> | AC           | AC            | 2             | 10                  | 24                     | 4                    | 2.93         | Aug 2002       |                       |                 |
| 48.33   | M367 +0.30                     | N   | FR Two Way Frontage Rd Left                       | AC           | Unk           | 2             | 0                   | 24                     | 0                    | 0.36         | 2002           |                       |                 |
| 50.32   | M369 +0.29                     | N   | SB <a href="#">Projects spanning M369 to M370</a> | AC           | AC            | 2             | 7                   | 24                     | 4                    | 0.02         | Aug 2002       |                       |                 |
| 50.33   | +0.31                          | N   | SB  | AC           | AC            | 2             | 7                   | 24                     | 3                    | 0.07         | Aug 2002       |                       |                 |
|   |                                | N   | CG Curb to Right                                  |              |               |               |                     |                        |                      | 0.07         |                |                       |                 |
| 50.41   | +0.38                          | N   | SB <a href="#">Projects spanning M369 to M370</a> | AC           | AC            | 2             | 4                   | 24                     | 2                    | 1.09         | Aug 2002       |                       |                 |
|   |                                | N   | CG Curb to Left and Right                         |              |               |               |                     |                        |                      | 1.09         |                |                       |                 |
| 50.44   | +0.41                          | N   | J Cultural Park Entrance -- [L3]                  |              |               |               |                     |                        |                      |              |                |                       |                 |
| 51.49   | M370 +0.47                     | N   | J SA089 return to single centerline               |              |               |               |                     |                        |                      |              |                |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>           |                                |     |   |              |               | <b>176.36</b> | <b>2.65</b>         | <b>26.66</b>           | <b>4.02</b>          | <b>79.90</b> | <b>1998.1</b>  | 29.07 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>       |                                |     |   |              |               | <b>40.71</b>  | <b>8.97</b>         | <b>24.29</b>           | <b>3.75</b>          | <b>20.53</b> | <b>2001.9</b>  |                       |                 |
| <b>Non-Cardinal Frontage Roads Averages/Totals:</b> |                                |     |   |              |               | <b>0.72</b>   | <b>0.00</b>         | <b>24.00</b>           | <b>0.00</b>          | <b>0.36</b>  |                |                       |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SA180 at M343+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M343+0.10 on SA180**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>SA180 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |              |                     |               |                      |              |                |                      |                 |
| 0.00   | M343 +0.10                     | C   | J    | Begin SA180 at U 180 North of Concho           |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Apache County                           |               |              |                     |               |                      |              |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M343 to M344</a> |               |              |                     |               |                      |              |                |                      |                 |
| 0.25   | +0.35                          | C   | UH   | AC   | MBH           | 2            | 5                   | 24            | 5                    | 0.25         | 30 Jun 2004    |                      |                 |
| 0.63   | +0.72                          | C   | J    | AC   | AC            | 2            | 0                   | 24            | 0                    | 5.39         | 30 Jun 2004    |                      |                 |
| 5.64   | M348 +0.74                     | C   | UH   | <a href="#">Projects spanning M348 to M349</a> |               |              |                     |               |                      |              |                |                      |                 |
| 11.20  | M354 +0.27                     | C   | J    | AC   | AC            | 2            | 4                   | 24            | 4                    | 5.56         | 30 Jun 2004    |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>22.40</b> | <b>2.10</b>         | <b>24.00</b>  | <b>2.10</b>          | <b>11.20</b> | <b>2004.0</b>  | 0.00 Miles of Median |                 |

**SA180 at M354+0.27**

**M354+0.27 on SA180**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SAS89 at M324+0.46**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M324+0.46 on SAS89**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SAS89 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00   | M324 +0.46                     | C   | J    | Begin SAS89 at SA089 near Prescott Valley -- [B34] |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | JB   | Inside Yavapai County                              |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M324 to M325</a>     |               |             |                     |               |                      |             |                |                      |                 |
| 1.84   | M326 +0.30                     | C   | J    | AC   | AC            | 2           | 7                   | 24            | 7                    | 1.80        | Oct 2003       |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>3.60</b> | <b>7.00</b>         | <b>24.00</b>  | <b>7.00</b>          | <b>1.80</b> | <b>2003.0</b>  | 0.00 Miles of Median |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB008(1) at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on SB008(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB008(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.03  | M000 +0.00                     | C   | J    | Begin SB008(1) AZ/CA State Line on Colorado River Bridge |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UB   | Inside Yuma Urbanized Area                               |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Yuma, Yuma County                                 |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | EB   | PCC  | PCC           | 2          | 2                   | 24            | 2                    | 0.08  | 56             |                    |                 |
|   |                                | C   | MD   | 6 ft Concrete Curbed Median                              |               |            |                     |               |                      |       |                |                    |                 |
| 0.06  | +0.03                          | A   | BR   | Colorado River   |               |            |                     |               |                      |       |                |                    |                 |
| 0.11  | +0.08                          | C   | EB   | AC   | AC            | 2          | 2                   | 24            | 2                    | 0.21  | 1956           | 837 ft Steel       |                 |
|   |                                | C   | MD   | Variable Soil Median                                     |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                                   |               |            |                     |               |                      |       |                |                    |                 |
| 0.30  | +0.27                          | C   | J    | 1st St   |               |            |                     |               |                      |       |                |                    |                 |
| 0.31  | +0.28                          | C   | UH   | AC   | AC            | 4          | 0                   | 48            | 0                    | 3.52  | 1996           |                    |                 |
| 0.35  | +0.32                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 0.60  | +0.57                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.15  | M001 +0.11                     | C   | J    | 8th St (Signalized) -- [B24]                             |               |            |                     |               |                      |       |                |                    |                 |
| 1.19  | +0.15                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.41  | +0.37                          | C   | J    | 10th St (Signalized) -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 1.45  | +0.41                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.91  | +0.86                          | C   | J    | 14th St (Signalized) -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 1.95  | +0.91                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 2.03  | +0.99                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 2.16  | M002 +0.11                     | C   | J    | U 095 aka 16th St  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | CG   | Curb and Sidewalk to Left and Right                      |               |            |                     |               |                      |       |                |                    |                 |
| 2.22  | +0.17                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 2.91  | +0.87                          | C   | J    | 22nd St (Signalized) -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 2.95  | +0.90                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 3.16  | M003 +0.12                     | C   | J    | 24th St (Signalized) -- [B124]                           |               |            |                     |               |                      |       |                |                    |                 |
| 3.23  | +0.18                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 3.71  | +0.66                          | C   | MD   | 12 ft Painted Median                                     |               |            |                     |               |                      |       |                |                    |                 |
| 3.83  | +0.78                          | C   | UH   | AC   | AC            | 3          | 0                   | 36            | 0                    | 0.22  | 1996           |                    |                 |
|   |                                | C   | MD   | Concrete Curbed Median                                   |               |            |                     |               |                      |       |                |                    |                 |
| 3.90  | +0.85                          | A   | J    | Catalina Dr (Signalized) -- [B24]                        |               |            |                     |               |                      |       |                |                    |                 |
| 4.05  | +1.00                          | C   | UH   | AC   | AC            | 3          | 0                   | 36            | 0                    | 0.29  | 1997           |                    |                 |
| 4.34  | M004 +0.27                     | C   | J    | Catalina Dr. -- [B24]                                    |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                                   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | J    | 32nd St -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | AC   | AC            | 3          | 0                   | 36            | 0                    | 2.17  | Sep 1999       |                    |                 |
| 4.38  | +0.31                          | C   | CG   | Curb to Left and Right                                   |               |            |                     |               |                      |       |                |                    |                 |

**SB008(1) at M004+0.31**

**M004+0.31 on SB008(1)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB008(1) at M004+0.37**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M004+0.37 on SB008(1)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 4.44           | M004 +0.37                     | C   | MD   |   |               |            |                     |               |                      | 2.11  |                |                    |                 |
| 4.46           | +0.39                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 4.54           | +0.47                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 4.59           | +0.52                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 4.74           | +0.67                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 4.85           | +0.78                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 4.99           | +0.92                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 5.11           | M005 +0.06                     | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 5.22           | +0.17                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 5.55           | +0.51                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 5.61           | +0.56                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 6.02           | M006 +0.04                     | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 6.12           | +0.14                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 6.43           | +0.45                          | C   | J    |   |               |            |                     |               |                      |       |                |                    |                 |
| 6.51           | +0.53                          | C   | EB   | <a href="#">Projects spanning M6 to M7</a>  | AC            | AC         | 2                   | 2             | 24                   | 10    | 0.07           | Sep 1999           |                 |
| 6.55           | +0.57                          | A   | J    | SR 280 (Avenue 3E) -- [B1234]               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Concrete Curbed Median                      |               |            |                     |               |                      |       | 0.05           |                    |                 |
| 6.56           | +0.58                          | C   | JB   | Temp Leave Yuma                             |               |            |                     |               |                      |       |                |                    |                 |
| 6.58           | +0.60                          | C   | EB   | <a href="#">Projects spanning M6 to M7</a>  | AC            | AC         | 2                   | 2             | 24                   | 0     | 0.03           | Sep 1999           |                 |
| 6.59           | M007 +0.00                     | C   | EQ   | MP 6+0.61 Back Equals MP 7+0.00 Ahead       |               |            |                     |               |                      |       |                |                    |                 |
| 6.61           | +0.02                          | C   | UH   | <a href="#">Projects spanning M7 to M8</a>  | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.95           | Sep 1999           |                 |
| 6.62           | +0.03                          | C   | MD   | 12 ft Painted Median                        |               |            |                     |               | 12                   |       | 0.39           |                    |                 |
| 7.07           | +0.48                          | C   | J    | Ave 3 1/2E (Signalized) -- [B1234]          |               |            |                     |               |                      |       |                |                    |                 |
| 7.12           | +0.53                          | C   | MD   | 12 ft Painted Median                        |               |            |                     |               | 12                   |       | 0.40           |                    |                 |
| 7.56           | +0.97                          | C   | UH   | <a href="#">Projects spanning M7 to M8</a>  | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.03           | Sep 1999           |                 |
|                |                                | C   | CG   | Curb to Left and Right                      |               |            |                     |               |                      |       | 0.03           | 28 Oct 2004        |                 |
| 7.57           | +0.98                          | C   | JB   | Reenter Yuma                                |               |            |                     |               |                      |       |                |                    |                 |
| 7.58           | +0.99                          | C   | J    | Ave 4E (Signalized) -- [B24]                |               |            |                     |               |                      |       |                | 28 Oct 2004        |                 |
| 7.59           | +1.00                          | C   | UH   | <a href="#">Projects spanning M7 to M8</a>  | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.85           | Sep 1999           |                 |
| 7.60           | M008 +0.01                     | C   | J    | Local Rd                                    |               |            |                     |               |                      |       |                | 11 Feb 2005        |                 |
| 7.61           | +0.02                          | C   | J    | Local Rd                                    |               |            |                     |               |                      |       |                | 11 Feb 2005        |                 |
| 7.63           | +0.03                          | C   | MD   | 12 ft Painted Median                        |               |            |                     |               | 12                   |       | 0.90           |                    |                 |
| 7.98           | +0.39                          | C   | J    | Local Rd                                    |               |            |                     |               |                      |       |                | 11 Feb 2005        |                 |
| 8.03           | +0.44                          | C   | J    | Local Rd                                    |               |            |                     |               |                      |       |                | 11 Feb 2005        |                 |
| 8.33           | +0.74                          | C   | J    | Local Rd                                    |               |            |                     |               |                      |       |                | 11 Feb 2005        |                 |
| 8.44           | +0.84                          | C   | UH   | <a href="#">Projects spanning M8 to M9</a>  | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.26           | Sep 1999           |                 |
| 8.57           | +0.97                          | C   | J    | Ave 5E (Signalized) -- [B24]                |               |            |                     |               |                      |       |                | 11 Feb 2005        |                 |
| 8.64           | M009 +0.00                     | C   | MD   | 12 ft Painted Median                        |               |            |                     |               | 12                   |       | 0.87           |                    |                 |
| 8.70           | +0.06                          | C   | UH   | <a href="#">Projects spanning M9 to M10</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.37           | Sep 1999           |                 |

**SB008(1) at M009+0.06**

**M009+0.06 on SB008(1)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB008(1) at M009+0.43**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M009+0.43 on SB008(1)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 9.07           | M009+0.43                      | C   | UH   | <a href="#">Projects spanning M9 to M10</a>  |               |            |                     |               |                      |       |                |                    |                 |
| 9.13           | +0.50                          | C   | UH   | AC   | AC            | 4          | 4                   | 60            | 4                    | 0.06  | Sep 1999       |                    |                 |
| 9.19           | +0.56                          | C   | UH   | AC   | AC            | 4          | 4                   | 54            | 4                    | 0.06  | Sep 1999       |                    |                 |
| 9.56           | +0.92                          | C   | J    | Ave 6E -- [B124]                             |               |            |                     |               |                      |       |                |                    |                 |
| 9.61           | M010+0.01                      | C   | MD   | 12 ft Painted Median                         |               |            |                     |               |                      |       |                |                    |                 |
| 10.06          | +0.47                          | C   | J    | S 195/Araby Rd (Signalized) -- [B234]        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                         |               |            |                     |               |                      |       |                |                    |                 |
| 10.56          | +0.96                          | C   | UB   | EUB Yuma / WUB Fortuna Foothills             |               |            |                     |               |                      |       |                |                    |                 |
| 10.58          | +0.98                          | C   | MD   | 12 ft Painted Median                         |               |            |                     |               |                      |       |                |                    |                 |
| 10.77          | M011+0.18                      | C   | UH   | <a href="#">Projects spanning M11 to M12</a> |               |            |                     |               |                      |       |                |                    |                 |
| 10.83          | +0.24                          | C   | UH   | AC   | AC            | 4          | 4                   | 54            | 4                    | 0.06  | Sep 1999       |                    |                 |
| 11.07          | +0.50                          | C   | J    | End SB008(1) at 32ND St                      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | X    | Control to City of Yuma                      |               |            |                     |               |                      |       |                |                    |                 |

**SB008(1) at M011+0.50**

**M011+0.50 on SB008(1)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB008(1) at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on SB008(1)**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|------------------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>SB008(1) - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |              |                     |                        |                      |              |                |                      |                 |
| 0.03   | M000 +0.00                     | N   | J    | Begin SB008(1) WB at AZ/CA State Line on Colorado River Bridge |               |              |                     |                        |                      |              |                |                      |                 |
|  |                                | N   | WB   | <a href="#">Projects spanning M0 to M1</a>                     | PCC           | PCC          | 2                   | 2                      | 24                   | 2            | 0.08           | 56                   |                 |
| 0.11   | +0.08                          | N   | WB   |  | AC            | AC           | 2                   | 2                      | 24                   | 2            | 0.01           | 56                   |                 |
| 0.12   | +0.09                          | N   | WB   |  | AC            | AC           | 2                   | 2                      | 24                   | 2            | 0.19           | 1996                 |                 |
| 0.31   | +0.28                          | N   | J    | SB008(1) return to single centerline                           |               |              |                     |                        |                      |              |                |                      |                 |
| 3.83   | M003 +0.78                     | N   | J    | Continue SB008(1) WB divided centerline in Yuma                |               |              |                     |                        |                      |              |                |                      |                 |
|  |                                | N   | WB   | <a href="#">Projects spanning M3 to M4</a>                     | AC            | AC           | 3                   | 0                      | 36                   | 0            | 0.22           | 1996                 |                 |
| 4.05   | +1.00                          | N   | WB   |  | AC            | AC           | 3                   | 0                      | 36                   | 0            | 0.28           | 1997                 |                 |
| 4.33   | M004 +0.27                     | N   | WB   | <a href="#">Projects spanning M4 to M5</a>                     | AC            | AC           | 3                   | 0                      | 36                   | 0            | 2.18           | Sep 1999             |                 |
| 6.51   | M006 +0.54                     | N   | WB   | <a href="#">Projects spanning M6 to M7</a>                     | AC            | AC           | 3                   | 10                     | 36                   | 2            | 0.04           | Sep 1999             |                 |
| 6.54   | +0.57                          | N   | WB   |  | AC            | AC           | 2                   | 10                     | 24                   | 2            | 0.05           | Sep 1999             |                 |
| 6.60   | M007 +0.02                     | N   | J    | SB008(1) return to single centerline                           |               |              |                     |                        |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                                  |                                |     |      |  |               | <b>40.70</b> | <b>0.98</b>         | <b>44.37</b>           | <b>1.03</b>          | <b>11.04</b> | <b>1997.6</b>  | 9.76 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                              |                                |     |      |  |               | <b>8.82</b>  | <b>0.48</b>         | <b>34.70</b>           | <b>0.24</b>          | <b>3.05</b>  | <b>1997.1</b>  |                      |                 |

**SB008(1) at M007+0.02**
**M007+0.02 on SB008(1)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB008(3) at M117+0.32**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M117+0.32 on SB008(3)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB008(3) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.32  | M117 +0.32                     | C   | J    | Begin SB-8(3) at I-8 Exit #115 at E End of A-Ramp (Unofficial) |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Gila Bend, Maricopa County                              |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M117 to M118</a>                 | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.66           | 71                 |                 |
|   |                                | C   | X    | Begin SB008(3) at I 008 Exit #115 near Gila Bend (Official)    |               |            |                     |               |                      |       |                |                    |                 |
| 0.80  | +0.80                          | C   | UP   | I 008 EB   |               |            |                     |               |                      |       |                |                    |                 |
| 0.95  | +0.95                          | C   | J    | C-Ramp at Exit #115 (to I 008 WB)                              |               |            |                     |               |                      |       |                |                    |                 |
| 0.98  | +0.98                          | C   | UH   | <a href="#">Projects spanning M117 to M118</a>                 | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.23           | 90                 |                 |
| 1.21  | M118 +0.21                     | C   | UH   | <a href="#">Projects spanning M118 to M119</a>                 | AC            | MBH        | 4                   | 2             | 48                   | 2     | 2.09           | 90                 |                 |
|   |                                | C   | OP   | S 085(1)   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
| 1.40  | +0.40                          | C   | J    | S 085(1) SB to Ajo   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 1.47  | +0.47                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 1.77  | +0.77                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 1.87  | +0.87                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.00  | +1.00                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.14  | M119 +0.13                     | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.26  | +0.25                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.46  | +0.45                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.54  | +0.53                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.59  | +0.58                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.70  | +0.69                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.74  | +0.73                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.89  | +0.88                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 3.00  | +0.99                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 3.02  | M120 +0.00                     | C   | VMS  | (SB) Variable Message Sign #11 (Proposed)                      |               |            |                     |               |                      |       |                |                    |                 |
| 3.10  | +0.08                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 3.25  | +0.23                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 3.27  | +0.25                          | C   | BR   | Gillespie Canal Bridge   |               |            |                     |               |                      |       |                |                    |                 |
| 3.30  | +0.28                          | C   | J    | S 085(2) NB to Buckeye   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | EB   | <a href="#">Projects spanning M120 to M121</a>                 | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.12           | 87                 |                 |
| 3.31  | +0.29                          | C   | MD   | Variable Concrete Curbed Median                                |               |            |                     |               |                      |       |                |                    |                 |
| 3.41  | +0.39                          | C   | EB   | <a href="#">Projects spanning M120 to M121</a>                 | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.62           | 1993               |                 |
|   |                                | C   | MD   | Variable Soil Median   |               |            |                     |               |                      |       |                |                    |                 |
| 3.51  | +0.49                          | C   | OP   | (EB) Union Pacific RR  |               |            |                     |               |                      |       |                |                    |                 |
| 4.03  | M121 +0.07                     | C   | EB   | <a href="#">Projects spanning M121 to M122</a>                 | AC            | AC         | 2                   | 6             | 24                   | 6     | 1.62           | 1993               | 148 ft Steel    |

**SB008(3) at M121+0.07**

**M121+0.07 on SB008(3)**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB008(3) at M122+0.86**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M122+0.86 on SB008(3)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 5.62           | M122 +0.86                     | C   | JB   | SCL Gila Bend                                  |               |            |                     |               |                      |       |                |                    |                 |
| 5.65           | +0.90                          | C   | EB   | <a href="#">Projects spanning M122 to M123</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.27           | 88                 |                 |
| 5.93           | +0.98                          | C   | J    | End SB008(3) at I 008 Exit #119                |               |            |                     |               |                      |       |                |                    |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB008(3) at M120+0.32**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M120+0.32 on SB008(3)**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|--------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB008(3) - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |              |                     |               |                      |             |                |                      |                 |
| 3.30   | M120 +0.32                     | N   | J    | Begin SB008(3) WB divided centerline in Gila Bend |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | N   | WB   | AC  | MBH           | 2            | 10                  | 24            | 4                    | 0.10        | 87             |                      |                 |
| 3.40   | +0.42                          | N   | WB   | AC  | AC            | 2            | 2                   | 24            | 5                    | 0.53        | 1993           |                      |                 |
| 3.45   | +0.47                          | N   | OP   | (WB) S 085  |               |              |                     |               |                      |             |                |                      |                 |
| 3.56   | +0.58                          | N   | OP   | (WB) Union Pacific RR                             |               |              |                     |               |                      |             |                |                      |                 |
| 3.93   | +0.95                          | N   | J    | SB008(3) return to single centerline              |               |              |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                                  |                                |     |      |   |               | <b>15.40</b> | <b>4.22</b>         | <b>32.94</b>  | <b>4.35</b>          | <b>5.61</b> | <b>1988.8</b>  | 1.94 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                              |                                |     |      |   |               | <b>1.26</b>  | <b>3.27</b>         | <b>24.00</b>  | <b>4.84</b>          | <b>0.63</b> | <b>1992.0</b>  |                      |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB010(1) at M017+0.45**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M017+0.45 on SB010(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB010(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M017 +0.45                     | C   | J    | Begin SB010(1) at I 010 Exit #17 A & G-ramp West Quartzite -- [R] |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Quartzsite, La Paz County                                  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.19  | 64             |                    |                 |
| 0.11  | +0.56                          | C   | OP   | I 010 Exit #17  |               |            |                     |               |                      |       |                |                    |                 |
| 0.16  | +0.61                          | C   | J    | I 010 Exit #17 J & C-ramp West Quartzite -- [L]                   |               |            |                     |               |                      |       |                |                    |                 |
| 0.19  | +0.64                          | C   | UH   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.70  | 65             |                    |                 |
| 0.26  | +0.71                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       |                |                    |                 |
| 0.89  | M018 +0.16                     | C   | UH   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.24  | 81             |                    |                 |
| 1.02  | +0.28                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       |                |                    |                 |
| 1.13  | +0.40                          | C   | UH   | AC  | AC            | 2          | 2                   | 24            | 4                    | 0.04  | 81             |                    |                 |
| 1.17  | +0.44                          | C   | UH   | AC  | AC            | 2          | 4                   | 24            | 4                    | 0.18  | 81             |                    |                 |
| 1.27  | +0.54                          | C   | BR   | Tyson Wash #1   |               |            |                     |               |                      |       |                |                    |                 |
| 1.35  | +0.62                          | C   | UH   | AC  | AC            | 2          | 4                   | 28            | 4                    | 0.03  | 81             |                    | Concrete/Steel  |
| 1.37  | +0.64                          | C   | UH   | AC  | AC            | 2          | 0                   | 28            | 0                    | 0.04  | 06 Dec 2005    |                    |                 |
| 1.38  | +0.65                          | C   | CG   | Curb and Sidewalk to Left and Right                               |               |            |                     |               |                      |       |                |                    |                 |
| 1.42  | +0.68                          | C   | UH   | AC  | AC            | 2          | 0                   | 28            | 0                    | 0.02  | 06 Dec 2005    |                    |                 |
| 1.43  | +0.70                          | C   | UH   | AC  | AC            | 2.5        | 0                   | 33.325        | 0                    | 0.02  | 06 Dec 2005    |                    |                 |
| 1.46  | +0.72                          | C   | UH   | AC  | AC            | 3.5        | 0                   | 49            | 0                    | 0.09  | 06 Dec 2005    |                    |                 |
|   | +0.73                          | C   | BR   | Tyson Wash #2   |               |            |                     |               |                      |       |                |                    |                 |
| 1.52  | +0.79                          | C   | J    | Showplace Lane -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 1.55  | +0.82                          | C   | UH   | AC  | AC            | 4          | 0                   | 56            | 0                    | 0.64  | 06 Dec 2005    |                    |                 |
| 1.60  | +0.87                          | C   | J    | Johnson Ave -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.70  | +0.97                          | C   | J    | S 095 to North and U 095 to South (Signalized) -- [B24]           |               |            |                     |               |                      |       |                |                    |                 |
| 1.76  | +1.03                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       |                |                    |                 |
| 1.77  | M019 +0.00                     | C   | CG   | Curb and Sidewalk to Left and Right                               |               |            |                     |               |                      |       |                |                    |                 |
| 1.83  | +0.06                          | C   | J    | Mesquite Ave -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 2.12  | +0.35                          | C   | J    | Palo Verde Ave -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 2.19  | +0.42                          | C   | UH   | AC  | AC            | 4          | 4                   | 48            | 4                    | 0.74  | Feb 2002       |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | J    | Plymouth Ave / Avenue 25 1/2E Ave -- [L2]                         |               |            |                     |               |                      |       |                |                    |                 |
| 2.73  | +0.96                          | C   | J    | Riggles Ave -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 2.84  | +1.07                          | C   | J    | I 010 Exit #19 J & C-ramp East Quartzite -- [R]                   |               |            |                     |               |                      |       |                |                    |                 |
| 2.86  | +1.09                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       |                |                    |                 |
| 2.87  |                                | C   | OP   | I 010 Exit #19  |               |            |                     |               |                      |       |                |                    |                 |
| 2.89  | +1.12                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       |                |                    |                 |
| 2.91  | +1.14                          | C   | J    | I 010 Exit #19 A & G-ramp East Quartzite -- [L]                   |               |            |                     |               |                      |       |                |                    |                 |
| 2.93  | M020 +0.42                     | C   | J    | End SB010(1) at I 010 Exit #19 Frontage Rd East Quartzite -- [L]  |               |            |                     |               |                      |       |                |                    |                 |

**SB010(1) at M020+0.42**

**M020+0.42 on SB010(1)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB010(1) at M020+0.42**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M020+0.42 on SB010(1)**

| GIS<br>Route<br>Mile                      | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles       | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|-----------------|------------------|---------------|---------------------------|------------------|----------------------------|-------------|----------------|-----------------------|--------------------|
| <b>Cardinal Mainline Averages/Totals:</b> |                                      |     |      |                 |                  | <b>8.77</b>   | <b>2.10</b>               | <b>38.01</b>     | <b>2.12</b>                | <b>2.93</b> | <b>1988.0</b>  | 2.43 Miles of Median  |                    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB010(3) at M303+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M303+0.50 on SB010(3)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB010(3) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M303 +0.50                     | C   | J    | (EB) Begin SB010(3) Exit #303 at I 010 West Benson |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Benson, Cochise County                      |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | EB   | AC   | MBH           | 1          | 10                  | 12            | 10                   | 0.14  | 69             |                    |                 |
|   |                                | C   | MD   | Variable Soil Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 0.14  | +0.64                          | C   | EB   | AC   | MBH           | 1.5        | 0                   | 18            | 0                    | 0.03  | 85             |                    |                 |
| 0.17  | +0.67                          | C   | EB   | AC   | MBH           | 2          | 4                   | 24            | 4                    | 0.02  | 85             |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       |                |                    |                 |
| 0.19  | +0.69                          | C   | EB   | AC   | AC            | 2          | 2                   | 24            | 2                    | 0.30  | 1997           |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       |                |                    |                 |
| 0.49  | +0.98                          | C   | UH   | AC   | AC            | 4          | 2                   | 48            | 2                    | 0.73  | 1997           |                    |                 |
|   |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 1.22  | M304 +0.69                     | C   | UH   | AC   | AC            | 4          | 10                  | 48            | 10                   | 0.62  | 1997           |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       |                |                    |                 |
| 1.33  | +0.79                          | C   | J    | North to I 010 (Ocotillo Ave) -- [B24]             |               |            |                     |               |                      |       |                |                    |                 |
| 1.38  | +0.84                          | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 1.84  | M305 +0.29                     | C   | UH   | AC   | AC            | 4          | 0                   | 48            | 0                    | 0.04  | 1997           |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       |                |                    |                 |
| 1.88  | +0.33                          | C   | UH   | AC   | AC            | 4          | 2                   | 48            | 2                    | 0.11  | 1997           |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       |                |                    |                 |
| 1.91  | +0.36                          | C   | J    | Patagonia St -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 1.95  | +0.40                          | C   | VMS  | (NB) Variable Message Sign #25 (Proposed)          |               |            |                     |               |                      |       |                |                    |                 |
| 1.96  |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 1.99  | +0.44                          | C   | UH   | AC   | AC            | 4          | 1                   | 48            | 1                    | 0.15  | 85             |                    |                 |
| 2.15  | +0.59                          | C   | EB   | AC   | AC            | 2          | 0                   | 24            | 4                    | 0.03  | 85             |                    |                 |
|   |                                | C   | MD   | 2 ft Concrete Curbed Median                        |               |            |                     |               |                      |       |                |                    |                 |
| 2.18  | +0.63                          | C   | J    | S 080 to Bisbee                                    |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | EB   | AC   | AC            | 2          | 0                   | 24            | 4                    | 0.01  | 1997           |                    |                 |
| 2.19  | +0.64                          | C   | EB   | AC   | AC            | 2          | 0                   | 24            | 4                    | 0.02  | 1997           |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       |                |                    |                 |
| 2.21  | +0.66                          | C   | EB   | AC   | AC            | 1          | 0                   | 12            | 0                    | 0.35  | 1997           |                    |                 |
| 2.23  | +0.68                          | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       |                |                    |                 |
| 2.34  | +0.78                          | A   | UP   | S 080  |               |            |                     |               |                      |       |                |                    |                 |
| 2.49  | +0.94                          | C   | CG   | Curb to Left                                       |               |            |                     |               |                      |       |                |                    |                 |
| 2.57  | +1.01                          | C   | UH   | AC   | AC            | 2          | 8                   | 24            | 14                   | 0.51  | 1997           |                    |                 |
|   |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 3.04  | M306 +0.47                     | C   | J    | Pomerene Rd -- [L2]                                |               |            |                     |               |                      |       |                |                    |                 |
| 3.06  | +0.48                          | C   | BR   | San Pedro River                                    |               |            |                     |               |                      |       |                |                    |                 |
|   |                                |     |      |  |               |            |                     |               |                      |       | 1950           | 401 ft Steel       |                 |

**SB010(3) at M306+0.48**

**M306+0.48 on SB010(3)**

14'-00"

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB010(3) at M306+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M306+0.50 on SB010(3)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 3.07           | M306 +0.50                     | C   | UH   | <a href="#">Projects spanning M306 to M307</a> | AC            | AC         | 2                   | 8             | 24                   | 14    | 0.43           | 74                 |                 |
| 3.33           | +0.76                          | C   | J    | I 010 Exit #306 -- [R1]                        |               |            |                     |               |                      |       |                |                    |                 |
| 3.39           | +0.81                          | C   | J    | I 010 Exit #306 -- [R]                         |               |            |                     |               |                      |       |                |                    |                 |
| 3.43           | +0.85                          | C   | UP   | I 010 EB                                       |               |            |                     |               |                      |       | 1974           |                    | 16'-04"         |
| 3.45           | +0.87                          | C   | UP   | I 010 WB                                       |               |            |                     |               |                      |       | 1974           |                    | 16'-04"         |
| 3.51           | +0.98                          | C   | J    | End SB010(3) at I 010 Exit #306 -- [R]         |               |            |                     |               |                      |       |                |                    |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB010(3) at M303+0.86**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M303+0.86 on SB010(3)**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB010(3) - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |             |                     |               |                      |             |                |                      |                 |
| 0.54   | M303 +0.86                     | N   | J    | (WB) Begin SB010(3) divided centerline in Benson  |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | N   | WB   | AC  | AC            | 2           | 2                   | 24            | 2                    | 0.10        | 30 May 2000    |                      |                 |
| 0.64   | +0.95                          | N   | J    | SB010(3) return to single centerline              |               |             |                     |               |                      |             |                |                      |                 |
| 2.29   | M305 +0.59                     | N   | J    | Continue SB010(3) WB divided centerline in Benson |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | N   | WB   | AC  | AC            | 1           | 0                   | 12            | 2                    | 0.10        | 1997           |                      |                 |
| 2.39   | +0.68                          | N   | WB   | AC  | AC            | 1           | 0                   | 12            | 0                    | 0.04        | 1997           |                      |                 |
| 2.43   | +0.72                          | N   | WB   | AC  | AC            | 1           | 0                   | 12            | 0                    | 0.28        | 85             |                      |                 |
| 2.71   | +1.01                          | N   | J    | SB010(3) return to single centerline              |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                                  |                                |     |      |   |               | <b>9.78</b> | <b>5.05</b>         | <b>33.61</b>  | <b>6.74</b>          | <b>3.49</b> | <b>1992.3</b>  | 2.73 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                              |                                |     |      |   |               | <b>0.62</b> | <b>0.38</b>         | <b>14.31</b>  | <b>0.77</b>          | <b>0.52</b> | <b>1991.1</b>  |                      |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB010(4) at M336+0.39**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M336+0.39 on SB010(4)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|--------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB010(4) - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |              |                     |               |                      |             |                |                      |                 |
| 0.00  | M336 +0.39                     | C   | J    | Begin SB010(4) at I 010 Exit #344 J &C-Ramp West Willcox -- [L] |               |              |                     |               |                      |             |                |                      |                 |
|   |                                | C   | JB   | Inside Cochise County   |               |              |                     |               |                      |             |                |                      |                 |
|   |                                | C   | UH   | AC  | AC            | 2            | 5                   | 24            | 5                    | 3.16        | 85             |                      |                 |
| 0.27  | +0.66                          | C   | J    | I 010 Exit #344 G-Ramp West Willcox -- [L]                      |               |              |                     |               |                      |             |                |                      |                 |
| 0.31  | +0.69                          | C   | J    | I 010 Exit #344 A-Ramp West Willcox                             |               |              |                     |               |                      |             |                |                      |                 |
| 2.92  | M339 +0.38                     | C   | JB   | WCL Willcox Elev 4182   |               |              |                     |               |                      |             |                |                      |                 |
| 3.11  | +0.56                          | C   | J    | Arizona Ave   |               |              |                     |               |                      |             |                |                      |                 |
| 3.16  | +0.62                          | C   | UH   | AC  | AC            | 2            | 12                  | 24            | 12                   | 0.21        | 85             |                      |                 |
| 3.37  | +0.83                          | C   | UH   | AC  | AC            | 2            | 14                  | 24            | 14                   | 1.02        | 85             |                      |                 |
|   |                                | C   | CG   | Curb to Left and Right  |               |              |                     |               |                      |             |                |                      |                 |
| 3.72  | M340 +0.11                     | C   | J    | S 186 S to Dos Cabezas  |               |              |                     |               |                      |             |                |                      |                 |
| 4.19  | +0.58                          | C   | CG   | Curb to Left and Right  |               |              |                     |               |                      |             |                |                      |                 |
| 4.39  | +0.78                          | C   | UH   | AC  | AC            | 2            | 14                  | 24            | 14                   | 0.21        | 14 Aug 2001    |                      |                 |
| 4.43  | +0.82                          | C   | J    | S 186 N to I 010  |               |              |                     |               |                      |             |                |                      |                 |
|   |                                | C   | MD   | 12 ft Painted Median  |               |              |                     |               |                      |             |                |                      |                 |
| 4.60  | +0.99                          | C   | UH   | AC  | AC            | 2            | 5                   | 24            | 5                    | 0.71        | 14 Aug 2001    |                      |                 |
| 5.31  | M341 +0.63                     | C   | UH   | AC  | AC            | 2            | 5                   | 24            | 5                    | 3.02        | 85             |                      |                 |
| 5.39  | +0.70                          | C   | JB   | ECL Willcox Elev 4182   |               |              |                     |               |                      |             |                |                      |                 |
| 8.33  | M344 +0.66                     | C   | J    | End SB010(4) at I 010 Exit #344 C-ramp                          |               |              |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |   |               | <b>16.66</b> | <b>6.51</b>         | <b>24.00</b>  | <b>6.51</b>          | <b>8.33</b> | <b>1986.8</b>  | 0.88 Miles of Median |                 |

**SB010(4) at M344+0.66**

**M344+0.66 on SB010(4)**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB010(5) at M362+0.48**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M362+0.48 on SB010(5)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>SB010(5) - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |             |                |                    |                      |
| 0.20  | M362 +0.48                     | C   | J    | Begin SB010(5) at I 010 Exit #362 OP West Bowie |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | JB   | Inside Cochise County                           |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | UH   | <a href="#">Projects spanning M362 to M363</a>  | AC            | MBH        | 2                   | 8             | 24                   | 8           | 0.52           | 68                 |                      |
| 0.38  | +0.67                          | C   | OP   | I 010 Exit #362                                 |               |            |                     |               |                      |             |                | Unknown            |                      |
| 0.71  | +1.00                          | C   | J    | I 010 Exit #362 J & D-ramp -- [L]               |               |            |                     |               |                      |             |                |                    |                      |
| 0.72  |                                | C   | UH   | <a href="#">Projects spanning M362 to M363</a>  | AC            | MBH        | 2                   | 6             | 24                   | 6           | 0.92           | 85                 |                      |
| 1.63  | M364 +0.03                     | C   | UH   | <a href="#">Projects spanning M364 to M365</a>  | AC            | MBH        | 4                   | 6             | 48                   | 6           | 0.55           | 85                 |                      |
| 1.95  | +0.34                          | C   | X    | Bowie (Unincorporated) Elev 3765                |               |            |                     |               |                      |             |                |                    |                      |
| 2.18  | +0.58                          | C   | UH   | <a href="#">Projects spanning M364 to M365</a>  | AC            | MBH        | 3                   | 6             | 36                   | 6           | 0.15           | 85                 |                      |
| 2.32  | +0.72                          | C   | UH   |   | AC            | MBH        | 2                   | 6             | 24                   | 6           | 1.71           | 85                 |                      |
| 4.04  | M366 +0.41                     | C   | UH   | <a href="#">Projects spanning M366 to M367</a>  | AC            | MBH        | 2                   | 8             | 24                   | 8           | 0.48           | 68                 |                      |
| 4.05  | +0.42                          | C   | J    | I 010 Exit #366 Frontage Rd -- [L]              |               |            |                     |               |                      |             |                |                    |                      |
| 4.09  | +0.46                          | C   | J    | I 010 Exit #366 C-ramp                          |               |            |                     |               |                      |             |                |                    |                      |
| 4.17  | +0.54                          | C   | J    | I 010 Exit #366 J & C-ramp -- [R]               |               |            |                     |               |                      |             |                |                    |                      |
| 4.27  | +0.64                          | C   | OP   | I 010 Exit #366                                 |               |            |                     |               |                      |             |                | Unknown            |                      |
| 4.51  | +0.88                          | C   | J    | End SB010(5) at I 010 Exit #366                 |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |   |               |            | <b>9.91</b>         | <b>6.46</b>   | <b>27.46</b>         | <b>6.46</b> | <b>4.33</b>    | <b>1981.1</b>      | 0.00 Miles of Median |

**SB010(5) at M366+0.88**

**M366+0.88 on SB010(5)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB010(6) at M378+0.69**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M378+0.69 on SB010(6)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB010(6) - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.21  | M378 +0.69                     | C   | J    | Begin SB010(6) at I 010 Exit #378 A & F-ramp OP San Simon |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M378 to M379</a>            | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.14           | 67                 |                 |
| 0.35  | +0.83                          | C   | UH   |   | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.17           | 61                 |                 |
| 0.42  | +0.90                          | C   | JB   | Inside Cochise County                                     |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | OP   | I 010 Exit #378   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                |     |      |   |               |            |                     |               |                      |       |                | Unknown            |                 |
| 0.52  | M379 +0.00                     | C   | UH   | <a href="#">Projects spanning M379 to M380</a>            | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.05           | 85                 |                 |
| 0.57  | +0.05                          | C   | UH   |   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.22           | 61                 |                 |
| 0.62  | +0.09                          | C   | MD   | Variable 0-2 ft Painted Median                            |               |            |                     |               |                      |       |                |                    |                 |
|   |                                |     |      |   |               |            |                     | 1             |                      |       | 0.03           |                    |                 |
| 0.65  | +0.13                          | C   | MD   | 2 ft Concrete Curbed Median                               |               |            |                     |               |                      |       |                |                    |                 |
|   |                                |     |      |   |               |            |                     |               |                      |       | 0.05           |                    |                 |
| 0.66  |                                | C   | J    | I 010 Exit #378 J-ramp -- [L]                             |               |            |                     |               |                      |       |                |                    |                 |
| 0.69  | +0.17                          | C   | J    | I 010 Exit #378 C-ramp                                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.71  | +0.18                          | C   | MD   | Variable 2-12 ft Painted Median                           |               |            |                     |               |                      |       |                |                    |                 |
|   |                                |     |      |   |               |            |                     | 7             |                      |       | 0.04           |                    |                 |
| 0.74  | +0.22                          | C   | J    | Frontage Rd -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | MD   | 12 ft Painted Median                                      |               |            |                     |               |                      |       |                |                    |                 |
|   |                                |     |      |   |               |            |                     | 12            |                      |       | 0.15           |                    |                 |
| 0.77  | +0.25                          | C   | J    | Local Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.79  | +0.26                          | C   | UH   | <a href="#">Projects spanning M379 to M380</a>            | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.05           | 61                 |                 |
| 0.80  | +0.27                          | C   | J    | Local Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.83  | +0.31                          | C   | J    | Local Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.84  | +0.32                          | C   | UH   | <a href="#">Projects spanning M379 to M380</a>            | AC            | AC         | 2                   | 6             | 24                   | 5     | 0.72           | 61                 |                 |
| 0.86  | +0.34                          | C   | J    | Local Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 0.89  | +0.37                          | C   | MD   | Variable 12-0 ft Painted Median                           |               |            |                     |               |                      |       |                |                    |                 |
|   |                                |     |      |   |               |            |                     | 6             |                      |       | 0.03           |                    |                 |
| 1.14  | +0.62                          | C   | J    | Local Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 1.55  | M380 +0.03                     | C   | J    | Sunset St -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.56  | +0.04                          | C   | UH   | <a href="#">Projects spanning M380 to M381</a>            | AC            | AC         | 2                   | 13            | 24                   | 13    | 0.04           | 61                 |                 |
| 1.60  | +0.08                          | C   | CG   | Curb to Left and Right                                    |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M380 to M381</a>            | AC            | AC         | 2                   | 20            | 24                   | 20    | 0.31           | 61                 |                 |
| 1.62  | +0.10                          | C   | J    | Gila St -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | J    | Gila St -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.65  | +0.13                          | C   | MD   | Variable 0-12 ft Painted Median                           |               |            |                     |               |                      |       |                |                    |                 |
|   |                                |     |      |   |               |            |                     | 6             |                      |       | 0.05           |                    |                 |
| 1.69  | +0.17                          | C   | J    | San Simon St -- [B]                                       |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | MD   | 12 ft Painted Median                                      |               |            |                     |               |                      |       |                |                    |                 |
|   |                                |     |      |   |               |            |                     | 12            |                      |       | 0.30           |                    |                 |
| 1.76  | +0.24                          | C   | J    | Arizona Ave -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.84  | +0.32                          | C   | J    | Cochise Ave -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 1.91  | +0.39                          | C   | J    | Paradise St -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M380 to M381</a>            | AC            | AC         | 2                   | 13            | 24                   | 13    | 0.05           | 61                 |                 |
| 1.96  | +0.44                          | C   | UH   |   | AC            | AC         | 2                   | 6             | 24                   | 6     | 1.57           | 61                 |                 |
| 1.98  | +0.46                          | C   | J    | Chiricahua St -- [B]                                      |               |            |                     |               |                      |       |                |                    |                 |

**SB010(6) at M380+0.46**

**M380+0.46 on SB010(6)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB010(6) at M380+0.46**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M380+0.46 on SB010(6)**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| 1.98                                      | M380 +0.46                     | C   | J    | Chiricahua St -- [B]                           |               |            |                     |               |                      |             |                |                    |                      |
| 1.99                                      | +0.47                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6             |                      | 0.05        |                |                    |                      |
|   |                                | C   | X    | San Simon (Unincorporated) Elev 3613           |               |            |                     |               |                      |             |                |                    |                      |
| 2.05                                      | +0.53                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |             |                |                    |                      |
| 2.24                                      | +0.72                          | C   | J    | Cottontail Ln -- [L]                           |               |            |                     |               |                      |             |                |                    |                      |
| 3.09                                      | M381 +0.54                     | C   | BR   | San Simon River                                |               |            |                     |               |                      |             | 1939           | 180 ft Concrete    |                      |
| 3.54                                      | +0.99                          | C   | UH   | <a href="#">Projects spanning M381 to M382</a> | AC            | MBH        | 2                   | 5             | 24                   | 5           | 0.57           | 61                 |                      |
| 3.58                                      | +1.03                          | C   | J    | Frontage Rd -- [L]                             |               |            |                     |               |                      |             |                |                    |                      |
| 3.63                                      | M382 +0.02                     | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      | 0.13        |                |                    |                      |
| 3.70                                      | +0.10                          | C   | J    | I 010 Exit #382 C-ramp                         |               |            |                     |               |                      |             |                |                    |                      |
| 3.76                                      | +0.16                          | C   | J    | I 010 Exit #382 J-ramp -- [R]                  |               |            |                     |               |                      |             |                |                    |                      |
| 3.85                                      | +0.25                          | C   | OP   | I 010 Exit #382                                |               |            |                     |               |                      |             |                | Unknown            |                      |
| 4.07                                      | +0.47                          | C   | J    | Frontage Rd -- [R]                             |               |            |                     |               |                      |             |                |                    |                      |
| 4.11                                      | +0.50                          | C   | J    | End SB010(6) at I 010 Exit #382                |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |  |               |            | <b>7.78</b>         | <b>6.95</b>   | <b>24.00</b>         | <b>6.77</b> | <b>3.89</b>    | <b>1961.5</b>      | 0.83 Miles of Median |

**SB010(6) at M382+0.50**

**M382+0.50 on SB010(6)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB019(1) at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on SB019(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB019(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M000 +0.00                     | C   | J    | Begin SB019(1) at Intl Border Mexico          |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UB   | At South Border of Nogales Urbanized Area     |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Nogales, Santa Cruz County             |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | NB   | <a href="#">Projects spanning M0 to M1</a>    | AC            | AC         | 2                   | 18            | 24                   | 18    | 0.25           | 09 Dec 2001        |                 |
|   |                                | C   | MD   | Variable Concrete Curbed Median               |               |            |                     |               |                      |       | 0.25           |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                        |               |            |                     |               |                      |       | 0.25           |                    |                 |
| 0.25  | +0.25                          | C   | NB   | <a href="#">Projects spanning M0 to M1</a>    | AC            | AC         | 2                   | 10            | 24                   | 10    | 0.16           | 09 Dec 2001        |                 |
|   |                                | C   | MD   | Variable Curbed Business Median               |               |            |                     |               |                      |       | 0.46           |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                        |               |            |                     |               |                      |       | 0.16           |                    |                 |
| 0.41  | +0.41                          | C   | NB   | <a href="#">Projects spanning M0 to M1</a>    | AC            | AC         | 2                   | 9             | 24                   | 9     | 0.30           | 09 Dec 2001        |                 |
|   |                                | C   | CG   | Curb to Left and Right                        |               |            |                     |               |                      |       | 0.30           |                    |                 |
| 0.71  | +0.71                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>    | AC            | Unk        | 4                   | 0             | 48                   | 0     | 1.03           | 09 Dec 2001        |                 |
|   |                                | C   | MD   | 8 ft Painted Median                           |               |            |                     |               | 8                    |       | 0.31           |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                        |               |            |                     |               |                      |       | 0.31           |                    |                 |
| 1.02  | M001 +0.08                     | C   | MD   | 12 ft Painted Median                          |               |            |                     |               | 12                   |       | 0.25           |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right                        |               |            |                     |               |                      |       | 0.72           |                    |                 |
| 1.31  | +0.36                          | C   | J    | Western Ave (Signalized) -- [B24]             |               |            |                     |               |                      |       |                |                    |                 |
| 1.35  | +0.41                          | C   | MD   | 12 ft Painted Median                          |               |            |                     |               | 12                   |       | 0.22           |                    |                 |
| 1.47  | +0.53                          | C   | UP   | S 082   |               |            |                     |               |                      |       |                | 1967               | 15'-06"         |
| 1.60  | +0.66                          | C   | J    | S 082 -- [L24]                                |               |            |                     |               |                      |       |                |                    |                 |
| 1.63  | +0.68                          | C   | MD   | 12 ft Painted Median                          |               |            |                     |               | 12                   |       | 0.08           |                    |                 |
| 1.71  | +0.76                          | C   | J    | Doe St (Signalized) -- [B4]                   |               |            |                     |               |                      |       |                |                    |                 |
| 1.74  | +0.80                          | C   | UH   | <a href="#">Projects spanning M1 to M2</a>    | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.45           | 09 Dec 2001        |                 |
|   |                                | C   | CG   | Curb to Left and Right                        |               |            |                     |               |                      |       | 0.26           |                    |                 |
| 1.75  |                                | C   | MD   | 12 ft Painted Median                          |               |            |                     |               | 12                   |       | 0.92           |                    |                 |
| 2.19  | M002 +0.21                     | C   | UH   | <a href="#">Projects spanning M2 to M3</a>    | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.46           | 90                 |                 |
| 2.65  | +0.67                          | C   | UH   |   | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.02           | 08 Sep 2000        |                 |
| 2.67  | +0.69                          | C   | NB   |   | AC            | MBH        | 2                   | 4             | 24                   | 8     | 0.16           | 08 Sep 2000        |                 |
|   |                                | C   | MD   | Variable Concrete Curbed Median               |               |            |                     |               |                      |       | 2.51           |                    |                 |
| 2.76  | +0.77                          | C   | J    | S 189 South to I 019 and International Border |               |            |                     |               |                      |       |                |                    |                 |
| 2.83  | +0.85                          | C   | NB   | <a href="#">Projects spanning M2 to M3</a>    | AC            | MBH        | 2                   | 4             | 24                   | 8     | 0.03           | 90                 |                 |
| 2.87  | +0.88                          | C   | UH   |   | AC            | MBH        | 4                   | 4             | 48                   | 8     | 1.08           | 90                 |                 |
| 3.94  | M003 +0.95                     | C   | NB   | <a href="#">Projects spanning M3 to M4</a>    | AC            | MBH        | 2                   | 4             | 24                   | 8     | 1.24           | 90                 |                 |
| 5.01  | M005 +0.02                     | C   | JB   | NCL Nogales                                   |               |            |                     |               |                      |       |                |                    |                 |
| 5.02  | +0.03                          | C   | CG   | Curb to Left and Right                        |               |            |                     |               |                      |       | 0.16           |                    |                 |
| 5.18  | +0.19                          | C   | NB   | <a href="#">Projects spanning M5 to M6</a>    | AC            | MBH        | 2                   | 4             | 24                   | 8     | 0.56           | 68                 |                 |
|   |                                | C   | MD   | Variable Soil Median                          |               |            |                     |               |                      |       | 0.56           |                    |                 |

**SB019(1) at M005+0.19**

**M005+0.19 on SB019(1)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB019(1) at M005+0.88**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M005+0.88 on SB019(1)**

| GIS<br>Route<br>Mile | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type       | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|----------------------|--------------------------------------|-----|------|-----------------------|------------------|---------------|---------------------------|------------------|----------------------------|-------|----------------|-----------------------|--------------------|
| 5.74                 | M005 +0.88                           | C   | J    | End SB019(1) at I 019 |                  |               |                           |                  |                            |       |                |                       |                    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB019(1) at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on SB019(1)**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB019(1) - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |              |                     |               |                      |             |                |                      |                 |
| 0.01   | M000 +0.00                     | N   | J    | Begin SB019(1) SB at Intl Border Mexico            |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | N   | SB   | AC   | AC            | 2            | 8                   | 24            | 8                    | 0.28        | 09 Dec 2001    |                      |                 |
| 0.29   | +0.28                          | N   | SB   | AC   | AC            | 2            | 8                   | 24            | 8                    | 0.43        | 09 Dec 2001    |                      |                 |
| 0.72   | +0.71                          | N   | J    | SB019(1) return to single centerline               |               |              |                     |               |                      |             |                |                      |                 |
| 2.74   | M002                           | N   | J    | Continue SB019(1) SB divided centerline in Nogales |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | N   | SB   | AC   | MBH           | 2            | 8                   | 24            | 4                    | 0.17        | 90             |                      |                 |
| 2.91   | +0.88                          | N   | J    | SB019(1) return to single centerline               |               |              |                     |               |                      |             |                |                      |                 |
| 3.99   | M003 +0.95                     | N   | J    | Continue SB019(1) SB divided centerline in Nogales |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | N   | SB   | AC   | MBH           | 2            | 8                   | 24            | 4                    | 0.99        | 90             |                      |                 |
| 4.98   | M004 +0.94                     | N   | SB   | AC   | MBH           | 2            | 8                   | 24            | 4                    | 0.70        | 68             |                      |                 |
| 5.68   | M005 +0.88                     | N   | J    | End SB019(1) SB at I 019                           |               |              |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                                  |                                |     |      |  |               | <b>17.56</b> | <b>4.32</b>         | <b>36.71</b>  | <b>6.46</b>          | <b>5.74</b> | <b>1992.4</b>  | 5.56 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                              |                                |     |      |  |               | <b>5.14</b>  | <b>8.00</b>         | <b>24.00</b>  | <b>5.11</b>          | <b>2.57</b> | <b>1987.0</b>  |                      |                 |

**SB019(1) at M005+0.88**

**M005+0.88 on SB019(1)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(0) at M052+0.58**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M052+0.58 on SB040(0)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>SB040(0) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.05  | M052 +0.58                     | C   | J    | Begin SB040(0) at I 040 Exit #48 W Kingman TI                                |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | UB   | Inside Kingman Urbanized Area  |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | JB   | Inside Kingman Elev 3345   |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | DH   | <a href="#">Projects spanning M52 to M53</a>                                 | AC            | AC         | 4                   | 7             | 48                   | 7           | 0.02           | 79                 |                      |
|   |                                | C   | UP   | I 040 EB   |               |            |                     |               |                      |             |                | 1979               | 17'-02"              |
|   |                                | C   | MD   | 4 ft Concrete Curbed Median  |               |            |                     |               |                      |             | 0.05           |                    |                      |
|   |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |             | 0.32           |                    |                      |
| 0.07  | +0.59                          | C   | DH   | <a href="#">Projects spanning M52 to M53</a>                                 | AC            | AC         | 4                   | 7             | 48                   | 7           | 0.04           | Dec 1999           |                      |
| 0.09  | +0.61                          | A   | J    | I 040 Exit #48 A & G-Ramp (signalized) -- [L2]                               |               |            |                     |               |                      |             |                |                    |                      |
| 0.10  | +0.63                          | C   | UH   | <a href="#">Projects spanning M52 to M53</a>                                 | AC            | AC         | 4                   | 7             | 48                   | 7           | 0.05           | Dec 1999           |                      |
|   |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |             | 0.24           |                    |                      |
| 0.16  | +0.68                          | C   | UH   | <a href="#">Projects spanning M52 to M53</a>                                 | AC            | AC         | 4                   | 7             | 48                   | 7           | 0.01           | Dec 1999           |                      |
| 0.17  | +0.69                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 2           | 0.11           | Dec 1999           |                      |
| 0.28  | +0.80                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 48                   | 8           | 0.10           | Dec 1999           |                      |
| 0.37  | +0.86                          | C   | J    | Segment End SB040(0) at Grandview Ave (Signalized) -- [B2]                   |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | X    | SB040(0) Transferred to City of Kingman in June 2002 from Mp52.86 tp Mp56.43 |               |            |                     |               |                      |             |                |                    |                      |
| 4.08  | M056 +0.43                     | C   | J    | Continue SB040(0) at Michael St  |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | UH   | <a href="#">Projects spanning M56 to M57</a>                                 | AC            | AC         | 4                   | 2             | 48                   | 2           | 0.04           | Dec 1999           |                      |
|   |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |             | 0.04           |                    |                      |
|   |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |             | 0.22           |                    |                      |
| 4.12  | +0.46                          | C   | DH   | <a href="#">Projects spanning M56 to M57</a>                                 | AC            | AC         | 4                   | 2             | 48                   | 2           | 0.07           | Dec 1999           |                      |
|   |                                | C   | MD   | 12 ft Concrete Curbed Median   |               |            |                     |               |                      |             | 0.19           |                    |                      |
| 4.19  | +0.53                          | C   | DH   | <a href="#">Projects spanning M56 to M57</a>                                 | AC            | AC         | 4                   | 2             | 48                   | 8           | 0.12           | Dec 1999           |                      |
| 4.24  | +0.58                          | A   | J    | SB040(0) Exit #53 A & G-Ramp (signalized) -- [R4]                            |               |            |                     |               |                      |             |                |                    |                      |
| 4.31  | +0.65                          | C   | J    | End SB040(0) at I 040 Exit #53 East Kingman TI (turns into S 066)            |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               |            | <b>1.24</b>         | <b>4.90</b>   | <b>48.00</b>         | <b>4.90</b> | <b>0.31</b>    | <b>1999.0</b>      | 0.52 Miles of Median |

**SB040(0) at M056+0.65**

**M056+0.65 on SB040(0)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(1) at M138+0.81**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M138+0.81 on SB040(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB040(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00  | M138 +0.81                     | C   | J    | Begin SB040(1) at I 040 Exit #121 G & A-Ramp West Seligman TI -- [R] |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | JB   | At Seligman, Yavapai County  |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M138 to M139</a>                       | AC            | MBH         | 2                   | 8             | 24                   | 8           | 1.14           | 78                   |                 |
| 0.11  | +0.91                          | C   | J    | I 040 Exit #121 C & J-Ramp West Seligman TI -- [L]                   |               |             |                     |               |                      |             |                |                      |                 |
| 0.68  | M139 +0.46                     | C   | OP   | Burlington Northern Santa Fe RR                                      |               |             |                     |               |                      |             |                |                      |                 |
| 0.73  | +0.51                          | C   | OP   | Old US-66  |               |             |                     |               |                      |             |                |                      |                 |
| 1.14  | +0.93                          | C   | UH   | <a href="#">Projects spanning M139 to M140</a>                       | AC            | MBH         | 4                   | 2             | 48                   | 2           | 0.75           | 87                   |                 |
| 1.16  | +0.94                          | C   | J    | Begin Historic S 066 Overlap to I 040                                |               |             |                     |               |                      |             |                |                      |                 |
| 1.80  | M140 +0.57                     | C   | J    | Main St (Seligman Elev 5250)   |               |             |                     |               |                      |             |                |                      |                 |
| 1.89  | +0.67                          | C   | UH   | <a href="#">Projects spanning M140 to M141</a>                       | AC            | MBH         | 2                   | 8             | 24                   | 8           | 2.12           | 87                   |                 |
| 3.37  | M142 +0.11                     | C   | UP   | E Seligman   |               |             |                     |               |                      |             |                |                      |                 |
| 3.40  | +0.14                          | C   | UP   | Burlington Northern Santa Fe RR                                      |               |             |                     |               |                      |             |                |                      |                 |
| 4.01  | +0.75                          | C   | UH   | <a href="#">Projects spanning M142 to M143</a>                       | AC            | MBH         | 2                   | 8             | 24                   | 8           | 0.23           | 68                   |                 |
| 4.17  | +0.91                          | C   | J    | I 040 Exit #123 C & J-Ramp E Seligman TI -- [R]                      |               |             |                     |               |                      |             |                |                      |                 |
| 4.25  | M143 +0.04                     | C   | J    | End SB040(1) at I 040 Exit #123 A & G-Ramp E Seligman TI -- [L]      |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               | <b>9.98</b> | <b>6.94</b>         | <b>28.25</b>  | <b>6.94</b>          | <b>4.24</b> | <b>1983.5</b>  | 0.00 Miles of Median |                 |

**SB040(1) at M143+0.04**

**M143+0.04 on SB040(1)**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(2) at M144+0.82**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M144+0.82 on SB040(2)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB040(2) - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M144 +0.82                     | C   | J    | Begin SB040(2) at I 040 Exit #145 A & G-Ramp West Ash Fork TI (Official) -- [B] |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Yavapai County   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M144 to M145</a>                                  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.32           | 89                 |                 |
|   |                                | C   | X    | Begin SB040(2) at I 040 Exit #145 West Ash Fork TI (Unofficial)                 |               |            |                     |               |                      |       |                |                    |                 |
| 0.04  | +0.86                          | C   | UP   | I 040 EB  |               |            |                     |               |                      |       |                |                    |                 |
| 0.06  | +0.88                          | C   | UP   | I 040 WB  |               |            |                     |               |                      |       |                |                    |                 |
| 0.10  | +0.92                          | C   | J    | SB040(2) at I 040 Exit #145 J & C-Ramp West Ash Fork TI (Official) -- [B]       |               |            |                     |               |                      |       |                |                    |                 |
| 0.32  | M145 +0.13                     | C   | UH   | <a href="#">Projects spanning M145 to M146</a>                                  | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.14           | 89                 |                 |
| 0.45  | +0.27                          | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       |                |                    |                 |
| 0.46  |                                | C   | EB   | <a href="#">Projects spanning M145 to M146</a>                                  | AC            | MBH        | 2                   | 10            | 24                   | 10    | 0.91           | 89                 |                 |
|   |                                | C   | MD   | Curbed Business Median  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       |                |                    |                 |
| 0.59  | +0.41                          | C   | J    | Begin Divided Hwy East  |               |            |                     |               |                      |       |                |                    |                 |
| 1.37  | M146 +0.22                     | C   | J    | End Divided Hwy East  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M146 to M147</a>                                  | AC            | MBH        | 2                   | 12            | 24                   | 12    | 0.12           | 89                 |                 |
| 1.44  | +0.29                          | C   | MD   | Variable 0-12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 1.49  | +0.33                          | C   | J    | End SB040(2) at I 040 Exit #146 E Ash Fork TI J & C-ramps -- [R4]               |               |            |                     |               |                      |       |                |                    |                 |

**SB040(2) at M146+0.33**

**M146+0.33 on SB040(2)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB040(2) at M145+0.27**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M145+0.27 on SB040(2)**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |      |    |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|------|----|
| <b>SB040(2) - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |               |                      |             |                |                    |                      |      |    |
| 0.46   | M145 +0.27                     | N   | J    | Begin SB040(2) WB divided centerline in Ashfork |               |            |                     |               |                      |             |                |                    |                      |      |    |
|  |                                | N   | WB   | <a href="#">Projects spanning M145 to M146</a>  |               |            |                     | AC            | MBH                  | 2           | 6              | 24                 | 6                    | 0.93 | 89 |
| 1.39   | M146 +0.21                     | N   | J    | SB040(2) return to single centerline            |               |            |                     |               |                      |             |                |                    |                      |      |    |
| <b>Cardinal Mainline Averages/Totals:</b>                                  |                                |     |      |   |               |            | <b>2.98</b>         | <b>9.36</b>   | <b>24.00</b>         | <b>9.36</b> | <b>1.49</b>    | <b>1989.0</b>      | 0.96 Miles of Median |      |    |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                              |                                |     |      |   |               |            | <b>1.86</b>         | <b>6.00</b>   | <b>24.00</b>         | <b>6.00</b> | <b>0.93</b>    | <b>1989.0</b>      |                      |      |    |

**SB040(2) at M146+0.21**

**M146+0.21 on SB040(2)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(4) at M191+0.60**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M191+0.60 on SB040(4)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB040(4) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.18  | M191 +0.60                     | C   | J    | Begin SB040(4) at West Flag TI                       |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M191 to M192</a>       | AC            | AC         | 2                   | 7             | 24                   | 7     | 0.27           | 89                 |                 |
| 0.33  | +0.76                          | C   | UP   | (EB) Exit #191 at I 040 EB                           |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 0.35  | +0.78                          | C   | JB   | Inside Coconino County                               |               |            |                     |               |                      |       |                |                    |                 |
| 0.37  | +0.80                          | C   | UP   | (EB) Exit #191 at I 040 WB                           |               |            |                     |               |                      |       |                |                    | ??'-??"         |
| 0.45  | +0.88                          | C   | UH   | <a href="#">Projects spanning M191 to M192</a>       | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.03           | 89                 |                 |
| 0.47  | +0.90                          | C   | UH   |  | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.03           | 02 Jul 2002        |                 |
| 0.50  | +0.93                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 02 Jul 2002        |                 |
| 0.56  | +0.99                          | C   | J    | I 040 Exit #191 J and D Ramps (W Flagstaff) -- [L23] |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M191 to M192</a>       | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.08           | 02 Jul 2002        |                 |
|   |                                | C   | MD   | 12 ft Painted Median                                 |               |            |                     |               | 12                   |       | 0.08           |                    |                 |
| 0.64  | +1.07                          | C   | UH   | <a href="#">Projects spanning M191 to M192</a>       | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.04           | 02 Jul 2002        |                 |
|   |                                | C   | MD   | Variable 12-0 ft Painted Median                      |               |            |                     |               | 6                    |       | 0.04           |                    |                 |
| 0.68  | +1.11                          | C   | UH   | <a href="#">Projects spanning M191 to M192</a>       | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.01           | 02 Jul 2002        |                 |
| 0.69  | +1.12                          | C   | UH   |  | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.02           | 89                 |                 |
| 0.71  | +1.14                          | C   | X    | Temp End SB040(4), Historic Hwy 66 for 1.41 miles    |               |            |                     |               |                      |       |                |                    |                 |
| 2.12  | M193 +0.27                     | C   | UB   | Inside Flagstaff Urbanized Area                      |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Flagstaff                                     |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M193 to M194</a>       | AC            | MBH        | 2                   | 7             | 24                   | 7     | 1.20           | 89                 |                 |
|   |                                | C   | X    | Continue SB040(4) on Historic Hwy 66                 |               |            |                     |               |                      |       |                |                    |                 |
| 2.39  | +0.54                          | C   | JB   | Leave Flagstaff                                      |               |            |                     |               |                      |       |                |                    |                 |
| 2.77  | +0.92                          | C   | JB   | Reenter Flagstaff                                    |               |            |                     |               |                      |       |                |                    |                 |
| 3.32  | M194 +0.48                     | C   | UH   | <a href="#">Projects spanning M194 to M195</a>       | AC            | MBH        | 2                   | 7             | 36                   | 7     | 0.11           | 89                 |                 |
| 3.43  | +0.59                          | C   | UH   |  | AC            | MBH        | 2                   | 7             | 30                   | 7     | 0.07           | 89                 |                 |
| 3.50  | +0.66                          | C   | UH   |  | AC            | MBH        | 2                   | 7             | 24                   | 7     | 0.07           | 89                 |                 |
| 3.54  | +0.70                          | C   | MD   | 12 ft Painted Median                                 |               |            |                     |               | 12                   |       | 0.05           |                    |                 |
| 3.56  | +0.72                          | C   | CG   | Curb to Right  |               |            |                     |               |                      |       | 0.11           |                    |                 |
| 3.58  | +0.73                          | C   | UH   | <a href="#">Projects spanning M194 to M195</a>       | AC            | MBH        | 2                   | 7             | 30                   | 7     | 0.01           | 89                 |                 |
| 3.59  | +0.75                          | C   | UH   |  | AC            | MBH        | 4                   | 1             | 54                   | 1     | 0.05           | 89                 |                 |
| 3.64  | +0.80                          | C   | UH   |  | AC            | MBH        | 4                   | 1             | 60                   | 1     | 0.03           | 89                 |                 |
| 3.67  | +0.83                          | C   | UH   |  | AC            | MBH        | 4                   | 1             | 48                   | 1     | 0.06           | 89                 |                 |
| 3.71  | +0.87                          | C   | MD   | 12 ft Painted Median                                 |               |            |                     |               | 12                   |       | 0.63           |                    |                 |
| 3.73  | +0.89                          | C   | UH   | <a href="#">Projects spanning M194 to M195</a>       | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.30           | 89                 |                 |
|   |                                | C   | CG   | Curb to Right  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | CG   | Curb to Right  |               |            |                     |               |                      |       | 0.18           |                    |                 |
| 3.91  | M195 +0.02                     | C   | CG   | Curb and Sidewalk to Left                            |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 4.03  | +0.13                          | C   | UH   | <a href="#">Projects spanning M195 to M196</a>       | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.05           | 1995               |                 |

**SB040(4) at M195+0.13**

**M195+0.13 on SB040(4)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(4) at M195+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M195+0.14 on SB040(4)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 4.03           | M195 +0.14                     | C   | CG   | Curb and Sidewalk to Left and Right            |               |            |                     |               |                      | 0.34  |                |                    |                 |
| 4.08           | +0.19                          | C   | UH   | <a href="#">Projects spanning M195 to M196</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.29           | 05 Oct 2004        |                 |
| 4.33           | +0.44                          | C   | MD   | 4 ft Curbed Median                             |               |            |                     |               |                      | 0.04  |                |                    |                 |
| 4.38           | +0.48                          | C   | J    | SA089 S to I 017 S -- [R4]                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M195 to M196</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.43           | 08 Nov 2004        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.20           |                    |                 |
|                |                                | C   | CG   | Curb and Sidewalk to Left and Right            |               |            |                     |               |                      |       | 0.43           | 19 Aug 2004        |                 |
| 4.46           | +0.57                          | C   | J    | Malpais Ln -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 4.62           | +0.72                          | C   | J    | Mikes Pike -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J    | Clay Ave Left & Butler Ave Right -- [B124]     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.17           |                    |                 |
| 4.71           | +0.82                          | C   | J    | Tucson Ave -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 4.79           | +0.89                          | C   | J    | Phoenix Ave -- [R4]                            |               |            |                     |               |                      |       |                |                    |                 |
| 4.80           | +0.91                          | C   | UH   | <a href="#">Projects spanning M195 to M196</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.06           | Jun 1995           |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 3.93           |                    |                 |
| 4.81           | +0.92                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.11           |                    |                 |
| 4.84           | +0.94                          | C   | UP   | Burlington Northern Santa Fe RR                |               |            |                     |               |                      |       |                | 1958               | 14'-00"         |
| 4.86           | M196 +0.00                     | C   | UH   | <a href="#">Projects spanning M196 to M197</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.02           | 90                 |                 |
|                |                                | C   | J    | Beaver St                                      |               |            |                     |               |                      |       |                |                    |                 |
| 4.88           | +0.03                          | C   | UH   | <a href="#">Projects spanning M196 to M197</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.03           | 90                 |                 |
| 4.91           | +0.06                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.90           | 90                 |                 |
| 4.99           | +0.14                          | C   | J    | U 180 North to Grand Canyon                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.07           |                    |                 |
| 5.12           | +0.27                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.04           |                    |                 |
| 5.19           | +0.34                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.03           |                    |                 |
| 5.25           | +0.40                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.03           |                    |                 |
| 5.32           | +0.47                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.04           |                    |                 |
| 5.39           | +0.53                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.59           |                    |                 |
| 5.81           | +0.95                          | C   | UH   | <a href="#">Projects spanning M196 to M197</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 1.72           | 88                 |                 |
| 6.01           | M197 +0.15                     | C   | J    | Switzer Canyon Dr                              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.28           |                    |                 |
| 6.37           | +0.51                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.64           |                    |                 |
| 7.06           | M198 +0.22                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.40           |                    |                 |
| 7.53           | +0.68                          | C   | J    | 4th Ave (Signalized) -- [L23]                  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M198 to M199</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.07           | Mar 1999           |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.20           |                    |                 |
| 7.59           | +0.75                          | C   | UH   | <a href="#">Projects spanning M198 to M199</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.74           | 88                 |                 |
| 7.79           | +0.94                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.24           |                    |                 |
| 8.16           | M199 +0.31                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.55           |                    |                 |

**SB040(4) at M199+0.31**

**M199+0.31 on SB040(4)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(4) at M199+0.49**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M199+0.49 on SB040(4)**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |          |         |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|----------|---------|
| 8.34           | M199 +0.49                     | C   | UH   | <a href="#">Projects spanning M199 to M200</a>                    |               |            |                     |               |                      |       |                |                    |                 |          |         |
| 8.60           | +0.75                          | C   | UH   | PCC   | AC            | 4          | 2                   | 48            | 2                    | 0.26  | 47             |                    |                 |          |         |
| 8.63           | +0.79                          | C   | UH   | AC  | AC            | 4          | 2                   | 48            | 2                    | 0.03  | 68             |                    |                 |          |         |
| 8.73           | +0.88                          | C   | J    | Fanning Dr (Signalized) -- [B234]                                 |               |            |                     |               |                      |       |                |                    |                 |          |         |
|                |                                | C   | UH   | <a href="#">Projects spanning M199 to M200</a>                    |               |            |                     |               |                      |       |                |                    |                 |          |         |
|                |                                | C   | CG   | Curb to Left  |               |            |                     |               |                      |       |                |                    |                 |          |         |
| 8.79           | +0.95                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       |                | 0.08               | 0.16            |          |         |
| 8.95           | M200 +0.12                     | C   | EB   | <a href="#">Projects spanning M200 to M201</a>                    |               |            |                     |               |                      |       |                |                    |                 |          |         |
|                |                                | C   | MD   | 12 ft Curbed Median   |               |            |                     |               |                      |       |                | 0.05               |                 | Sep 2002 |         |
| 9.00           | +0.17                          | C   | MD   | Variable Soil Median at TI (includes barrier against U 089 WB)    |               |            |                     |               |                      |       |                |                    |                 |          |         |
| 9.03           | +0.19                          | C   | J    | (EB) SB040(5) WB to SB040(4) -- [R]                               |               |            |                     |               |                      |       |                |                    |                 |          |         |
|                |                                | C   | EB   | <a href="#">Projects spanning M200 to M201</a>                    |               |            |                     |               |                      |       |                |                    |                 |          |         |
|                |                                | C   | TI   | (WB) SB040(5) on  |               |            |                     |               |                      |       |                |                    |                 |          |         |
| 9.15           | +0.32                          | C   | J    | U 089 North to Page   |               |            |                     |               |                      |       |                |                    |                 |          |         |
|                |                                | C   | EB   | <a href="#">Projects spanning M200 to M201</a>                    |               |            |                     |               |                      |       |                |                    |                 |          |         |
|                |                                | C   | MD   | Variable Soil Median at TI (includes curbed median and U 089 WB)  |               |            |                     |               |                      |       |                | 0.23               |                 | 68       |         |
| 9.38           | +0.55                          | C   | UH   | <a href="#">Projects spanning M200 to M201</a>                    |               |            |                     |               |                      |       |                |                    |                 |          |         |
|                |                                | C   | MD   | Variable 2-12-2 ft Concrete Curbed Median                         |               |            |                     |               |                      |       |                | 0.12               |                 |          |         |
| 9.41           | +0.58                          | C   | OP   | SB040(5)  |               |            |                     |               |                      |       |                |                    |                 |          |         |
| 9.51           | +0.67                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       |                | 0.12               |                 |          | Unknown |
| 9.62           | +0.79                          | C   | J    | I 040 C-ramp (Signalized)   |               |            |                     |               |                      |       |                |                    |                 |          |         |
| 9.63           | +0.80                          | C   | J    | I 040 J-ramp (Signalized) -- [R4]                                 |               |            |                     |               |                      |       |                |                    |                 |          |         |
| 9.74           | +0.90                          | C   | OP   | I 040   |               |            |                     |               |                      |       |                |                    |                 |          |         |
|                |                                | C   | OP   | I 040   |               |            |                     |               |                      |       |                |                    |                 |          |         |
| 9.84           | +0.99                          | C   | J    | End SB040(4) at I 040 Exit #201 A & G-ramp E Flagstaff TI -- [L2] |               |            |                     |               |                      |       |                |                    |                 |          |         |

**SB040(4) at M200+0.99**

**M200+0.99 on SB040(4)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(4) at M200+0.12**

**(As of 12/31/2005)** Generated: 10/17/2006 4:51:58PM

**M200+0.12 on SB040(4)**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|--------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB040(4) - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |              |                     |               |                      |             |                |                      |                 |
| 8.88   | M200 +0.12                     | N   | J    | Begin SB040(4) WB divided centerline in Flagstaff |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | N   | WB   | AC  | AC            | 2            | 1                   | 24            | 1                    | 0.05        | Sep 2002       |                      |                 |
| 8.93   | +0.17                          | N   | WB   | AC  | AC            | 2            | 1                   | 24            | 1                    | 0.46        |                |                      |                 |
| 9.19   | +0.43                          | N   | TI   | U 089 WB (on)                                     |               |              |                     |               |                      |             |                |                      |                 |
| 9.31   | +0.55                          | N   | OP   | (WB) U 089  |               |              |                     |               |                      |             |                |                      |                 |
| 9.39   | +0.63                          | N   | J    | SB040(4) return to single centerline              |               |              |                     |               |                      |             |                |                      |                 |
|  |                                | N   | TI   | Unk   | Unk           | 2            | 6                   | 24            | 6                    | 0.16        |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                                  |                                |     |      |   |               | <b>27.89</b> | <b>2.97</b>         | <b>41.05</b>  | <b>3.28</b>          | <b>8.25</b> | <b>1988.3</b>  | 5.26 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                              |                                |     |      |   |               | <b>1.02</b>  | <b>1.00</b>         | <b>24.00</b>  | <b>1.00</b>          | <b>0.51</b> | <b>2000.2</b>  |                      |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB040(5) at M200+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M200+0.00 on SB040(5)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|------------------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB040(5) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |                        |                      |             |                |                      |                 |
| 0.00  | M200 +0.00                     | C   | J    | Begin SB040(5) at SB040(4) in Flagstaff        |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | C   | JB   | Inside Flagstaff Elev 6905, Coconino County    |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M200 to M201</a> |               |             |                     |                        |                      |             |                |                      |                 |
| 0.28  | +0.28                          | C   | UH   | AC   | MBH           | 1           | 8                   | 12                     | 8                    | 0.28        |                |                      |                 |
|   |                                | C   | TI   | SB040(4) (off)                                 |               |             |                     |                        |                      |             |                |                      |                 |
| 0.54  | +0.53                          | C   | UP   | SB040(4)                                       |               |             |                     |                        |                      |             |                |                      |                 |
| 0.57  | +0.54                          | C   | X    | SB040(5) transferred to City of Flagstaff      |               |             |                     |                        |                      |             |                |                      |                 |
| 4.33  | M204 +0.22                     | C   | J    | Continue SB040(5) near Walnut Canyon           |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M204 to M205</a> |               |             |                     |                        |                      |             |                |                      |                 |
| 4.34  |                                | C   | JB   | AC   | AC            | 2           | 7                   | 24                     | 7                    | 0.42        | 2005           |                      |                 |
|   | +0.23                          | C   | J    | I 040 J-ramp -- [R]                            |               |             |                     |                        |                      |             |                |                      |                 |
| 4.76  | +0.64                          | C   | UH   | <a href="#">Projects spanning M204 to M205</a> |               |             |                     |                        |                      |             |                |                      |                 |
| 4.79  | +0.67                          | C   | OP   | AC   | AC            | 2           | 2                   | 30                     | 2                    | 0.11        | 2005           |                      |                 |
| 4.83  | +0.71                          | C   | OP   | I 040 WB                                       |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | C   | OP   | I 040 EB                                       |               |             |                     |                        |                      |             |                |                      |                 |
| 4.87  | +0.78                          | C   | J    | End SB040(5) at I-10 (WB) On Ramp -- [L]       |               |             |                     |                        |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               | <b>1.90</b> | <b>7.01</b>         | <b>21.52</b>           | <b>7.01</b>          | <b>1.09</b> | <b>2002.4</b>  | 0.00 Miles of Median |                 |

**SB040(5) at M204+0.78**
**M204+0.78 on SB040(5)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(6) at M251+0.87**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M251+0.87 on SB040(6)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB040(6) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M251 +0.87                     | C   | J    | Begin SB040(6) at I 040 Exit #252 C & J-ramp W Winslow TI -- [R14] |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UB   | Inside Winslow Urbanized Area                                      |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Winslow, Navajo County                                      |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M251 to M252</a>                     |               |            |                     |               |                      |       |                |                    |                 |
| 0.03  | +0.89                          | C   | OP   | AC   | MBH           | 2          | 4                   | 24            | 4                    | 0.13  | 79             | Unknown            |                 |
| 0.07  | +0.94                          | C   | J    | I 040 Exit #252 A & G-ramp W Winslow TI EB Ramps -- [L2]           |               |            |                     |               |                      |       |                |                    |                 |
| 0.13  | +0.99                          | C   | J    | SS040 WB   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | EB   | <a href="#">Projects spanning M251 to M252</a>                     |               |            |                     |               |                      |       |                |                    |                 |
| 0.14  | +1.00                          | C   | J    | AC   | MBH           | 2          | 4                   | 24            | 4                    | 0.01  | 79             |                    |                 |
|   |                                | C   | EB   | <a href="#">Projects spanning M251 to M252</a>                     |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | MD   | Variable Concrete Curbed Median                                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.83  | M252 +0.64                     | C   | EB   | AC   | MBH           | 2          | 5                   | 24            | 5                    | 0.74  | 66             |                    |                 |
|   |                                | C   | MD   | Curbed Business Median   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
| 1.56  | M253 +0.39                     | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
| 1.57  |                                | C   | EB   | PCC  | PCC           | 2          | 8                   | 24            | 8                    | 0.43  | 63             |                    |                 |
| 1.97  | +0.79                          | C   | J    | S 087 S to Payson  |               |            |                     |               |                      |       |                |                    |                 |
| 2.00  | +0.82                          | C   | EB   | PCC  | PCC           | 2          | 8                   | 24            | 4                    | 0.24  | 63             |                    |                 |
| 2.24  | M254 +0.20                     | C   | EB   | AC   | MBH           | 2          | 18                  | 24            | 18                   | 0.30  | 70             |                    |                 |
| 2.54  | +0.50                          | C   | EB   | AC   | MBH           | 2          | 10                  | 24            | 10                   | 0.54  | 70             |                    |                 |
|   |                                | C   | MD   | Variable Concrete Curbed Median                                    |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
| 3.08  | M255 +0.05                     | C   | EB   | AC   | MBH           | 2          | 4                   | 24            | 8                    | 0.23  | 70             |                    |                 |
|   |                                | C   | MD   | Variable Soil Median   |               |            |                     |               |                      |       |                |                    |                 |
| 3.29  | +0.27                          | C   | J    | S 087 NB   |               |            |                     |               |                      |       |                |                    |                 |
| 3.31  | +0.29                          | C   | J    | S 087 SB   |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M255 to M256</a>                     |               |            |                     |               |                      |       |                |                    |                 |
| 3.33  | +0.30                          | C   | UH   | AC   | MBH           | 2          | 4                   | 24            | 8                    | 0.02  | 70             |                    |                 |
|   |                                | C   | UH   | AC   | Unk           | 2          | 0                   | 24            | 0                    | 0.31  | 79             |                    |                 |
|   |                                | C   | MD   | Variable Concrete Curbed Median                                    |               |            |                     |               |                      |       |                |                    |                 |
| 3.56  | +0.53                          | C   | J    | I 040 A & G-ramp -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 3.59  | +0.56                          | C   | UP   | I 040 EB   |               |            |                     |               |                      |       |                |                    |                 |
| 3.61  | +0.58                          | C   | UP   | I 040 WB   |               |            |                     |               |                      |       |                |                    |                 |
| 3.63  | +0.55                          | C   | J    | End SB040(6) at I 040 Exit #255 E Winslow TI C & J Ramps -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |

**SB040(6) at M255+0.55**

**M255+0.55 on SB040(6)**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(6) at M251+0.94**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M251+0.94 on SB040(6)**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB040(6) - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |             |                     |               |                      |             |                |                      |                 |
| 0.13   | M251 +0.94                     | N   | J    | Begin SB040(6) WB divided centerline in Winslow |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | N   | WB   | <a href="#">Projects spanning M251 to M252</a>  | AC            | MBH         | 2                   | 6             | 24                   | 6           | 0.61           | 68                   |                 |
| 0.73   | M252 +0.55                     | N   | WB   | <a href="#">Projects spanning M252 to M253</a>  | AC            | MBH         | 2                   | 6             | 24                   | 6           | 0.18           | 68                   |                 |
| 0.92   | +0.73                          | N   | WB   |   | AC            | MBH         | 2                   | 8             | 24                   | 8           | 0.74           | 66                   |                 |
| 1.66   | M253 +0.43                     | N   | WB   | <a href="#">Projects spanning M253 to M254</a>  | PCC           | PCC         | 2                   | 8             | 24                   | 8           | 0.45           | 63                   |                 |
| 2.11   | M254 +0.10                     | N   | WB   | <a href="#">Projects spanning M254 to M255</a>  | PCC           | MBH         | 2                   | 10            | 24                   | 10          | 0.22           | 70                   |                 |
| 2.33   | +0.31                          | N   | WB   |   | AC            | MBH         | 2                   | 10            | 24                   | 10          | 0.62           | 70                   |                 |
| 2.95   | +0.94                          | N   | WB   |   | AC            | MBH         | 2                   | 8             | 24                   | 4           | 0.27           | 70                   |                 |
| 3.21   | M255 +0.19                     | N   | WB   | <a href="#">Projects spanning M255 to M256</a>  | AC            | Unk         | 2                   | 0             | 24                   | 0           | 0.06           | 79                   |                 |
| 3.28   | +0.25                          | N   | J    | SB040(6) return to single centerline            |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                                  |                                |     |      |   |               | <b>7.28</b> | <b>7.02</b>         | <b>24.00</b>  | <b>7.03</b>          | <b>3.64</b> | <b>1968.6</b>  | 3.43 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                              |                                |     |      |   |               | <b>6.30</b> | <b>7.88</b>         | <b>24.00</b>  | <b>7.54</b>          | <b>3.15</b> | <b>1967.7</b>  |                      |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(7) at M274+0.48**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M274+0.48 on SB040(7)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB040(7) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00  | M274 +0.48                     | C   | J    | Begin SB040(7) at I 040 Exit #274 W Joseph City TI -- [B]          |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | JB   | Inside Navajo County   |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M274 to M275</a>                     | AC            | AC          | 2                   | 5             | 24                   | 5           | 0.28           | 06 Jan 2005          |                 |
| 0.03  | +0.50                          | C   | J    | I 040 Exit #274 A & G-ramp -- [R]                                  |               |             |                     |               |                      |             |                |                      |                 |
| 0.11  | +0.58                          | C   | OP   | I 040  |               |             |                     |               |                      |             |                |                      |                 |
|   |                                |     |      |  |               |             |                     |               |                      |             | 1980           | Unknown              |                 |
| 0.20  | +0.68                          | C   | J    | I 040 Exit #274 C & J-ramp -- [L]                                  |               |             |                     |               |                      |             |                |                      |                 |
| 0.28  | +0.75                          | C   | J    | I 040 Frontage Rd WB -- [L]  |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M274 to M275</a>                     | AC            | MBH         | 2                   | 5             | 24                   | 5           | 0.51           | 80                   |                 |
| 0.79  | M275 +0.27                     | C   | UH   | <a href="#">Projects spanning M275 to M276</a>                     | AC            | AC          | 2                   | 8             | 24                   | 8           | 0.26           | 1996                 |                 |
| 0.86  | +0.34                          | C   | BR   | St. Joseph Bridge  |               |             |                     |               |                      |             |                |                      |                 |
|   |                                |     |      |  |               |             |                     |               |                      |             |                | Unknown              |                 |
| 1.03  | +0.51                          | C   | CG   | Curb to Left and Right   |               |             |                     |               |                      |             |                |                      |                 |
|   |                                |     |      |  |               |             |                     |               |                      | 0.49        |                |                      |                 |
| 1.05  | +0.52                          | C   | UH   | <a href="#">Projects spanning M275 to M276</a>                     | AC            | MBH         | 4                   | 8             | 48                   | 8           | 0.47           | 68                   |                 |
| 1.42  | +0.90                          | C   | X    | Joseph City (Unincorporated) Elev 5010                             |               |             |                     |               |                      |             |                |                      |                 |
| 1.52  | M276 +0.01                     | C   | UH   | <a href="#">Projects spanning M276 to M277</a>                     | AC            | MBH         | 2                   | 5             | 24                   | 5           | 0.19           | 68                   |                 |
| 1.71  | +0.20                          | C   | UH   |  | AC            | MBH         | 2                   | 5             | 24                   | 5           | 1.13           | 80                   |                 |
| 2.74  | M277 +0.23                     | C   | J    | I 040 Exit #277 J & C-ramp -- [R1]                                 |               |             |                     |               |                      |             |                |                      |                 |
| 2.77  | +0.27                          | C   | OP   | I 040  |               |             |                     |               |                      |             |                |                      |                 |
|   |                                |     |      |  |               |             |                     |               |                      |             | 1980           | Unknown              |                 |
| 2.83  | +0.33                          | C   | J    | End SB040(7) at I 040 Exit #277 A & G-ramp E Joseph City TI -- [L] |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               | <b>6.62</b> | <b>5.77</b>         | <b>27.97</b>  | <b>5.77</b>          | <b>2.84</b> | <b>1981.1</b>  | 0.00 Miles of Median |                 |

**SB040(7) at M277+0.33**

**M277+0.33 on SB040(7)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB040(8) at M285+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M285+0.00 on SB040(8)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB040(8) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00  | M285 +0.00                     | C   | J    | Begin SB040(8) at I 040 Exit #285 J & C-ramp W Holbrook TI -- [R4] |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | JB   | Inside Holbrook  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M285 to M286</a>                     | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.30           |                    |                 |
| 0.06  | +0.05                          | C   | UP   | I 040 WB   |               |            |                     |               |                      |       | 1977           |                    | 16'-07"         |
| 0.13  | +0.12                          | C   | J    | SB040(8) at I 040 A & G-Ramp W Holbrook TI -- [L2]                 |               |            |                     |               |                      |       |                |                    |                 |
| 0.30  | +0.29                          | C   | UH   | <a href="#">Projects spanning M285 to M286</a>                     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.18           | Sep 2000           |                 |
| 0.48  | +0.47                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 2     | 1.19           | Sep 2000           |                 |
|   |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.09           |                    |                 |
| 0.61  | +0.61                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 1.05           |                    |                 |
| 1.67  | M286 +0.68                     | C   | J    | S 077  |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M286 to M287</a>                     | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.62           | 80                 |                 |
|   |                                | C   | CG   | Curb and Sidewalk to Left and Right                                |               |            |                     |               |                      |       | 0.90           |                    |                 |
| 2.04  | M287 +0.03                     | C   | J    | Florida St (Signalized) -- [B24]                                   |               |            |                     |               |                      |       |                | 2004               |                 |
| 2.07  | +0.07                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.30           |                    |                 |
| 2.29  | +0.28                          | C   | UH   | <a href="#">Projects spanning M287 to M288</a>                     | AC            | MBH        | 4                   | 1             | 48                   | 1     | 0.09           | 79                 |                 |
| 2.36  | +0.35                          | C   | J    | I 040 A and G Ramps TI (Signalized) -- [L4]                        |               |            |                     |               |                      |       |                |                    |                 |
| 2.37  | +0.36                          | C   | UH   | <a href="#">Projects spanning M287 to M288</a>                     | AC            | MBH        | 4                   | 1             | 48                   | 1     | 0.25           | Oct 1999           |                 |
| 2.41  | +0.41                          | C   | UP   | I 040 EB   |               |            |                     |               |                      |       |                | 1969               | 16'-11"         |
| 2.43  | +0.42                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.14           |                    |                 |
| 2.44  | +0.44                          | C   | UP   | I 040 WB   |               |            |                     |               |                      |       |                | 1969               | 16'-11"         |
| 2.56  | +0.55                          | C   | J    | I 040 C- and J-Ramps TI (Signalized) -- [B24]                      |               |            |                     |               |                      |       |                |                    |                 |
| 2.57  | +0.56                          | C   | CG   | Curb and Sidewalk to Left  |               |            |                     |               |                      |       | 0.42           |                    |                 |
| 2.62  | +0.61                          | C   | UH   | <a href="#">Projects spanning M287 to M288</a>                     | AC            | MBH        | 4                   | 1             | 48                   | 1     | 0.55           | 79                 |                 |
| 2.68  | +0.67                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.43           |                    |                 |
| 2.77  | +0.76                          | C   | J    | Local Rd -- [R1]   |               |            |                     |               |                      |       |                |                    |                 |
| 3.16  | M288 +0.14                     | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.19           |                    |                 |
| 3.17  | +0.15                          | C   | UH   | <a href="#">Projects spanning M288 to M289</a>                     | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.46           | 79                 |                 |
| 3.50  | +0.48                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.13           |                    |                 |
| 3.63  | +0.61                          | C   | UH   | <a href="#">Projects spanning M288 to M289</a>                     | AC            | AC         | 2                   | 4             | 24                   | 4     | 1.00           | 1996               |                 |
|   |                                | C   | MD   | 10 ft Painted Median   |               |            |                     |               | 10                   |       | 0.07           |                    |                 |
| 3.74  | +0.72                          | C   | MD   | 10 ft Painted Median   |               |            |                     |               | 10                   |       | 0.27           |                    |                 |
| 4.09  | M289 +0.06                     | C   | MD   | 10 ft Painted Median   |               |            |                     |               | 10                   |       | 0.10           |                    |                 |
| 4.25  | +0.22                          | C   | MD   | 10 ft Painted Median   |               |            |                     |               | 10                   |       | 0.38           |                    |                 |
| 4.63  | +0.60                          | C   | UH   | <a href="#">Projects spanning M289 to M290</a>                     | AC            | MBH        | 2                   | 15            | 24                   | 15    | 0.42           | 79                 |                 |
|   |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
| 4.72  | +0.69                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               | 12                   |       | 0.11           |                    |                 |
| 4.83  | +0.80                          | C   | J    | I 040 Exit #286 A & G-ramp -- [R4]                                 |               |            |                     |               |                      |       |                |                    |                 |

**SB040(8) at M289+0.80**

**M289+0.80 on SB040(8)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB040(8) at M289+0.83**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M289+0.83 on SB040(8)**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |         |
|---|--------------------------------|-----|------|---|---------------|--------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|---------|
| 4.86                                      | M289 +0.83                     | C   | MD   | 12 ft Painted Median  |               |              |                     |               | 12                   |             | 0.09           |                      |                 |         |
| 4.90                                      | +0.88                          | C   | UP   | I 040 WB  |               |              |                     |               |                      |             |                | 1968                 |                 | 14'-07" |
| 4.95                                      | +0.92                          | C   | UP   | I 040 EB  |               |              |                     |               |                      |             |                | 1968                 |                 | 14'-07" |
|   |                                | C   | MD   | Variable 12-0 ft Painted Median                                 |               |              |                     |               | 6                    |             | 0.03           |                      |                 |         |
| 5.02                                      | M290 +0.00                     | C   | J    | End SB040(8) at I 040 Exit #286 A & G-ramp E Holbrook TI -- [L] |               |              |                     |               |                      |             |                |                      |                 |         |
| 5.04                                      | +0.02                          | C   | J    | End SB040(8) at I 040 Exit #286 East Right-Of-Way               |               |              |                     |               |                      |             |                |                      |                 |         |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |   |               | <b>15.52</b> | <b>3.87</b>         | <b>36.81</b>  | <b>3.87</b>          | <b>5.06</b> | <b>1989.2</b>  | 3.42 Miles of Median |                 |         |

**SB040(8) at M290+0.02**

**M290+0.02 on SB040(8)**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB079 at M132+0.19**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M132+0.19 on SB079**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                              | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SB079 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M132 +0.19                     | C   | J    | Begin SB079 at S 079 NB in South Florence |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside UB Florence                        |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Pinal County, S of Florence        |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | AC  | AC            | 1          | 4                   | 12            | 4                    | 0.38  | Dec 2003       |                    |                 |
|  |                                | C   | MD   | Variable Soil Median                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.19   | +0.36                          | C   | J    | Sunset Rd -- [U]                          |               |            |                     |               |                      |       |                |                    |                 |
| 0.38   | +0.55                          | C   | J    | S 079 SB                                  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC  | AC            | 2          | 8                   | 24            | 8                    | 0.30  | Dec 2003       |                    |                 |
| 0.52   | +0.70                          | C   | JB   | SCL Florence Elev 1500                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.68   | +0.85                          | C   | NB   | AC  | AC            | 2          | 2                   | 24            | 0                    | 0.11  | Dec 2003       |                    |                 |
|  |                                | C   | MD   | Variable Raised Concrete Curbed Median    |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb to Left                              |               |            |                     |               |                      |       |                |                    |                 |
| 0.72   | +0.89                          | C   | BR   | (NB) San Carlos Canal Bridge              |               |            |                     |               |                      |       |                |                    |                 |
| 0.78   | +0.96                          | C   | J    | S 287 West                                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | AC  | AC            | 2          | 4                   | 24            | 0                    | 0.02  | Dec 2003       |                    |                 |
| 0.79   |                                | C   | CG   | Curb to Left and Right                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.80   | +0.97                          | C   | J    | (NB) Keating St E -- [R]                  |               |            |                     |               |                      |       |                |                    |                 |
|  | +0.92                          | C   | TI   | AC  | AC            | 1          | 2                   | 12            | 0                    | 0.04  | Dec 2003       |                    |                 |
|  | +0.98                          | C   | NB   | AC  | AC            | 2          | 4                   | 24            | 0                    | 0.12  | Dec 2003       |                    |                 |
| 0.92   | +1.10                          | C   | UH   | AC  | AC            | 2          | 0                   | 24            | 0                    | 0.64  | Dec 2003       |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.94   | +1.11                          | C   | J    | Van Haren St -- [L]                       |               |            |                     |               |                      |       |                |                    |                 |
| 0.99   | +1.16                          | C   | J    | Celeya St -- [R]                          |               |            |                     |               |                      |       |                |                    |                 |
| 1.10   | M133 +0.06                     | C   | J    | Stewart St -- [R]                         |               |            |                     |               |                      |       |                |                    |                 |
| 1.20   | +0.16                          | C   | J    | Gressinger St/22nd St -- [B]              |               |            |                     |               |                      |       |                |                    |                 |
| 1.26   | +0.22                          | C   | J    | Feliz St -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 1.28   | +0.24                          | C   | J    | Adamsville Rd -- [L]                      |               |            |                     |               |                      |       |                |                    |                 |
| 1.32   | +0.27                          | C   | J    | Virginia St -- [R]                        |               |            |                     |               |                      |       |                |                    |                 |
| 1.35   | +0.31                          | C   | J    | 20th St -- [L]                            |               |            |                     |               |                      |       |                |                    |                 |
| 1.38   | +0.34                          | C   | J    | Duron St -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 1.43   | +0.39                          | C   | J    | Collingwood St -- [R]                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.49   | +0.45                          | C   | J    | Brady St -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 1.55   | +0.51                          | C   | J    | Aguilar St -- [R]                         |               |            |                     |               |                      |       |                |                    |                 |
| 1.57   | +0.53                          | C   | J    | Butte St (SB079 turns East)               |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC  | AC            | 4          | 0                   | 48            | 0                    | 0.48  | Dec 2003       |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                      |               |            |                     |               |                      |       |                |                    |                 |
| 1.60   | +0.56                          | C   | J    | Bailey St -- [L]                          |               |            |                     |               |                      |       |                |                    |                 |

23 ft Unknown

**SB079 at M133+0.56**

**M133+0.56 on SB079**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SB079 at M133+0.59**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M133+0.59 on SB079**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                         | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--------------------------------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 1.63           | M133 +0.59                     | C   | J    | Elizabeth St -- [R]                  |               |            |                     |               |                      |       |                |                    |                 |
| 1.64           | +0.60                          | C   | J    | Pinal St -- [L]                      |               |            |                     |               |                      |       |                |                    |                 |
| 1.75           | +0.71                          | C   | J    | Matilda St -- [R]                    |               |            |                     |               |                      |       |                |                    |                 |
| 1.82           | +0.78                          | C   | J    | Park St -- [B]                       |               |            |                     |               |                      |       |                |                    |                 |
| 1.85           | +0.81                          | C   | J    | Center St -- [L]                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.89           | +0.84                          | C   | J    | Warner St -- [L]                     |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.85                          | C   | J    | San Carlos St -- [R]                 |               |            |                     |               |                      |       |                |                    |                 |
| 1.92           | +0.88                          | C   | J    | Silver St -- [L]                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.95           | +0.91                          | C   | J    | King St -- [L]                       |               |            |                     |               |                      |       |                |                    |                 |
| 1.99           | +0.95                          | C   | J    | Phoenix St -- [L]                    |               |            |                     |               |                      |       |                |                    |                 |
| 2.05           | M134 +0.02                     | C   | J    | End SB079 at S 079 in North Florence |               |            |                     |               |                      |       |                |                    |                 |

**SB079 at M134+0.02**

**M134+0.02 on SB079**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SB079 at M132+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M132+0.14 on SB079**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SB079 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00  | M132 +0.14                     | N   | J    | Begin SB079 SB divided centerline in Florence  |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M132 to M133</a> |               |             |                     |               |                      |             |                |                      |                 |
|   |                                |     |      | AC   | AC            | 1           | 8                   | 12            | 8                    | 0.39        | Dec 2003       |                      |                 |
| 0.21  | +0.42                          | N   | J    | Sunset Rd -- [U]                               |               |             |                     |               |                      |             |                |                      |                 |
| 0.38  | +0.59                          | N   | J    | Cheryl Ln                                      |               |             |                     |               |                      |             |                |                      |                 |
| 0.39  | +0.60                          | N   | J    | SB079 return to single centerline              |               |             |                     |               |                      |             |                |                      |                 |
| 0.69  | +0.81                          | N   | J    | Continue SB079 SB in Florence at S 287         |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M132 to M133</a> |               |             |                     |               |                      |             |                |                      |                 |
|   |                                |     |      | AC   | AC            | 1           | 2                   | 12            | 2                    | 0.25        | Dec 2003       |                      |                 |
| 0.73  | +0.85                          | N   | BR   | (SB) San Carlos Canal Bridge                   |               |             |                     |               |                      |             |                |                      |                 |
| 0.74  | +0.86                          | N   | TI   | (SB) from S 287 Exit 143 A Ramp                |               |             |                     |               |                      |             |                |                      |                 |
| 0.78  | +0.90                          | N   | J    | S 287 EB                                       |               |             |                     |               |                      |             |                |                      |                 |
| 0.82  | +0.94                          | N   | J    | (SB) SB079 NB to S 287 WB Ramp                 |               |             |                     |               |                      |             |                |                      |                 |
| 0.87  | +0.99                          | N   | J    | S 287 WB                                       |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>4.68</b> | <b>2.29</b>         | <b>27.40</b>  | <b>1.91</b>          | <b>2.05</b> | <b>2003.0</b>  | 1.68 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>0.64</b> | <b>5.66</b>         | <b>12.00</b>  | <b>5.66</b>          | <b>0.64</b> | <b>2003.0</b>  |                      |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SS040 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on SS040**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SS040 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin SS040 at SB040(6) in Winslow                  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Winslow Urbanized Area                       |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Winslow, Navajo County                       |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | WB   | AC  | MBH           | 2          | 6                   | 24            | 6                    | 0.33  |                | 68                 |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median                     |               |            |                     |               |                      |       |                |                    |                 |
| 0.33   | +0.32                          | C   | UH   | AC  | MBH           | 2          | 8                   | 24            | 8                    | 0.44  |                | 79                 |                 |
| 0.77   | M001 +0.38                     | C   | UH   | AC  | MBH           | 2          | 8                   | 24            | 8                    | 1.11  |                | 75                 |                 |
| 1.17   | +0.78                          | C   | JB   | WCL Winslow   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | OP   | Burlington Northern Santa Fe RR                     |               |            |                     |               |                      |       |                |                    |                 |
| 1.28   | +0.89                          | C   | J    | End SS040 at Coconino County Line and Coopertown Rd |               |            |                     |               |                      |       |                |                    |                 |



## ARIZONA STATE HIGHWAY SYSTEM LOG

**SS040 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on SS040**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                          | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |  |
|---|--------------------------------|-----|------|---------------------------------------|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|--|
| <b>SS040 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |                                       |               |            |                     |               |                      |             |                |                    |                      |  |
| 0.00  | M000 +0.00                     | N   | J    | Begin SS040 EB at SB040(6) in Winslow |               |            |                     |               |                      |             |                |                    |                      |  |
|   |                                | N   | EB   | AC                                    | MBH           | 2          | 6                   | 24            | 6                    | 0.33        | 68             |                    |                      |  |
| 0.33  | +0.32                          | N   | J    | SS040 return to single centerline     |               |            |                     |               |                      |             |                |                    |                      |  |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |                                       |               |            | <b>3.76</b>         | <b>7.65</b>   | <b>24.00</b>         | <b>7.65</b> | <b>1.88</b>    | <b>1974.7</b>      | 0.35 Miles of Median |  |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |                                       |               |            | <b>0.66</b>         | <b>6.00</b>   | <b>24.00</b>         | <b>6.00</b> | <b>0.33</b>    | <b>1968.0</b>      |                      |  |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SS090(1) at M317+0.18**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M317+0.18 on SS090(1)**

| GIS<br>Route<br>Mile  | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                                     | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles       | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|---|------------------|---------------|---------------------------|------------------|----------------------------|-------------|----------------|-----------------------|--------------------|
| <b>SS090(1) - Cardinal (low to higher reference marker)</b> |                                      |     |      |   |                  |               |                           |                  |                            |             |                |                       |                    |
| 0.00  | M317 +0.18                           | C   | J    | Begin SS090(1) to South at S 090 near Fort Huachuca |                  |               |                           |                  |                            |             |                |                       |                    |
|   |                                      | C   | UH   | <a href="#">Projects spanning M317 to M318</a>      |                  |               |                           |                  |                            |             |                |                       |                    |
| 0.12  | +0.30                                | C   | J    | End SS090(1) South of S 090 near Fort Huachuca      |                  |               |                           |                  |                            |             |                |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                      |     |      |   |                  | <b>0.24</b>   | <b>10.00</b>              | <b>24.00</b>     | <b>10.00</b>               | <b>0.12</b> | <b>1974.0</b>  | 0.00 Miles of Median  |                    |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SS090(2) at M317+0.18**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M317+0.18 on SS090(2)**

| GIS<br>Route<br>Mile  | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                                    | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles        | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance   |      |    |
|---|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|--------------|----------------|-----------------------|----------------------|------|----|
| <b>SS090(2) - Cardinal (low to higher reference marker)</b> |                                      |     |      |  |                  |               |                           |                  |                            |              |                |                       |                      |      |    |
| 0.00  | M317 +0.18                           | C   | J    | Begin SS090(2) at S 090 to Fort Huachuca East Gate |                  |               |                           |                  |                            |              |                |                       |                      |      |    |
|   |                                      | C   | UH   | <a href="#">Projects spanning M317 to M318</a>     |                  |               |                           | AC               | MBH                        | 2            | 10             | 24                    | 10                   | 0.40 | 74 |
| 0.40  | +0.49                                | C   | J    | End SS090(2) to Fort Huachuca East Gate            |                  |               |                           |                  |                            |              |                |                       |                      |      |    |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                      |     |      |  |                  |               | <b>0.80</b>               | <b>10.00</b>     | <b>24.00</b>               | <b>10.00</b> | <b>0.40</b>    | <b>1974.0</b>         | 0.00 Miles of Median |      |    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SS095(1) at M143+0.93**

**(As of 12/31/2005)** Generated: 10/17/2006 4:51:58PM

**M143+0.93 on SS095(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes  | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|------------------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SS095(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |                        |                      |             |                |                      |                 |
| 0.00  | M143 +0.93                     | C   | J    | Begin SS095(1) to CA at S 095 in Parker -- [B1234] |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | C   | JB   | Inside Parker, La Paz County                       |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | C   | UH   | AC   | MBH           | 4           | 10                  | 48                     | 10                   | 0.22        | 1995           |                      |                 |
|   |                                | C   | CG   | Curb to Left and Right                             |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | C   | MD   | 12 ft Painted Median                               |               |             |                     |                        |                      |             |                |                      |                 |
| 0.04  | +0.97                          | C   | MD   | 12 ft Painted Median                               |               |             |                     |                        |                      |             |                |                      |                 |
| 0.22  | M144 +0.14                     | C   | UH   | AC   | MBH           | 3           | 2                   | 36                     | 2                    | 0.54        | 1995           |                      |                 |
| 0.45  | +0.37                          | C   | IS   | Unk  | Unk           | 1           |                     | 12                     |                      | 0.13        |                |                      |                 |
|   |                                | C   | IS   | Inspection Station Left (on)                       |               |             |                     |                        |                      |             |                |                      |                 |
| 0.76  | +0.68                          | C   | UH   | AC   | MBH           | 3           | 4                   | 36                     | 4                    | 0.04        | 57             |                      |                 |
| 0.80  | +0.72                          | C   | JB   | NCL Parker   |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | C   | UH   | BST  | Unk           | 2           | 0                   | 24                     | 0                    | 0.05        | 37             |                      |                 |
| 0.85  | +0.85                          | C   | J    | End SS095(1) at CA Route 62                        |               |             |                     |                        |                      |             |                |                      |                 |
|   |                                | C   | X    | West End of Bridge in CA                           |               |             |                     |                        |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               | <b>2.72</b> | <b>4.05</b>         | <b>38.40</b>           | <b>4.05</b>          | <b>0.85</b> | <b>1989.8</b>  | 0.18 Miles of Median |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SS095(2) at M158+0.75**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M158+0.75 on SS095(2)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SS095(2) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00  | M158 +0.75                     | C   | J    | Begin SS095(2) to Parker Dam at S 095          |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | JB   | Inside La Paz County                           |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M158 to M159</a> |               |             |                     |               |                      |             |                |                      |                 |
|   |                                |     |      | AC   | AC            | 2           | 5                   | 24            | 5                    | 0.80        | 1997           |                      |                 |
| 0.80  | +1.55                          | C   | UH   | MBH  | MBH           | 2           | 5                   | 24            | 5                    | 0.06        | 63             |                      |                 |
| 0.86  | M159 +0.61                     | C   | J    | End SS095(2) at Parker Dam                     |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               | <b>1.72</b> | <b>5.00</b>         | <b>24.00</b>  | <b>5.00</b>          | <b>0.86</b> | <b>1994.6</b>  | 0.00 Miles of Median |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SS095(3) at M167+0.67**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M167+0.67 on SS095(3)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SS095(3) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00  | M167 +0.67                     | C   | J    | Begin SS095(3) to Cattail Cove Rd at S 095     |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | JB   | Inside Mohave County                           |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M167 to M168</a> |               |             |                     |               |                      |             |                |                      |                 |
| 0.77  | M168 +0.44                     | C   | J    | MBL  | Unk           | 2           | 0                   | 24            | 0                    | 0.77        | 70             |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               | <b>1.54</b> | <b>0.00</b>         | <b>24.00</b>  | <b>0.00</b>          | <b>0.77</b> | <b>1970.0</b>  | 0.00 Miles of Median |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

SS202 at M005+0.00

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

M005+0.00 on SS202

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                              | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>SS202 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M005 +0.00                     | C   | J    | (WB) Begin SS202 at S 202                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Phoenix-Mesa Urbanized Area        |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Phoenix, Maricopa County           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | WB   | PCC                                       | PCC           | 2          | 4                   | 24            | 10                   | 0.31  | 1995           |                    |                 |
|  |                                | C   | MD   | Variable Soil Median                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.31   | +0.30                          | C   | WB   | PCC                                       | PCC           | 3          | 4                   | 36            | 10                   | 0.49  | 1995           |                    |                 |
|  |                                | C   | TI   | (WB) from S 202005J WB (on)               |               |            |                     |               |                      |       |                |                    |                 |
| 0.39   | +0.39                          | C   | UP   | (WB) Under S 202 WB/EB & Priest Dr A-Ramp |               |            |                     |               |                      |       |                |                    |                 |
| 0.79   | +0.74                          | C   | WB   | PCC                                       | PCC           | 3          | 4                   | 36            | 10                   | 0.23  | 1993           |                    | 16'-07"         |
| 1.02   | M006 +0.02                     | C   | WB   | PCC                                       | PCC           | 3          | 4                   | 48            | 10                   | 0.20  | 1993           |                    |                 |
|  |                                | C   | TI   | (EB) from S 143 NB (on)                   |               |            |                     |               |                      |       |                |                    |                 |
| 1.11   | +0.11                          | C   | MD   | Variable Concrete Median                  |               |            |                     |               |                      |       |                |                    |                 |
| 1.15   | +0.14                          | A   | UP   | S 143 NB/SB                               |               |            |                     |               |                      |       |                |                    |                 |
| 1.17   | +0.16                          | C   | TI   | PCC                                       | PCC           | 1          |                     | 12            |                      | 0.32  | 1990           |                    | ??'-??"         |
| 1.22   | +0.22                          | C   | WB   | PCC                                       | PCC           | 3          | 4                   | 36            | 10                   | 0.69  | 1993           |                    |                 |
| 1.36   | +0.36                          | C   | UP   | (WB) SS202 EB OP                          |               |            |                     |               |                      |       |                |                    |                 |
| 1.39   | +0.38                          | C   | TI   | (WB) from S 153 NB (on)                   |               |            |                     |               |                      |       |                |                    |                 |
| 1.41   | +0.41                          | C   | UP   | (WB) S 153                                |               |            |                     |               |                      |       |                |                    |                 |
| 1.68   | +0.68                          | A   | TI   | PCC                                       | PCC           | 2          |                     | 24            |                      | 0.09  | 1996           |                    | 17'-04"         |
| 1.77   | +0.76                          | C   | TI   | (NB/SB) Airport Ramp F Crossing           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | TI   | (WB) from S 143 (on)                      |               |            |                     |               |                      |       |                |                    |                 |
| 1.91   | +0.86                          | C   | J    | (WB) End SS202 West of S 153              |               |            |                     |               |                      |       |                |                    |                 |

SS202 at M006+0.86

M006+0.86 on SS202

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SS202 at M005+0.13**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M005+0.13 on SS202**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|--------------|----------------|--------------------|----------------------|
| <b>SS202 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |            |                     |               |                      |              |                |                    |                      |
| 0.00  | M005 +0.13                     | N   | J    | (EB) Begin SS202 at S 202                  |               |            |                     |               |                      |              |                |                    |                      |
|   |                                | N   | JB   | Inside Phoenix, Maricopa County            |               |            |                     |               |                      |              |                |                    |                      |
|   |                                | N   | EB   | <a href="#">Projects spanning M5 to M6</a> | PCC           | PCC        | 2                   | 10            | 24                   | 10           | 0.35           | 1993               |                      |
| 0.16  | +0.29                          | N   | UP   | (EB) Under S 202 A-Ramp                    |               |            |                     |               |                      |              | 1991           |                    | 16'-05"              |
| 0.34  | +0.48                          | N   | TI   | (EB) to S 202005A EB (off)                 | PCC           | PCC        | 1                   |               | 12                   |              | 0.25           |                    |                      |
| 0.35  |                                | N   | EB   | <a href="#">Projects spanning M5 to M6</a> | PCC           | PCC        | 3                   | 10            | 48                   | 10           | 0.47           | 1993               |                      |
| 0.82  | M006 +0.00                     | N   | EB   | <a href="#">Projects spanning M6 to M7</a> | PCC           | PCC        | 3                   | 10            | 36                   | 10           | 0.54           | 1993               |                      |
|   |                                | N   | TI   | (WB) from S 143 NB (on)                    |               |            |                     |               |                      |              |                |                    |                      |
| 1.18  | +0.36                          | N   | OP   | (EB) SS202 WB                              |               |            |                     |               |                      |              | 1991           | Unknown            |                      |
| 1.32  | +0.50                          | N   | UP   | (EB) S 153                                 |               |            |                     |               |                      |              | 1996           |                    | 16'-11"              |
| 1.35  | +0.54                          | N   | TI   | (EB) to S 153 NB (off)                     | PCC           | PCC        | 1                   |               | 12                   |              | 0.21           |                    |                      |
| 1.36  |                                | N   | EB   | <a href="#">Projects spanning M6 to M7</a> | PCC           | PCC        | 3                   | 10            | 48                   | 10           | 0.23           | 1993               |                      |
| 1.59  | +0.78                          | N   | EB   |  | PCC           | PCC        | 3                   | 10            | 36                   | 10           | 0.14           | 1993               |                      |
| 1.64  | +0.83                          | N   | TI   | (EB) to S 153 SB (off)                     | PCC           | PCC        | 1                   |               | 12                   |              | 0.40           |                    |                      |
| 1.73  | +0.87                          | N   | J    | (EB) End SS202 West of S 153               |               |            |                     |               |                      |              |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               |            | <b>5.45</b>         | <b>4.00</b>   | <b>35.31</b>         | <b>10.00</b> | <b>1.92</b>    | <b>1993.8</b>      | 1.91 Miles of Median |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               |            | <b>4.84</b>         | <b>10.00</b>  | <b>38.43</b>         | <b>10.00</b> | <b>1.73</b>    | <b>1993.0</b>      |                      |



## ARIZONA STATE HIGHWAY SYSTEM LOG

**SS266 at M123+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M123+0.14 on SS266**

| GIS<br>Route<br>Mile                                     | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                                | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles       | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|--|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|-------------|----------------|-----------------------|--------------------|
| <b>SS266 - Cardinal (low to higher reference marker)</b> |                                      |     |      |  |                  |               |                           |                  |                            |             |                |                       |                    |
| 0.00   | M123 +0.14                           | C   | J    | Begin SS266 at S 266 near Bonita               |                  |               |                           |                  |                            |             |                |                       |                    |
|  |                                      | C   | JB   | Inside Graham County                           |                  |               |                           |                  |                            |             |                |                       |                    |
|  |                                      | C   | UH   | <a href="#">Projects spanning M123 to M124</a> |                  |               |                           |                  |                            |             |                |                       |                    |
| 3.03   | M126 +0.16                           | C   | J    | End SS266 at Fort Grant                        |                  |               |                           |                  |                            |             |                |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                      |     |      |  |                  | <b>6.06</b>   | <b>2.00</b>               | <b>24.00</b>     | <b>2.00</b>                | <b>3.03</b> | <b>1962.0</b>  | 0.00 Miles of Median  |                    |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SS277 at M321+0.18**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M321+0.18 on SS277**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SS277 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00   | M321 +0.18                     | C   | J    | Begin SS277 at S 277                           |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | JB   | Inside Navajo County                           |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M321 to M322</a> |               |             |                     |               |                      |             |                |                      |                 |
|  |                                |     |      | AC   | Unk           | 2           | 0                   | 24            | 0                    | 1.20        | 77             |                      |                 |
| 1.20   | M322 +0.39                     | C   | J    | End SS277 to Paper Mill                        |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>2.40</b> | <b>0.00</b>         | <b>24.00</b>  | <b>0.00</b>          | <b>1.20</b> | <b>1977.0</b>  | 0.00 Miles of Median |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**ST089 at M466+0.75**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M466+0.75 on ST089**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>ST089 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00   | M466 +0.75                     | C   | J    | Begin ST089 (South End) at U 089 near Cameron  |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | JB   | At Cameron, Coconino County                    |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M466 to M467</a> |               |             |                     |               |                      |             |                |                      |                 |
| 0.41   | +1.16                          | C   | BR   | Gravel   | Unk           | 2           | 0                   | 24            | 0                    | 1.14        | 58             | 159 ft Wood          |                 |
| 1.14   | M467 +0.87                     | C   | J    | End ST089 (North End) at U 089                 |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>2.28</b> | <b>0.00</b>         | <b>24.00</b>  | <b>0.00</b>          | <b>1.14</b> | <b>1958.0</b>  | 0.00 Miles of Median |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**SX260(1) at M219+0.24**

**(As of 12/31/2005)** Generated: 10/17/2006 4:51:58PM

**M219+0.24 on SX260(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SX260(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |             |                     |               |                      |             |                |                      |                 |
| 0.00  | M219 +0.24                     | C   | J    | Begin SX260 at S 260 in Camp Verde at Finnie Flat |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | JB   | Inside Camp Verde, Yavapai County                 |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | UH   | AC  | AC            | 2           | 2                   | 24            | 2                    | 1.34        | Dec 2003       |                      |                 |
|   |                                | C   | MD   | 12 ft Painted Median                              |               |             |                     |               |                      |             |                |                      |                 |
| 0.88  | M220 +0.11                     | C   | J    | Cliffs Parkway (Signalized) -- [B24]              |               |             |                     |               |                      |             |                |                      |                 |
| 0.92  | +0.15                          | C   | MD   | 12 ft Painted Median                              |               |             |                     |               |                      |             |                |                      |                 |
| 0.98  | +0.22                          | C   | J    | 7th St -- [B]                                     |               |             |                     |               |                      |             |                |                      |                 |
| 1.31  | +0.54                          | C   | MD   | Variable 0-12 ft Painted Median                   |               |             |                     |               |                      |             |                |                      |                 |
| 1.33  | +0.57                          | C   | CG   | Curb and Sidewalk to Left and Right               |               |             |                     |               |                      |             |                |                      |                 |
| 1.34  |                                | C   | UH   | AC  | AC            | 2           | 2                   | 24            | 2                    | 0.45        | 12 Jul 2005    |                      |                 |
|   |                                | C   | MD   | Variable 0-12 ft Painted Median                   |               |             |                     |               |                      |             |                |                      |                 |
| 1.35  | +0.58                          | C   | J    | Arnold St -- [R]                                  |               |             |                     |               |                      |             |                |                      |                 |
|   | +0.59                          | C   | MD   | 12 ft Painted Median                              |               |             |                     |               |                      |             |                |                      |                 |
| 1.39  | +0.63                          | C   | J    | Montezuma Castle Hwy & Turner St -- [L]           |               |             |                     |               |                      |             |                |                      |                 |
| 1.49  | +0.73                          | C   | J    | Lane St -- [B]                                    |               |             |                     |               |                      |             |                |                      |                 |
| 1.51  | +0.75                          | C   | J    | First St -- [R]                                   |               |             |                     |               |                      |             |                |                      |                 |
| 1.63  | +0.86                          | C   | J    | Head St -- [R]                                    |               |             |                     |               |                      |             |                |                      |                 |
| 1.66  | +0.90                          | C   | J    | Fain St -- [L]                                    |               |             |                     |               |                      |             |                |                      |                 |
| 1.76  | +1.00                          | C   | J    | Nichols St -- [L]                                 |               |             |                     |               |                      |             |                |                      |                 |
| 1.78  | +1.02                          | C   | UH   | AC  | AC            | 2           | 2                   | 24            | 2                    | 0.24        | Dec 2003       |                      |                 |
|   |                                | C   | MD   | 12 ft Painted Median                              |               |             |                     |               |                      |             |                |                      |                 |
| 1.88  | M221 +0.09                     | C   | JB   | Entering Yavapai Apache IR                        |               |             |                     |               |                      |             |                |                      |                 |
| 1.96  | +0.17                          | C   | JB   | Leaving Yavapai Apache IR                         |               |             |                     |               |                      |             |                |                      |                 |
| 2.02  | +0.23                          | C   | J    | End SX260 at S 260 at Main St                     |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |   |               | <b>4.06</b> | <b>2.00</b>         | <b>24.00</b>  | <b>2.00</b>          | <b>2.03</b> | <b>2003.4</b>  | 1.57 Miles of Median |                 |

**SX260(1) at M221+0.23**

**M221+0.23 on SX260(1)**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SX260(2) at M268+0.27**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M268+0.27 on SX260(2)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SX260(2) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00  | M268 +0.27                     | C   | J    | Begin SX260(2) at Kohls Ranch Rd near S 260    |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | JB   | Inside Gila County                             |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | UH   | <a href="#">Projects spanning M268 to M269</a> |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | AC  |      | AC   | AC            | 2           | 8                   | 24            | 1                    | 0.25        | 1995           |                      |                 |
| 0.25  | +0.51                          | C   | UH   | AC   | AC            | 2           | 7                   | 24            | 1                    | 0.04        | 10 Nov 2004    |                      |                 |
| 0.29  | +0.55                          | C   | UH   | AC   | AC            | 2           | 7                   | 24            | 2                    | 0.05        | 10 Nov 2004    |                      |                 |
| 0.33  | +0.60                          | C   | UH   | AC   | AC            | 2           | 7                   | 24            | 7                    | 0.10        | 10 Nov 2004    |                      |                 |
| 0.43  | +0.70                          | C   | J    | End SX260(2) at WB S 260                       |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               | <b>0.88</b> | <b>7.57</b>         | <b>24.00</b>  | <b>2.48</b>          | <b>0.44</b> | <b>1998.9</b>  | 0.00 Miles of Median |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SY086 at M053+0.29**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M053+0.29 on SY086**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>SY086 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |             |                     |               |                      |             |                |                      |                 |
| 0.00   | M053 +0.29                     | C   | J    | Begin SY086 Two Way Wye Leg N at S 086 near S 085(1) in Why |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | JB   | Inside Pima County  |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M53 to M54</a>                |               |             |                     |               |                      |             |                |                      |                 |
|  |                                |     |      | AC  | AC            | 2           | 1                   | 24            | 1                    | 0.23        | 17 Jul 1999    |                      |                 |
| 0.23   | +0.52                          | C   | J    | End SY086 at S 085(1)                                       |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |   |               | <b>0.46</b> | <b>1.00</b>         | <b>24.00</b>  | <b>1.00</b>          | <b>0.23</b> | <b>1999.0</b>  | 0.00 Miles of Median |                 |

## ARIZONA STATE HIGHWAY SYSTEM LOG

**SY089 at M312+0.49**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M312+0.49 on SY089**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|------|
| <b>SY089 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |      |
| 0.00   | M312 +0.49                     | C   | J    | Begin SY089 at Gurley St in Prescott           |               |            |                     |               |                      |             |                |                    |                      |      |
|  |                                | C   | UH   | <a href="#">Projects spanning M312 to M313</a> |               |            |                     | MBH           | AC                   | 2           | 0              | 24                 | 8                    | 0.10 |
| 0.10   | +0.59                          | C   | J    | End SY089 (2-Way Aven Dr) at S 089 in Prescott |               |            |                     |               |                      |             |                |                    |                      |      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>0.20</b>         | <b>0.00</b>   | <b>24.00</b>         | <b>8.00</b> | <b>0.10</b>    | <b>2002.0</b>      | 0.00 Miles of Median |      |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060** at

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

on **U 060**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>U 060 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.23   | M030 +0.89                     | C   | TR   | EB Truck Escape Ramp                                      | AC            | AC         | 1                   | 10            |                      | 0.09  | 08 Jul 2005    |                    |                 |
|  |                                | C   | J    | Begin U 060 at I 010 Exit #31 A & F-ramp                  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside La Paz County                                      |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M30 to M31</a>              | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.71           | 72                 |                 |
| 0.50   |                                | C   | UP   | (EB) U 060 EB to S 202 NB Under S 202 NB to U 060 WB Ramp |               |            |                     |               |                      |       | 23 Jan 2005    |                    | 16'-10"         |
| 0.57   | M031 +0.20                     | C   | OP   | I 010 Exit #31  |               |            |                     |               |                      |       |                | Unknown            |                 |
| 0.68   | +0.31                          | C   | J    | Begin U 060 at I 010 Exit #31 C-ramp                      |               |            |                     |               |                      |       |                |                    |                 |
| 0.88   | +0.50                          | C   | J    | Begin U 060 at I 010 Exit #31 J-ramp -- [L]               |               |            |                     |               |                      |       |                |                    |                 |
| 0.94   | +0.57                          | C   | UH   | <a href="#">Projects spanning M31 to M32</a>              | AC            | MBH        | 2                   | 8             | 24                   | 8     | 2.90           | 65                 |                 |
| 3.84   | M034 +0.50                     | C   | UH   | <a href="#">Projects spanning M34 to M35</a>              | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.83           | 1999               |                 |
|  |                                | C   | MD   | 12 ft Painted Median                                      |               |            |                     |               | 12                   |       | 0.83           |                    |                 |
| 4.67   | M035 +0.32                     | C   | UH   | <a href="#">Projects spanning M35 to M36</a>              | AC            | MBH        | 2                   | 8             | 24                   | 8     | 5.29           | 65                 |                 |
| 9.96   | M040 +0.61                     | C   | UH   | <a href="#">Projects spanning M40 to M41</a>              | AC            | MBH        | 2                   | 8             | 24                   | 8     | 8.93           | 66                 |                 |
| 18.89  | M049 +0.54                     | C   | UH   | <a href="#">Projects spanning M49 to M50</a>              | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.17           | 68                 |                 |
| 18.91  | +0.55                          | C   | J    | S 072 W at Hope   |               |            |                     |               |                      |       |                |                    |                 |
| 19.06  | +0.71                          | C   | UH   | <a href="#">Projects spanning M49 to M50</a>              | AC            | MBH        | 2                   | 5             | 24                   | 5     | 12.64          | 75                 |                 |
| 25.77  | M056 +0.41                     | C   | J    | Navajo St in Salome                                       |               |            |                     |               |                      |       |                |                    |                 |
| 30.88  | M061 +0.48                     | C   | J    | Alamo Lake Rd N in Wenden                                 |               |            |                     |               |                      |       |                |                    |                 |
| 31.42  | M062 +0.05                     | C   | BR   | Centennial Wash   |               |            |                     |               |                      |       | 1958           | 504 ft Concrete    |                 |
| 31.70  | +0.33                          | C   | UH   | <a href="#">Projects spanning M62 to M63</a>              | AC            | MBH        | 2                   | 7.5           | 24                   | 7.5   | 0.17           | 62                 |                 |
| 31.87  | +0.50                          | C   | UH   |   | AC            | AC         | 2                   | 7.5           | 24                   | 7.5   | 21.36          | 21 Jun 2002        |                 |
| 34.21  | M064 +0.87                     | C   | BR   | Unknown Wash  |               |            |                     |               |                      |       | 1962           | 115 ft Concrete    |                 |
| 40.86  | M071 +0.58                     | C   | BR   | Unknown Wash  |               |            |                     |               |                      |       | 1962           | 81 ft Concrete     |                 |
| 43.80  | M074 +0.51                     | C   | JB   | Maricopa County   |               |            |                     |               |                      |       |                |                    |                 |
| 44.37  | M075 +0.00                     | C   | EQ   | MP 74+1.09 Back Equals MP 175+0.00 Ahead                  |               |            |                     |               |                      |       |                |                    |                 |
| 53.23  | M083 +0.85                     | C   | UH   | <a href="#">Projects spanning M83 to M84</a>              | AC            | AC         | 3                   | 7.5           | 36                   | 7.5   | 0.03           | 21 Jun 2002        |                 |
| 53.26  | +0.87                          | C   | UH   |   | AC            | AC         | 3                   | 7.5           | 42                   | 7.5   | 0.03           | 21 Jun 2002        |                 |
| 53.29  | +0.90                          | C   | UH   |   | AC            | AC         | 3                   | 7.5           | 48                   | 7.5   | 0.07           | 21 Jun 2002        |                 |
| 53.36  | +0.98                          | C   | UH   |   | AC            | AC         | 4                   | 7.5           | 60                   | 7.5   | 0.02           | 21 Jun 2002        |                 |
| 53.38  | +0.99                          | C   | UH   |   | AC            | AC         | 4                   | 7.5           | 66                   | 7.5   | 0.09           | 21 Jun 2002        |                 |
| 53.41  | M084 +0.03                     | C   | CG   | Curb to Left and Right                                    |               |            |                     |               |                      |       | 0.70           |                    |                 |
| 53.46  | +0.08                          | C   | UH   | <a href="#">Projects spanning M84 to M85</a>              | AC            | AC         | 4                   | 7.5           | 72                   | 7.5   | 0.53           | 21 Jun 2002        |                 |
| 53.52  | +0.14                          | C   | J    | Eagle Eye Ave in Aguila                                   |               |            |                     |               |                      |       |                |                    |                 |
| 53.99  | +0.61                          | C   | UH   | <a href="#">Projects spanning M84 to M85</a>              | AC            | AC         | 3                   | 7.5           | 48                   | 7.5   | 0.13           | 21 Jun 2002        |                 |
| 54.12  | +0.73                          | C   | UH   |   | AC            | AC         | 3                   | 7.5           | 42                   | 7.5   | 0.04           | 21 Jun 2002        |                 |
| 54.15  | +0.77                          | C   | UH   |   | AC            | AC         | 3                   | 7.5           | 36                   | 7.5   | 0.02           | 21 Jun 2002        |                 |
| 54.17  | +0.79                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 7     | 0.50           | 21 Jun 2002        |                 |



## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M085+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M085+0.30 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 54.67          | M085 +0.30                     | C   | UH   | <a href="#">Projects spanning M85 to M86</a>               | AC            | AC         | 2                   | 8             | 24                   | 7     | 0.26           |                    | 06 Sep 2002     |
| 54.92          | +0.55                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 4     | 0.41           |                    | 06 Sep 2002     |
| 55.33          | +0.96                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 4     | 0.05           |                    | 06 Sep 2002     |
| 55.38          | M086 +0.03                     | C   | UH   | <a href="#">Projects spanning M86 to M87</a>               | AC            | AC         | 2                   | 4.5           | 24                   | 5.5   | 0.14           |                    | 06 Sep 2002     |
| 55.42          | +0.07                          | C   | J    | S 071 N -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 55.52          | +0.17                          | C   | UH   | <a href="#">Projects spanning M86 to M87</a>               | AC            | AC         | 2                   | 5             | 24                   | 5     | 13.67          |                    | 06 Sep 2002     |
| 67.48          | M098 +0.11                     | C   | SVP  | (EB) Paved 660' long 84' edge from CL                      |               |            |                     |               |                      |       | 0.13           |                    | 06 Sep 2002     |
| 69.19          | M099 +0.82                     | C   | UH   | <a href="#">Projects spanning M99 to M100</a>              | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.07           |                    | 06 Sep 2002     |
| 69.26          | +0.89                          | C   | UH   |  | AC            | AC         | 2                   | 6             | 36                   | 6     | 0.42           |                    | 06 Sep 2002     |
| 69.68          | M100 +0.31                     | C   | UH   | <a href="#">Projects spanning M100 to M101</a>             | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.07           |                    | 06 Sep 2002     |
| 69.76          | +0.38                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.99           |                    | 06 Sep 2002     |
| 70.75          | M101 +0.35                     | C   | UH   | <a href="#">Projects spanning M101 to M102</a>             | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.07           |                    | 06 Sep 2002     |
| 70.82          | +0.42                          | C   | UH   |  | AC            | AC         | 2                   | 6             | 36                   | 6     | 0.45           |                    | 06 Sep 2002     |
| 71.27          | +0.87                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.09           |                    | 06 Sep 2002     |
| 71.36          | +0.96                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 4.32           |                    | 06 Sep 2002     |
| 74.77          | M105 +0.40                     | C   | J    | Industrial Park N  |               |            |                     |               |                      |       |                |                    |                 |
| 75.03          | +0.65                          | C   | J    | Sabin Brown Rd N -- [L3]                                   |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.66                          | C   | JB   | WCL Wickenburg Elev 2070                                   |               |            |                     |               |                      |       |                |                    |                 |
| 75.30          | +0.93                          | C   | J    | Airport Rd N -- [L3]                                       |               |            |                     |               |                      |       |                |                    |                 |
| 75.60          | M106 +0.18                     | C   | J    | Historic Marker S & Ball Field N -- [L3]                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | X    | Historic Marker S (Paved 303' Taper 87' to 17' Edge of CL) |               |            |                     |               |                      |       |                |                    |                 |
| 75.68          | +0.27                          | C   | UH   | <a href="#">Projects spanning M106 to M107</a>             | AC            | AC         | 2                   | 8.5           | 24                   | 8.5   | 0.10           |                    | 06 Sep 2002     |
| 75.78          | +0.37                          | C   | UH   |  | AC            | AC         | 2                   | 12            | 24                   | 12    | 0.11           |                    | 06 Sep 2002     |
| 75.89          | +0.48                          | C   | UH   |  | AC            | AC         | 2                   | 8.5           | 24                   | 12    | 0.07           |                    | 06 Sep 2002     |
| 75.96          | +0.55                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 12    | 0.04           |                    | 06 Sep 2002     |
| 76.00          | +0.59                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 8.5   | 0.09           |                    | 06 Sep 2002     |
| 76.07          | +0.66                          | C   | J    | Silver Spur Rd -- [L3]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 76.09          | +0.68                          | C   | UH   | <a href="#">Projects spanning M106 to M107</a>             | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.77           |                    | 06 Sep 2002     |
| 76.42          | M107 +0.05                     | C   | BR   | Flying E Wash  |               |            |                     |               |                      |       |                | 1953               | 75 ft Concrete  |
| 76.81          | +0.44                          | C   | MD   | Variable 0-12 ft Painted Median                            |               |            |                     |               | 6                    |       | 0.12           |                    |                 |
| 76.86          | +0.49                          | C   | UH   | <a href="#">Projects spanning M107 to M108</a>             | AC            | AC         | 2                   | 5             | 24                   | 0     | 0.04           |                    | 06 Sep 2002     |
| 76.90          | +0.53                          | C   | UH   |  | AC            | AC         | 3                   | 5             | 36                   | 0     | 0.03           |                    | 06 Sep 2002     |
| 76.93          | +0.56                          | C   | CG   | Curb to Left and/or Right                                  |               |            |                     |               |                      |       | 0.21           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M107 to M108</a>             | AC            | AC         | 3                   | 5             | 36                   | 5     | 0.07           |                    | 06 Sep 2002     |
|                |                                | C   | MD   | Variable 12-16 ft Painted Median                           |               |            |                     |               | 14                   |       | 0.14           |                    |                 |
| 77.00          | +0.62                          | C   | UH   | <a href="#">Projects spanning M107 to M108</a>             | AC            | AC         | 4                   | 5             | 48                   | 5     | 0.08           |                    | 06 Sep 2002     |
| 77.07          | +0.70                          | C   | J    | Vulture Mine Rd -- [B24]                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M107 to M108</a>             | AC            | AC         | 4                   | 5             | 48                   | 0     | 0.06           |                    | 06 Sep 2002     |
| 77.13          | +0.76                          | C   | J    | Driveway -- [R1]   |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M107+0.76**

**M107+0.76 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M107+0.76**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M107+0.76 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 77.14          | M107 +0.76                     | C   | UH   | <a href="#">Projects spanning M107 to M108</a> | AC            | AC         | 4                   | 5             | 48                   | 5     | 0.05           | 06 Sep 2002        |                 |
|                |                                | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.05           |                    |                 |
| 77.18          | +0.81                          | C   | J    | West Rd -- [R4]                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M107 to M108</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.14           | 06 Sep 2002        |                 |
|                |                                | C   | CG   | Curb to Left                                   |               |            |                     |               |                      |       | 0.04           |                    |                 |
| 77.32          | +0.95                          | C   | UH   | <a href="#">Projects spanning M107 to M108</a> | AC            | AC         | 4                   | 4             | 48                   | 5     | 0.07           | 06 Sep 2002        |                 |
| 77.39          | M108 +0.01                     | C   | UH   | <a href="#">Projects spanning M108 to M109</a> | AC            | AC         | 4                   | 5             | 48                   | 5     | 0.44           | 06 Sep 2002        |                 |
| 77.83          | +0.45                          | C   | J    | Country Club Dr                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M108 to M109</a> | AC            | AC         | 4                   | 7             | 48                   | 14.5  | 0.09           | 06 Sep 2002        |                 |
|                |                                | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 77.92          | +0.54                          | C   | UH   | <a href="#">Projects spanning M108 to M109</a> | AC            | AC         | 4                   | 7             | 48                   | 3     | 0.03           | 06 Sep 2002        |                 |
| 77.95          | +0.57                          | C   | UH   |  | AC            | AC         | 4                   | 3.5           | 48                   | 3     | 0.08           | 06 Sep 2002        |                 |
| 78.02          | +0.64                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 3     | 0.06           | 06 Sep 2002        |                 |
| 78.08          | +0.70                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 1     | 0.05           | 06 Sep 2002        |                 |
| 78.14          | +0.76                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 8     | 0.02           | 06 Sep 2002        |                 |
| 78.16          | +0.78                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 15    | 0.03           | 06 Sep 2002        |                 |
|                |                                | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.03           |                    |                 |
| 78.19          | +0.81                          | C   | UH   | <a href="#">Projects spanning M108 to M109</a> | AC            | AC         | 4                   | 0             | 48                   | 9     | 0.01           | 06 Sep 2002        |                 |
| 78.20          | +0.82                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 3     | 0.04           | 06 Sep 2002        |                 |
| 78.24          | +0.86                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 13    | 0.01           | 06 Sep 2002        |                 |
|                |                                | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.09           |                    |                 |
| 78.25          | +0.87                          | C   | UH   | <a href="#">Projects spanning M108 to M109</a> | AC            | AC         | 4                   | 3             | 48                   | 13    | 0.10           | 06 Sep 2002        |                 |
| 78.34          | +0.96                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.67           |                    |                 |
| 78.35          | M109 +0.00                     | C   | UH   | <a href="#">Projects spanning M109 to M110</a> | AC            | AC         | 4                   | 3             | 48                   | 8     | 0.01           | 05 Mar 1999        |                 |
| 78.36          | +0.01                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               |                      | 6     | 0.06           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M109 to M110</a> | AC            | AC         | 4                   | 6             | 48                   | 8     | 1.23           | 05 Mar 1999        |                 |
| 78.42          | +0.07                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      | 12    | 0.13           |                    |                 |
| 78.60          | +0.25                          | C   | J    | Mariposa Dr (Signalized) -- [B24]              |               |            |                     |               |                      |       |                | 30 Apr 2004        |                 |
| 78.65          | +0.30                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      | 12    | 0.31           |                    |                 |
| 79.00          | +0.65                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      | 12    | 0.07           |                    |                 |
| 79.15          | +0.80                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      | 12    | 0.19           |                    |                 |
| 79.36          | M110 +0.09                     | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.23           |                    |                 |
| 79.37          | +0.10                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               |                      | 12    | 0.23           |                    |                 |
| 79.50          | +0.24                          | C   | UP   | Washington St                                  |               |            |                     |               |                      |       |                | 1958               | ??'-??"         |
| 79.52          | +0.25                          | C   | UP   | Burlington Northern Santa Fe RR                |               |            |                     |               |                      |       |                | 1962               | ??'-??"         |
| 79.53          | +0.26                          | C   | UP   | Frontier St                                    |               |            |                     |               |                      |       |                | 1962               | 13'-10"         |
| 79.59          | +0.32                          | C   | UH   | <a href="#">Projects spanning M110 to M111</a> | AC            | AC         | 4                   | 6             | 48                   | 6     | 0.19           | 05 Mar 1999        |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.20           |                    |                 |
| 79.60          | +0.33                          | C   | J    | U 093 North                                    |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M110+0.33**

**M110+0.33 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M110+0.51**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M110+0.51 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 79.78          | M110 +0.51                     | C   | UH   | <a href="#">Projects spanning M110 to M111</a> | AC            | AC         | 4                   | 0             | 48                   | 6     | 0.14           | 05 Mar 1999        |                 |
| 79.79          | +0.52                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.43           |                    |                 |
| 79.86          | +0.59                          | C   | BR   | (WB) Hassayampa River                          |               |            |                     |               |                      |       |                | 1936               | 481 ft Steel    |
|                |                                | C   | BR   | (EB) Hassayampa River                          |               |            |                     |               |                      |       |                | 1962               | 483 ft Steel    |
| 79.92          | +0.65                          | C   | UH   | <a href="#">Projects spanning M110 to M111</a> | AC            | AC         | 4                   | 1             | 48                   | 1     | 0.57           | 05 Mar 1999        |                 |
| 79.99          | +0.72                          | C   | J    | Mockingbird Rd                                 |               |            |                     |               |                      |       |                |                    |                 |
| 80.49          | M111 +0.20                     | C   | UH   | <a href="#">Projects spanning M111 to M112</a> | AC            | AC         | 4                   | 1             | 48                   | 1     | 0.13           | 1994               |                 |
| 80.61          | +0.31                          | C   | J    | Local Rd -- [L2]                               |               |            |                     |               |                      |       |                |                    |                 |
| 80.62          | +0.32                          | C   | UH   | <a href="#">Projects spanning M111 to M112</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 1.48           | 1994               |                 |
| 80.96          | +0.67                          | C   | JB   | ECL Wickenburg                                 |               |            |                     |               |                      |       |                |                    |                 |
| 81.30          | M112 +0.00                     | C   | EQ   | MP 110+2.03 Back Equals MP 112+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 82.10          | +0.80                          | C   | UH   | <a href="#">Projects spanning M112 to M113</a> | AC            | AC         | 4                   | 8             | 48                   | 10    | 0.04           | 1994               |                 |
| 82.14          | +0.84                          | C   | EB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.55           | 1994               |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 1.55           |                    |                 |
| 82.23          | +0.94                          | C   | J    | Mockingbird Ln                                 |               |            |                     |               |                      |       |                |                    |                 |
| 83.68          | M114 +0.41                     | C   | EB   | <a href="#">Projects spanning M114 to M115</a> | AC            | AC         | 2                   | 2             | 24                   | 10    | 0.78           | 1994               |                 |
|                |                                | C   | MD   | 16 ft Concrete Curbed Median                   |               |            |                     |               |                      |       | 0.78           |                    |                 |
| 84.22          | +0.95                          | C   | J    | Local Rd -- [L24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 84.46          | M115 +0.20                     | C   | EB   | <a href="#">Projects spanning M115 to M116</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.31           | 1994               |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.31           |                    |                 |
| 84.75          | +0.48                          | C   | BR   | (EB) Monarch Wash                              |               |            |                     |               |                      |       |                | 1963               | 143 ft Concrete |
| 84.77          | +0.51                          | C   | EB   | <a href="#">Projects spanning M115 to M116</a> | AC            | AC         | 2                   | 2             | 24                   | 10    | 2.30           | 1994               |                 |
|                |                                | C   | MD   | 16 ft Concrete Curbed Median                   |               |            |                     |               |                      |       | 2.30           |                    |                 |
| 85.41          | M116 +0.13                     | A   | J    | Local Rd -- [L24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 86.43          | M117 +0.15                     | C   | J    | Local Rd -- [L24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 87.08          | +0.80                          | C   | EB   | <a href="#">Projects spanning M117 to M118</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.07           | 65                 |                 |
|                |                                | C   | MD   | 12 ft Concrete Curbed Median                   |               |            |                     |               |                      |       | 0.78           |                    |                 |
| 87.15          | +0.87                          | C   | EB   | <a href="#">Projects spanning M117 to M118</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.83           | 1997               |                 |
| 87.20          | M118 +0.00                     | C   | VMS  | (EB) Variable Message Sign #427 (Proposed)     |               |            |                     |               |                      |       |                |                    |                 |
| 87.31          | +0.10                          | A   | J    | Garden City Rd -- [L2]                         |               |            |                     |               |                      |       |                |                    |                 |
| 87.85          | +0.64                          | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 87.97          | +0.76                          | C   | EB   | <a href="#">Projects spanning M118 to M119</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.28           | 1998               |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.28           |                    |                 |
| 88.20          | +0.99                          | A   | J    | Garden City - Sahuaro Blossom Rd -- [B234]     |               |            |                     |               |                      |       |                |                    |                 |
| 88.25          | +1.04                          | C   | EB   | <a href="#">Projects spanning M118 to M119</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.01           | 21 Mar 2000        |                 |
|                |                                | C   | MD   | 68 ft Soil Median                              |               |            |                     |               |                      |       | 1.61           |                    |                 |
| 88.40          | M119 +0.13                     | A   | J    | Harolds Hill Rd -- [B24]                       |               |            |                     |               |                      |       |                |                    |                 |
| 88.90          | +0.63                          | A   | J    | Rancho Loma Vista -- [B24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 89.25          | +0.98                          | A   | J    | Local Rd -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M119+0.98**

**M119+0.98 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M120+0.11**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M120+0.11 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 89.39          | M120 +0.11                     | A   | J    | S 074 East to I 017 -- [B234]                  |               |            |                     |               |                      |       |                |                    |                 |
| 89.47          | +0.19                          | A   | J    | Local Rd -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 89.86          | +0.58                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      | 0.19  |                |                    |                 |
| 89.95          | +0.67                          | A   | J    | Turnout -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 90.05          | +0.77                          | A   | J    | Local Rd -- [L24]                              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      | 0.04  |                |                    |                 |
| 90.09          | +0.81                          | C   | MD   | 12 ft Concrete Curbed Median                   |               |            |                     |               |                      | 0.34  |                |                    |                 |
|                |                                | C   | CG   | Curb to Left                                   |               |            |                     |               |                      | 0.06  |                |                    |                 |
| 90.15          | +0.87                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      | 0.25  |                |                    |                 |
| 90.24          | +0.96                          | A   | J    | Rockaway Hills Dr -- [B24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 90.27          | M121 +0.00                     | C   | EB   | <a href="#">Projects spanning M121 to M122</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.96           | 1997               |                 |
| 90.35          | +0.08                          | A   | J    | Castle Hot Springs Rd in Morristown -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 90.43          | +0.16                          | C   | MD   | 12 ft Concrete Median Barrier                  |               |            |                     |               |                      | 0.36  |                |                    |                 |
| 90.57          | +0.30                          | A   | J    | Local Rd -- [L24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 90.79          | +0.52                          | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      | 0.08  |                |                    |                 |
| 90.87          | +0.60                          | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      | 1.88  |                |                    |                 |
| 90.98          | +0.71                          | A   | J    | Morristown Transfer Station -- [L24]           |               |            |                     |               |                      |       |                |                    |                 |
| 91.22          | +0.95                          | C   | EB   | <a href="#">Projects spanning M121 to M122</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.53           | 1998               |                 |
| 91.23          | +0.96                          | C   | OP   | (EB) Burlington Northern Santa Fe RR           |               |            |                     |               |                      |       |                | 1942               | 138 ft Concrete |
| 92.33          | M123 +0.02                     | A   | J    | Median Cross-Over -- [U24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 92.37          | +0.06                          | C   | BR   | (EB) Iona Wash                                 |               |            |                     |               |                      |       |                | 1941               | 96 ft Concrete  |
| 92.76          | +0.44                          | C   | EB   | <a href="#">Projects spanning M123 to M124</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 7.16           | 01 Sep 2003        |                 |
|                |                                | C   | MD   | Variable 45.95-75.48 ft Soil Median            |               |            |                     |               |                      | 7.28  |                |                    |                 |
| 93.16          | +0.84                          | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 7             | 28                   | 7     | 0.25           | 01 Sep 2003        |                 |
| 93.41          | +1.09                          | A   | J    | Frontage Access Rd -- [R124]                   |               |            |                     |               |                      |       |                | 01 Sep 2003        |                 |
|                |                                | A   | TI   | (EB/WB) Pine Rd                                | Unk           | Unk        | 2                   |               | 24                   |       | 0.04           |                    |                 |
|                |                                | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 7             | 28                   | 7     | 0.17           | 01 Sep 2003        |                 |
| 94.00          | M124 +0.54                     | C   | FR   | Two Way Frontage Rd Right                      | AC            | AC         | 2                   | 7             | 28                   | 7     | 0.19           | 01 Sep 2003        |                 |
| 94.01          |                                | A   | J    | London Rd -- [R124]                            |               |            |                     |               |                      |       |                | 01 Sep 2003        |                 |
| 94.42          | M125 +0.18                     | C   | BR   | (EB) Trilby Wash                               |               |            |                     |               |                      |       |                | 01 Sep 2003        | 176 ft Concrete |
| 94.55          | +0.31                          | C   | J    | Black Mountain Rd -- [R]                       |               |            |                     |               |                      |       |                | 01 Sep 2003        |                 |
| 96.05          | M126 +0.81                     | A   | J    | Local Rd -- [R24]                              |               |            |                     |               |                      |       |                | 01 Sep 2003        |                 |
| 96.85          | M127 +0.60                     | A   | J    | Happy Ln -- [R124]                             |               |            |                     |               |                      |       |                | 01 Sep 2003        |                 |
| 97.29          | M128 +0.04                     | A   | J    | Dove Valley Rd -- [R124]                       |               |            |                     |               |                      |       |                | 01 Sep 2003        |                 |
|                |                                | A   | TI   | (EB/WB) Dove Valley Rd                         | Unk           | Unk        | 2                   |               | 24                   |       | 0.35           |                    |                 |
| 97.69          | +0.45                          | A   | J    | Pine St -- [R124]                              |               |            |                     |               |                      |       |                | 01 Sep 2003        |                 |
| 97.90          | +0.65                          | A   | J    | Center St in Wittmann (Signalized) -- [B1234]  |               |            |                     |               |                      |       |                | 01 Sep 2003        |                 |
| 98.22          | M129 +0.01                     | C   | BR   | (EB) Wittman Wash                              |               |            |                     |               |                      |       |                | 01 Sep 2003        | 130 ft Concrete |
| 98.51          | +0.30                          | A   | J    | Frontage Access Rd -- [R124]                   |               |            |                     |               |                      |       |                | 01 Sep 2003        |                 |

**U 060 at M129+0.30**

**M129+0.30 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M129+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M129+0.30 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 98.52          | M129 +0.30                     | A   | TI (EB/WB) Frontage Access                            | Unk          | Unk           | 2          |                     | 24            |                      | 0.05  |                |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                          | AC           | AC            | 2          | 7                   | 28            | 7                    | 0.61  | 01 Sep 2003    |                    |                 |
| 99.10          | +0.89                          | A   | J 211th St -- [R124]                                  |              |               |            |                     |               |                      |       | 01 Sep 2003    |                    |                 |
|                |                                | A   | TI (EB/WB) 211th Ave                                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.24  |                |                    |                 |
|                |                                | A   | TI (EB/WB) 211th Ave                                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                          | AC           | AC            | 2          | 7                   | 28            | 7                    | 0.46  | 01 Sep 2003    |                    |                 |
| 99.56          | M130 +0.31                     | A   | J Frontage Access Rd -- [R124]                        |              |               |            |                     |               |                      |       | 01 Sep 2003    |                    |                 |
|                |                                | A   | TI (EB/WB) Montgomery Rd                              | Unk          | Unk           | 2          |                     | 24            |                      | 0.09  |                |                    |                 |
| 99.91          | +0.66                          | C   | EB <a href="#">Projects spanning M130 to M131</a>     | AC           | AC            | 2          | 4                   | 24            | 10                   | 6.10  | 15 Oct 2002    |                    |                 |
| 100.04         | +0.79                          | C   | MD Variable 53-51 ft Soil Median (includes shoulders) |              |               |            |                     |               |                      | 8.10  |                |                    |                 |
| 100.16         | +0.91                          | A   | J 203rd Ave N -- [L234]                               |              |               |            |                     |               |                      |       | 01 Sep 2003    |                    |                 |
| 100.45         | M131 +0.19                     | A   | J 203rd Ave S -- [R124]                               |              |               |            |                     |               |                      |       | 01 Sep 2003    |                    |                 |
| 101.02         | +0.77                          | C   | BR (EB) Unnamed Wash                                  |              |               |            |                     |               |                      |       | 2002           | 172 ft Concrete    |                 |
| 101.11         | +0.86                          | A   | J North Side CAP Canal Service Rd Access -- [U]       |              |               |            |                     |               |                      |       |                |                    |                 |
| 101.21         | +0.96                          | C   | BR (EB) Hayden-Rhodes Aqueduct                        |              |               |            |                     |               |                      |       | 2002           | 95 ft Concrete     |                 |
| 101.32         | +1.07                          | A   | J South Side CAP Canal Service Rd Access -- [U]       |              |               |            |                     |               |                      |       |                |                    |                 |
| 101.72         | M132 +0.37                     | A   | J Patton Rd W -- [R24]                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 102.06         | +0.70                          | A   | J 193rd Ave S -- [L24]                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 102.07         | +0.72                          | C   | FR Two Way Frontage Rd Right                          | AC           | AC            | 2          | 2                   | 24            | 2                    | 1.08  |                |                    |                 |
| 102.40         | M133 +0.11                     | A   | J Frontage Access Rd -- [R24]                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 103.15         | +0.86                          | A   | J Jomax Rd W -- [R24]                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 104.44         | M135 +0.18                     | C   | FR Two Way Frontage Rd Right                          | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.16  |                |                    |                 |
|                |                                | A   | J Happy Valley Rd & Citrus Rd Access W -- [R124]      |              |               |            |                     |               |                      |       |                |                    |                 |
| 104.64         | +0.38                          | C   | JB WCL Surprise Elev 1130                             |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB Reenter Surprise (on NE side)                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 104.73         | +0.47                          | A   | J Frontage Access Rd -- [R24]                         |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | FR Two Way Frontage Rd Right                          | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.93  |                |                    |                 |
| 105.22         | +0.97                          | A   | J Median Cross-Over -- [U24]                          |              |               |            |                     |               |                      |       |                |                    |                 |
| 105.31         | M136 +0.05                     | A   | J Norwich Dr Frontage Rd Access -- [R24]              |              |               |            |                     |               |                      |       |                |                    |                 |
| 106.01         | +0.76                          | C   | EB <a href="#">Projects spanning M136 to M137</a>     | AC           | AC            | 2          | 4                   | 24            | 10                   | 1.98  | 2002           |                    |                 |
| 106.25         | +0.99                          | C   | FR Two Way Frontage Rd Right                          | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.99  |                |                    |                 |
|                |                                | A   | J Deer Valley Rd -- [R124]                            |              |               |            |                     |               |                      |       |                |                    |                 |
| 106.69         | M137 +0.43                     | A   | J Frontage Access Rd -- [R24]                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 107.14         | +0.88                          | A   | J 163rd Ave -- [B234]                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 107.26         | +0.99                          | C   | UB WUB Phoenix  |              |               |            |                     |               |                      |       |                |                    |                 |
| 107.27         | M138 +0.00                     | C   | BR (EB) Beardsley Canal                               |              |               |            |                     |               |                      |       | 2002           | 56 ft Concrete     |                 |
| 107.34         | +0.07                          | C   | BR (EB) McMicken Dam Floodway                         |              |               |            |                     |               |                      |       | 2002           | 123 ft Concrete    |                 |
| 107.37         | +0.10                          | C   | FR Two Way Frontage Rd Right                          | AC           | AC            | 2          | 2                   | 24            | 2                    | 0.10  |                |                    |                 |
|                |                                | C   | JB Enter Sun City West (on NE side)                   |              |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M138+0.10**

**M138+0.10 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M138+0.18**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M138+0.18 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 107.45         | M138 +0.18                     | A   | J    | McMicken Floodway Access S -- [R4]                         |               |            |                     |               |                      |       |                |                    |                 |
| 107.77         | +0.51                          | C   | UP   | (EB) S 303 Estrella Pkwy                                   |               |            |                     |               |                      |       | 2002           |                    | ??'-??"         |
| 107.87         | +0.60                          | A   | J    | S 303(1) / Estrella Rdwy Access (Signalized) -- [R14]      |               |            |                     |               |                      |       |                |                    |                 |
| 108.00         | +0.73                          | C   | EB   | <a href="#">Projects spanning M138 to M139</a>             | AC            |            | 4                   | 24            | 10                   | 0.86  | 1994           |                    |                 |
| 108.13         | +0.87                          | C   | MD   | Variable Soil Median                                       |               |            |                     |               |                      | 7.70  |                |                    |                 |
| 108.86         | M139 +0.61                     | A   | J    | RH Johnson Blvd E & Sunrise Blvd S -- [B23]                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M139 to M140</a>             | AC            |            | 4                   | 36            | 10                   | 0.08  | 1994           |                    |                 |
| 108.94         | +0.68                          | C   | EB   |  | AC            |            | 4                   | 30            | 10                   | 0.13  | 1994           |                    |                 |
| 109.07         | +0.81                          | C   | EB   |  | AC            |            | 4                   | 24            | 10                   | 1.88  | 1994           |                    |                 |
| 110.17         | M140 +0.91                     | A   | J    | Meeker Blvd E & Reems Rd S -- [B23]                        |               |            |                     |               |                      |       |                |                    |                 |
| 110.45         | M141 +0.19                     | A   | J    | Parkview Place -- [R4]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 110.95         | +0.69                          | C   | EB   | <a href="#">Projects spanning M141 to M142</a>             | AC            |            | 4                   | 36            | 10                   | 0.32  | 1994           |                    |                 |
| 111.26         | M142 +0.01                     | C   | EB   | <a href="#">Projects spanning M142 to M143</a>             | AC            |            | 4                   | 24            | 10                   | 3.18  | 1994           |                    |                 |
| 111.34         | +0.09                          | A   | J    | Litchfield Rd -- [R4]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 112.00         | +0.75                          | A   | J    | Bell Rd -- [B234]  |               |            |                     |               |                      |       |                |                    |                 |
| 112.66         | M143 +0.41                     | A   | J    | Dysart Rd -- [B234]  |               |            |                     |               |                      |       |                |                    |                 |
| 112.67         | +0.42                          | C   | FR   | Two Way Frontage Rd Right                                  | AC            |            | 3                   | 24            | 3                    | 0.83  |                |                    |                 |
| 113.10         | +0.85                          | A   | J    | Sunny Ln -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 113.53         | M144 +0.28                     | C   | J    | (EB) Greenway Rd -- [B234]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 113.55         | +0.30                          | C   | JB   | ECL Surprise, WCL El Mirage Elev 1126                      |               |            |                     |               |                      |       |                |                    |                 |
| 113.94         | +0.69                          | A   | J    | Local Rd -- [R4]   |               |            |                     |               |                      |       |                |                    |                 |
| 114.10         | +0.85                          | C   | FR   | Two Way Frontage Rd Right                                  | AC            |            | 3                   | 24            | 3                    | 0.93  |                |                    |                 |
| 114.31         | M145 +0.05                     | A   | J    | Primrose St -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 114.44         | +0.18                          | C   | EB   | <a href="#">Projects spanning M145 to M146</a>             | AC            |            | 4                   | 24            | 10                   | 1.39  | 1993           |                    |                 |
| 114.68         | +0.43                          | A   | J    | Thunderbird Rd Connector -- [R4]                           |               |            |                     |               |                      |       |                |                    |                 |
| 115.43         | M146 +0.18                     | A   | BR   | Agua Fria River  |               |            |                     |               |                      |       | 1993           | 500 ft Concrete    |                 |
| 115.50         | +0.25                          | C   | JB   | ECL El Mirage, WCL Youngtown, Enter Sun City on south side |               |            |                     |               |                      |       |                |                    |                 |
| 115.64         | +0.39                          | A   | J    | 113th Ave -- [R4]  |               |            |                     |               |                      |       |                |                    |                 |
| 115.83         | +0.58                          | C   | EB   | <a href="#">Projects spanning M146 to M147</a>             | AC            | MBH        | 2                   | 24            | 6                    | 0.73  | 90             |                    |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                            |               |            |                     |               |                      | 3.91  |                |                    |                 |
|                |                                | A   | J    | 111th Ave -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | ECL Youngtown, Enter Sun City on south side                |               |            |                     |               |                      |       |                |                    |                 |
| 116.36         | M147 +0.11                     | A   | J    | 107th Ave & Del Webb Blvd -- [B24]                         |               |            |                     |               |                      |       |                |                    |                 |
| 116.56         | +0.31                          | C   | EB   | <a href="#">Projects spanning M147 to M148</a>             | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.13           | 90                 |                 |
| 116.69         | +0.44                          | C   | EB   |  | AC            | MBH        | 3                   | 8             | 36                   | 8     | 0.13           | 90                 |                 |
| 116.82         | +0.57                          | C   | EB   |  | AC            | MBH        | 3                   | 4             | 36                   | 10    | 0.95           | 90                 |                 |
| 117.46         | M148 +0.19                     | A   | J    | 99th Ave -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 117.77         | +0.50                          | C   | EB   | <a href="#">Projects spanning M148 to M149</a>             | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.50           | 90                 |                 |
| 117.96         | +0.70                          | C   | JB   | Leave Sun City, WCL Peoria                                 |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M148+0.70**

**M148+0.70 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M148+0.75**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M148+0.75 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 118.01         | M148 +0.75                     | C   | BR   | (EB) New River   |               |            |                     |               |                      |       | 1965           | 360 ft Concrete    |                 |
| 118.13         | +0.87                          | A   | J    | S 101 Exit #11 J-Ramp                                  |               |            |                     |               |                      |       |                |                    |                 |
| 118.17         | +0.90                          | A   | OP   | S 101 SB/NB  |               |            |                     |               |                      |       | 1988           | 188 ft Concrete    |                 |
| 118.21         | +0.95                          | A   | J    | S 101 Exit #11 A-Ramp                                  |               |            |                     |               |                      |       |                |                    |                 |
| 118.27         | M149 +0.04                     | C   | EB   | <a href="#">Projects spanning M149 to M150</a>         | AC            | MBH        | 3                   | 4             | 36                   | 10    | 0.02           | 90                 |                 |
| 118.29         | +0.06                          | C   | EB   |  | AC            | MBH        | 3                   | 1             | 36                   | 1     | 1.45           | 90                 |                 |
|                |                                | C   | CG   | Curb to Left and Right                                 |               |            |                     |               |                      |       | 1.45           |                    |                 |
| 118.49         | +0.26                          | A   | J    | 91st Ave to/from S 101 C/G Ramps -- [B24]              |               |            |                     |               |                      |       |                |                    |                 |
| 119.74         | M150 +0.51                     | C   | EB   | <a href="#">Projects spanning M150 to M151</a>         | AC            | MBH        | 3                   | 0             | 36                   | 1     | 0.43           | 80                 |                 |
|                |                                | C   | MD   | 16 ft Concrete Curbed Median                           |               |            |                     |               |                      |       | 0.43           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                                 |               |            |                     |               |                      |       | 0.54           |                    |                 |
| 119.83         | +0.60                          | A   | J    | 83rd Ave -- [B24]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 120.17         | +0.94                          | C   | EB   | <a href="#">Projects spanning M150 to M151</a>         | AC            | AC         | 3                   | 0             | 36                   | 0     | 1.80           | 30 Jul 2004        |                 |
|                |                                | C   | MD   | Variable 4-16 ft Concrete Curbed Median                |               |            |                     |               |                      |       | 1.13           |                    |                 |
| 120.28         | M151 +0.03                     | C   | CG   | Curb to Left and Right                                 |               |            |                     |               |                      |       | 0.76           |                    |                 |
| 120.55         | +0.31                          | A   | J    | Local Rd -- [B24]                                      |               |            |                     |               |                      |       |                | 30 Jul 2004        |                 |
| 120.83         | +0.59                          | A   | J    | Driveway -- [R4]                                       |               |            |                     |               |                      |       |                | 30 Jul 2004        |                 |
| 121.04         | +0.79                          | C   | CG   | Curb to Left and Right                                 |               |            |                     |               |                      |       | 0.24           |                    |                 |
| 121.16         | +0.92                          | C   | TI   | (EB) Olive Ave 2 (off)                                 | AC            | AC         | 1                   |               | 12                   |       | 0.02           | 30 Jul 2004        |                 |
| 121.17         |                                | A   | TI   | (EB/WB) Connector C                                    | AC            | AC         | 2                   | 0             | 30                   | 0     | 0.04           | 30 Jul 2004        |                 |
|                |                                | A   | TI   | (EB/WB) Golden Ln                                      | AC            | AC         | 2                   | 0             | 36                   | 0     | 0.25           | 30 Jul 2004        |                 |
| 121.19         | +0.94                          | A   | TI   | (EB/WB) Connector A                                    | AC            | AC         | 2                   | 0             | 30                   | 0     | 0.10           | 30 Jul 2004        |                 |
|                |                                | A   | TI   | (EB/WB) Connector A                                    | AC            | AC         | 2                   | 0             | 30                   | 0     | 0.11           | 30 Jul 2004        |                 |
| 121.20         | +0.95                          | A   | TI   | (EB/WB) Connector C                                    | AC            | AC         | 2                   | 0             | 30                   | 0     | 0.25           | 30 Jul 2004        |                 |
| 121.21         | +0.96                          | A   | TI   | (EB/WB) 75th Ave                                       | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.12           | 30 Jul 2004        |                 |
|                | +0.97                          | A   | TI   | (EB/WB) 75th Ave                                       | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.12           | 30 Jul 2004        |                 |
|                |                                | A   | J    | Olive Ave & 75th Ave -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (EB/WB) Connector C to 75th Ave One Way Ramp           | AC            | AC         | 1                   |               | 12                   |       | 0.05           | 30 Jul 2004        |                 |
| 121.23         | +0.98                          | A   | TI   | (EB/WB) Olive Ave                                      | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.62           | 30 Jul 2004        |                 |
|                |                                | C   | UP   | (EB) Olive Ave   |               |            |                     |               |                      |       |                | 30 Jul 2004        | 23'-07"         |
|                |                                | A   | TI   | (EB/WB) Connector D (Conn C to Olive Ave One Way Ramp) | AC            | AC         | 1                   | 2             | 12                   | 6     | 0.27           | 30 Jul 2004        |                 |
| 121.24         | +1.00                          | C   | TI   | (EB) 75th Ave (on)                                     | AC            | AC         | 1                   |               | 12                   |       | 0.03           | 30 Jul 2004        |                 |
| 121.30         | M152 +0.05                     | C   | MD   | Variable Raised Soil Median                            |               |            |                     |               |                      |       | 0.59           |                    |                 |
| 121.33         | +0.08                          | A   | TI   | (EB/WB) Connector C                                    | AC            | AC         | 2                   | 0             | 30                   | 0     | 0.07           | 30 Jul 2004        |                 |
| 121.57         | +0.32                          | C   | OP   | (EB) Burlington Northern Santa Fe RR                   |               |            |                     |               |                      |       | 1981           | 333 ft Concrete    |                 |
| 121.59         | +0.34                          | C   | CG   | Curb to Left and Right                                 |               |            |                     |               |                      |       | 0.16           |                    |                 |
| 121.81         | +0.56                          | C   | J    | 71st Ave -- [L2]                                       |               |            |                     |               |                      |       |                | 30 Jul 2004        |                 |
|                |                                | A   | TI   | (EB/WB) 71st Ave                                       | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.09           | 30 Jul 2004        |                 |
| 121.89         | +0.64                          | C   | CG   | Curb to Right  |               |            |                     |               |                      |       | 0.04           |                    |                 |

**U 060 at M152+0.64**

**M152+0.64 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M152+0.64**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M152+0.64 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                     | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |   |             |                       |         |             |  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---|-------------|-----------------------|---------|-------------|--|
| 121.89         | M152 +0.64                     | C   | MD   | Variable 4-16 ft Concrete Curbed Median          |               |            |                     |               |                      |       | 0.39           |                    |                 |   |             |                       |         |             |  |
| 121.90         | +0.65                          | C   | JB   | WCL Glendale                                     |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 121.93         | +0.67                          | C   | CG   | Curb to Left and Right                           |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 121.97         | +0.72                          | C   | EB   | <a href="#">Projects spanning M152 to M153</a>   |               |            |                     |               |                      |       | AC             | AC                 | 3               | 0 | 36          | 0                     | 0.23    | 1998        |  |
| 122.20         | +0.95                          | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | AC                 | 3               | 0 | 33          | 0                     | 0.09    | 1998        |  |
| 122.29         | M153 +0.01                     | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | Unk                | 3               | 0 | 33          | 0                     | 0.04    | 1998        |  |
|                |                                | C   | MD   | 16 ft Curbed Median                              |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 122.33         | +0.06                          | C   | MD   | Variable 4-19.4 ft Curbed Median                 |               |            |                     |               |                      |       | 0.36           |                    |                 |   |             |                       |         |             |  |
|                |                                | C   | CG   | Curb to Left and Right                           |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
|                |                                | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | AC                 | 3               | 0 | 33          | 0                     | 0.06    | 30 Jun 2005 |  |
| 122.39         | +0.12                          | C   | CG   | Curb to Left and Right                           |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
|                |                                | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | Unk                | 3               | 0 | 33.99       | 0                     | 0.02    | 1998        |  |
| 122.41         | +0.14                          | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | AC                 | 3               | 0 | 33.99       | 0                     | 0.07    | 1998        |  |
|                |                                | C   | CG   | Curb to Left and Right                           |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 122.49         | +0.21                          | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | AC                 | 3               | 0 | 33.99       | 0                     | 0.05    | 1998        |  |
|                |                                | C   | CG   | Curb to Left and Right, Sidewalk to Right        |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 122.53         | +0.26                          | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | AC                 | 3               | 0 | 31.98       | 0                     | 0.07    | 1998        |  |
| 122.58         | +0.31                          | A   | J    | Northern Ave & 67th Ave -- [B24]                 |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
|                |                                | A   | OP   | 67th Ave over U 060                              |               |            |                     |               |                      |       |                |                    |                 |   | 30 Jun 2005 | 786 ft Concrete/Steel |         |             |  |
|                |                                | C   | UP   | (EB) 67th Ave                                    |               |            |                     |               |                      |       |                |                    |                 |   | 30 Jun 2005 |                       | 16'-09" |             |  |
| 122.60         | +0.33                          | C   | UP   | Northern Ave under 67th Ave                      |               |            |                     |               |                      |       |                |                    |                 |   | 30 Jun 2005 |                       | 16'-05" |             |  |
| 122.61         |                                | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | Unk                | 3               | 0 | 31.98       | 0                     | 0.01    | 1998        |  |
|                |                                | C   | CG   | Curb to Left and Right                           |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 122.62         | +0.35                          | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | Unk                | 3               | 0 | 36          | 0                     | 0.03    | 1998        |  |
| 122.65         | +0.38                          | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | AC                 | 3               | 0 | 36          | 0                     | 0.04    | 1998        |  |
|                |                                | C   | CG   | Curb to Left and Right                           |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 122.69         | +0.42                          | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | Unk                | 3               | 0 | 36          | 0                     | 0.07    | 1998        |  |
|                |                                | C   | MD   | 16 ft Curbed Median                              |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
|                |                                | C   | CG   | Curb to Left and Right                           |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 122.76         | +0.49                          | C   | EB   | <a href="#">Projects spanning M153 to M154</a>   |               |            |                     |               |                      |       | AC             | MBH                | 3               | 2 | 36          | 2                     | 1.88    | 88          |  |
|                |                                | C   | MD   | 12 ft Curbed Median                              |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 124.00         | M154 +0.74                     | A   | J    | Glendale Ave & 59th Ave -- [B24]                 |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 124.29         | M155 +0.03                     | A   | J    | 57th Dr -- [L24]                                 |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
| 124.64         | +0.38                          | C   | EB   | <a href="#">Projects spanning M155 to M156</a>   |               |            |                     |               |                      |       | AC             | AC                 | 3               | 2 | 36          | 2                     | 0.17    | 88          |  |
| 124.66         | +0.40                          | A   | TI   | (SB) 55th Ave Connector Right-of-Way             |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
|                |                                | A   | TI   | (EB/WB) Maryland-55th Ave Connector Right-of-Way |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
|                |                                | A   | TI   | (EB/WB) Maryland-55th Ave Connector Right-of-Way |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
|                |                                | A   | TI   | (EB/WB) Maryland-55th Ave Connector Right-of-Way |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |
|                |                                | A   | TI   | (EB) Maryland-55th Ave Connector Right-of-Way    |               |            |                     |               |                      |       |                |                    |                 |   |             |                       |         |             |  |

**U 060 at M155+0.40**

**M155+0.40 on U 060**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M155+0.41**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M155+0.41 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 124.67         | M155 +0.41                     | A   | TI (EB/WB) Maryland Ave Crossing                    | AC           | AC            | 2          | 7                   | 24            | 7                    | 0.45  | 22 Oct 2004    | 498 ft Concrete    | 16'-06"         |
|                |                                | A   | OP Maryland Ave over U 060 EB/WB                    |              |               |            |                     |               |                      |       | 22 Oct 2004    |                    |                 |
|                |                                | A   | UP Maryland Ave                                     |              |               |            |                     |               |                      |       | 22 Oct 2004    |                    |                 |
| 124.69         | +0.43                          | C   | MD 12 ft Concrete Curbed Median                     |              |               |            |                     |               |                      | 1.61  |                |                    |                 |
| 124.71         | +0.45                          | A   | TI (NB/SB) 55th Ave                                 | AC           | AC            | 2          | 0                   | 32            | 0                    | 0.04  | 22 Oct 2004    |                    |                 |
|                |                                | A   | TI (EB/WB) Marlette Ave & Claremont St Right-of-Way | AC           | AC            | 2          | 0                   | 32            | 0                    | 0.27  | 22 Oct 2004    |                    |                 |
| 124.76         | +0.51                          | A   | TI (NB/SB) 55th Ave Right-of-Way                    | AC           | AC            | 2          | 0                   | 32            | 0                    | 0.01  | 22 Oct 2004    |                    |                 |
| 124.81         | +0.55                          | C   | EB <a href="#">Projects spanning M155 to M156</a>   | AC           | MBH           | 3          | 2                   | 36            | 2                    | 0.92  | 88             |                    |                 |
| 125.38         | M156 +0.16                     | A   | TI (NB/SB) 51st Ave Crossing                        | AC           | AC            | 5          | 2                   | 60            | 2                    | 0.63  | 10 Dec 2004    |                    |                 |
|                |                                | A   | TI (EB/WB) Montebello Ave                           | AC           | AC            | 2          | 0                   | 29            | 0                    | 0.13  | 10 Dec 2004    |                    |                 |
|                |                                | C   | UP (EB) 51st Ave                                    |              |               |            |                     |               |                      |       | 10 Dec 2004    |                    | 16'-06"         |
|                | +0.17                          | A   | TI (NB/SB) Bullard Ave Crossing                     | AC           | AC            | 2          |                     | 24            |                      | 0.51  |                |                    |                 |
|                |                                | A   | TI (NB/SB) 67th Ave Crossing                        | AC           | AC            | 4          | 0                   | 52            | 0                    | 0.51  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (NB/SB) 67th Ave Connector B                     | AC           | AC            | 2          | 0                   | 31.5          | 0                    | 0.02  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (NB/SB) 67th Ave Connector B                     | AC           | AC            | 2          | 0                   | 35            | 0                    | 0.07  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (NB/SB) 67th Ave Connector B                     | AC           | AC            | 2          | 0                   | 28            | 0                    | 0.20  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (NB/SB) 67th Ave                                 | AC           | AC            | 1          | 0                   | 20            | 0                    | 0.07  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (NB/SB) 67th Ave                                 | AC           | AC            | 2          | 0                   | 33.5          | 0                    | 0.16  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (EB/WB) Northern to 67th Ave Connector           | AC           | AC            | 1          | 0                   | 12            | 0                    | 0.03  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (EB/WB) Northern Ave                             | AC           | AC            | 4          | 0                   | 56            | 0                    | 0.05  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (EB/WB) 67th Ave Access                          | AC           | AC            | 3          | 0                   | 39            | 0                    | 0.07  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (EB/WB) 67th Ave Access                          | AC           | AC            | 3          | 0                   | 43            | 0                    | 0.09  | 03 Jun 2005    |                    |                 |
|                |                                | A   | TI (EB/WB) 67th Ave Access                          | AC           | AC            | 2          | 0                   | 32            | 0                    | 0.14  | 03 Jun 2005    |                    |                 |
| 125.43         | +0.21                          | A   | J 52nd Ave & Bethany Home Rd -- [B24]               |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI (NB/SB) 52nd Ave                                 | AC           | AC            | 2          | 4                   | 26            | 0                    | 0.25  | 10 Dec 2004    |                    |                 |
|                |                                | A   | TI (NB/SB) 51st Ave                                 | AC           | AC            | 2          | 0                   | 33            | 0                    | 0.16  | 10 Dec 2004    |                    |                 |
|                |                                | A   | TI (NB/SB) 51st Ave                                 | AC           | AC            | 2          | 0                   | 28            | 0                    | 0.15  | 10 Dec 2004    |                    |                 |
|                |                                | A   | TI (EB/WB) Bethany Home Rd Crossing                 | AC           | AC            | 4          | 0                   | 48            | 0                    | 0.15  | 10 Dec 2004    |                    |                 |
|                |                                | A   | TI (EB/WB) Bethany Home Rd Crossing                 | AC           | AC            | 4          | 0                   | 48            | 0                    | 0.02  | 10 Dec 2004    |                    |                 |
| 125.73         | +0.51                          | C   | EB <a href="#">Projects spanning M156 to M157</a>   | AC           | Unk           | 3          | 0                   | 36            | 0                    | 0.07  | 1998           |                    |                 |
| 125.80         | +0.58                          | C   | EB <a href="#">Projects spanning M156 to M157</a>   | AC           | MBH           | 3          | 2                   | 36            | 2                    | 0.01  | 88             |                    |                 |
| 125.81         | +0.59                          | C   | EB <a href="#">Projects spanning M156 to M157</a>   | AC           | Unk           | 3          | 0                   | 36            | 0                    | 0.49  | 1998           |                    |                 |
| 126.14         | +0.92                          | A   | J Missouri Ave -- [L24]                             |              |               |            |                     |               |                      |       |                |                    |                 |
| 126.30         | M157 +0.06                     | C   | EB <a href="#">Projects spanning M157 to M158</a>   | AC           | AC            | 3          | 0                   | 36            | 0                    | 0.12  | 10 Dec 2005    |                    |                 |
|                |                                | C   | MD 2.5 ft Concrete Median Barrier                   |              |               |            |                     |               |                      | 0.95  |                |                    |                 |
|                |                                | C   | CG Curb to Left and Right                           |              |               |            |                     |               |                      | 0.95  |                |                    |                 |
| 126.41         | +0.17                          | C   | EB <a href="#">Projects spanning M157 to M158</a>   | AC           | AC            | 3          | 0                   | 42            | 0                    | 0.06  | 10 Dec 2005    |                    |                 |
| 126.47         | +0.23                          | C   | EB <a href="#">Projects spanning M157 to M158</a>   | AC           | AC            | 3          | 5.8                 | 42            | 0                    | 0.01  | 10 Dec 2005    |                    |                 |
| 126.48         | +0.24                          | C   | EB <a href="#">Projects spanning M157 to M158</a>   | AC           | AC            | 3          | 5.8                 | 48            | 0                    | 0.07  | 10 Dec 2005    |                    |                 |

**U 060 at M157+0.24**

**M157+0.24 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M157+0.31**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M157+0.31 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance       |         |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------------|---------|
| 126.55         | M157 +0.31                     | C   | EB   | <a href="#">Projects spanning M157 to M158</a>                   | AC            | AC         | 3                   | 5.8           | 36                   | 0     | 0.12           | 10 Dec 2005        |                       |         |
|                |                                | C   | TI   | (EB) 43rd Ave & Camelback Rd Crossing                            | AC            | AC         | 1                   | 4             | 14                   | 4     | 0.06           | 10 Dec 2004        |                       |         |
| 126.61         | +0.37                          | C   | TI   | (EB) 43rd Ave & Camelback Rd Crossing                            | PCC           | PCC        | 1                   | 4             | 14                   | 4     | 0.06           | 10 Dec 2004        |                       |         |
| 126.64         | +0.40                          | A   | OP   | Exit #157 U 060 over 43rd Ave Connector Ramp                     |               |            |                     |               |                      |       |                | 10 Dec 2004        | 274 ft Concrete/Steel |         |
| 126.65         | +0.41                          | A   | UP   | U 060 OP   |               |            |                     |               |                      |       |                | 10 Dec 2004        |                       | 16'-06" |
| 126.67         | +0.43                          | C   | EB   | <a href="#">Projects spanning M157 to M158</a>                   | AC            | AC         | 3                   | 5.8           | 36                   | 10    | 0.45           | 10 Dec 2005        |                       |         |
|                |                                | C   | TI   | (EB) 43rd Ave & Camelback Rd Crossing                            | AC            | AC         | 1.5                 | 4             | 16.5                 | 2     | 0.02           | 10 Dec 2004        |                       |         |
| 126.68         | +0.44                          | C   | TI   | (EB) 43rd Ave & Camelback Rd Crossing                            | AC            | AC         | 2                   | 4             | 22                   | 2     | 0.08           | 10 Dec 2004        |                       |         |
| 126.81         | +0.57                          | C   | JB   | WCL Phoenix  |               |            |                     |               |                      |       |                |                    |                       |         |
|                |                                | A   | JB   | Leave Glendale, Enter Phoenix                                    |               |            |                     |               |                      |       |                |                    |                       |         |
| 126.83         | +0.59                          | C   | OP   | (EB) Exit #157 43rd Ave / Camelback Rd                           |               |            |                     |               |                      |       |                | 10 Dec 2004        | 500 ft Concrete/Steel |         |
| 126.84         | +0.60                          | C   | TI   | (EB) 43rd Ave & Camelback Rd Crossing                            | AC            | AC         | 2                   | 2             | 28                   | 2     | 0.09           | 10 Dec 2004        |                       |         |
| 126.93         | +0.69                          | C   | TI   | (EB) 43rd Ave & Camelback Rd Crossing                            | AC            | AC         | 1.5                 | 4             | 21                   | 3     | 0.04           | 10 Dec 2004        |                       |         |
| 126.96         | +0.73                          | C   | TI   | (EB) 43rd Ave & Camelback Rd Crossing                            | AC            | AC         | 1                   | 6             | 12                   | 4     | 0.15           | 10 Dec 2004        |                       |         |
| 127.12         | +0.88                          | C   | EB   | <a href="#">Projects spanning M157 to M158</a>                   | AC            | AC         | 3                   | 5.8           | 48                   | 10    | 0.01           | 10 Dec 2005        |                       |         |
|                |                                | C   | EB   |  | AC            | AC         | 3                   | 5.8           | 42                   | 10    | 0.03           | 10 Dec 2005        |                       |         |
| 127.16         | +0.92                          | C   | EB   |  | AC            | AC         | 3                   | 5.8           | 42                   | 0     | 0.04           | 10 Dec 2005        |                       |         |
| 127.19         | +0.95                          | C   | EB   |  | AC            | AC         | 3                   | 5.8           | 36                   | 0     | 0.06           | 10 Dec 2005        |                       |         |
| 127.25         | M158 +0.02                     | C   | EB   | <a href="#">Projects spanning M158 to M159</a>                   | AC            | Unk        | 3                   | 0             | 36                   | 0     | 1.08           | 1998               |                       |         |
|                |                                | C   | MD   | 12 ft Curbed Median  |               |            |                     |               |                      |       | 1.08           |                    |                       |         |
|                |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 2.09           |                    |                       |         |
| 127.54         | +0.30                          | A   | J    | 39th Ave -- [L24]  |               |            |                     |               |                      |       |                |                    |                       |         |
| 128.21         | +0.98                          | C   | UP   | (EB) Indian School Rd  |               |            |                     |               |                      |       |                | 1978               |                       | 18'-00" |
| 128.25         | M159 +0.01                     | A   | J    | 35th Ave & Indian School Rd                                      |               |            |                     |               |                      |       |                |                    |                       |         |
| 128.33         | +0.09                          | C   | EB   | <a href="#">Projects spanning M159 to M160</a>                   | AC            | MBH        | 3                   | 2             | 36                   | 2     | 0.93           | 63                 |                       |         |
|                |                                | C   | MD   | 12 ft Concrete Curbed Median                                     |               |            |                     |               |                      |       | 1.00           |                    |                       |         |
| 129.26         | +1.02                          | C   | EB   | <a href="#">Projects spanning M159 to M160</a>                   | AC            | AC         | 3                   | 4             | 36                   | 8     | 0.07           | 63                 |                       |         |
| 129.34         | +1.09                          | C   | J    | (EB) Segment End U 060 at Exit to Thomas Rd, 27th Ave, and UX060 |               |            |                     |               |                      |       |                |                    |                       |         |
| 129.35         | +1.10                          | C   | TI   | (EB) Exit # 160 Thomas Rd / 27th Ave (off)                       | Unk           | Unk        | 1                   | 2             | 12                   | 6     | 0.27           | 2003               |                       |         |
| 142.83         | M171 +0.73                     | C   | TI   | Continue (EB) HOV to U 060 from I-10 EB (on)                     | PCC           | PCC        | 1                   | 4             | 12                   | 10    | 0.52           | 2002               |                       |         |
| 142.87         | +0.63                          | C   | J    | Continue U 060 Superstition Fwy at I 010 Exit #154               |               |            |                     |               |                      |       |                |                    |                       |         |
|                |                                | C   | EB   | <a href="#">Projects spanning M171 to M172</a>                   | PCC           | PCC        | 3                   | 10            | 36                   | 12    | 0.38           | Sep 2000           |                       |         |
|                |                                | C   | MD   | Variable Soil Median at TI                                       |               |            |                     |               |                      |       | 0.61           |                    |                       |         |
| 142.98         | +0.73                          | C   | OP   | (EB) Southern Ave  |               |            |                     |               |                      |       |                | 1995               | 139 ft Concrete       |         |
| 143.25         | M172 +0.02                     | C   | EB   | <a href="#">Projects spanning M172 to M173</a>                   | PCC           | PCC        | 3                   | 12.5          | 36                   | 24    | 0.23           | Sep 2000           |                       |         |
| 143.28         | +0.05                          | A   | OP   | I 010 to U 060 HOV Ramps over I 010 WB and ramps                 |               |            |                     |               |                      |       |                | 2002               | Concrete              |         |
| 143.33         | +0.00                          | C   | OP   | (EB) I 010 EB/WB   |               |            |                     |               |                      |       |                | 1995               | 1097 ft Concrete      |         |
| 143.39         | +0.06                          | C   | UP   | (EB) Under U 060 WB to I 010 WB Flyover                          |               |            |                     |               |                      |       |                | 1995               |                       | ??'-??" |
| 143.47         | +0.14                          | C   | EB   | <a href="#">Projects spanning M172 to M173</a>                   | PCC           | PCC        | 4                   | 4             | 48                   | 24    | 0.09           | Sep 2000           |                       |         |

**U 060 at M172+0.14**

**M172+0.14 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M172+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M172+0.14 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 143.47         | M172 +0.14                     | C   | MD   | Concrete Median Barrier                        |               |            |                     |               |                      |       |                |                    |                 |
| 143.56         | +0.23                          | C   | EB   | <a href="#">Projects spanning M172 to M173</a> |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | (EB) I-10 WB (on)                              |               |            |                     |               |                      |       |                |                    |                 |
| 143.75         | +0.42                          | C   | OP   | (EB) Priest Rd                                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (NB/SB) Priest Dr Crossing                     |               |            |                     |               |                      |       |                |                    |                 |
| 143.76         | +0.43                          | C   | TI   | (EB) Priest Dr (on)                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M172 to M173</a> |               |            |                     |               |                      |       |                |                    |                 |
| 143.86         | +0.53                          | C   | EB   | AC/PCC AC/PCC 5 7 60 10 0.11 Jun 2002          |               |            |                     |               |                      |       |                |                    |                 |
| 143.93         | +0.59                          | C   | VMS  | (EB) Variable Message Sign #16 (Existing)      |               |            |                     |               |                      |       |                |                    |                 |
| 143.97         | +0.64                          | C   | EB   | <a href="#">Projects spanning M172 to M173</a> |               |            |                     |               |                      |       |                |                    |                 |
| 144.17         | +0.84                          | C   | EB   | AC/PCC AC/PCC 5 7 72 10 0.05 Jun 2002          |               |            |                     |               |                      |       |                |                    |                 |
| 144.22         | +0.89                          | C   | EB   | AC/PCC AC/PCC 5 10 60 10 0.63 Jun 2002         |               |            |                     |               |                      |       |                |                    |                 |
| 144.26         | +0.93                          | A   | UP   | Hardy Dr                                       |               |            |                     |               |                      |       |                |                    |                 |
| 144.76         | M173 +0.43                     | A   | UP   | Kyrene Rd                                      |               |            |                     |               |                      |       |                |                    |                 |
| 144.77         | +0.44                          | A   | UP   | Union Pacific RR                               |               |            |                     |               |                      |       |                |                    |                 |
| 144.85         | +0.52                          | C   | EB   | <a href="#">Projects spanning M173 to M174</a> |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | (EB) Mill Ave (off)                            |               |            |                     |               |                      |       |                |                    |                 |
| 144.89         | +0.56                          | C   | TI   | (EB) Mill Ave (off)                            |               |            |                     |               |                      |       |                |                    |                 |
| 144.94         | +0.61                          | C   | TI   | (EB) Mill Ave (off)                            |               |            |                     |               |                      |       |                |                    |                 |
| 145.00         | +0.67                          | A   | UP   | Mill Ave                                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (NB/SB) Mill Ave Crossing                      |               |            |                     |               |                      |       |                |                    |                 |
| 145.01         | +0.68                          | C   | TI   | (EB) Mill Ave (on)                             |               |            |                     |               |                      |       |                |                    |                 |
| 145.15         | +0.82                          | C   | EB   | <a href="#">Projects spanning M173 to M174</a> |               |            |                     |               |                      |       |                |                    |                 |
| 145.31         | +0.98                          | A   | UP   | College Ave Pedestrian OP                      |               |            |                     |               |                      |       |                |                    |                 |
| 145.39         | M174 +0.06                     | C   | EB   | <a href="#">Projects spanning M174 to M175</a> |               |            |                     |               |                      |       |                |                    |                 |
| 145.42         | +0.08                          | C   | EB   | AC/PCC AC/PCC 4 10 72 12 0.10 Jun 2002         |               |            |                     |               |                      |       |                |                    |                 |
| 145.51         | +0.18                          | C   | EB   | AC/PCC AC/PCC 4 10 60 12 0.12 Jun 2002         |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | (EB) Rural Rd (Off)                            |               |            |                     |               |                      |       |                |                    |                 |
| 145.63         | +0.29                          | C   | TI   | (EB) Rural Rd (Off)                            |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M174 to M175</a> |               |            |                     |               |                      |       |                |                    |                 |
| 145.69         | +0.35                          | C   | TI   | (EB) Rural Rd (Off)                            |               |            |                     |               |                      |       |                |                    |                 |
| 145.74         | +0.41                          | A   | UP   | Rural Rd Pedestrian OP                         |               |            |                     |               |                      |       |                |                    |                 |
| 145.75         | +0.42                          | A   | UP   | Exit #174 at Rural Rd                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | TI   | (NB/SB) Rural Rd Crossing                      |               |            |                     |               |                      |       |                |                    |                 |
| 145.76         | +0.43                          | C   | TI   | (EB) Rural Rd (On)                             |               |            |                     |               |                      |       |                |                    |                 |
| 145.91         | +0.58                          | C   | EB   | <a href="#">Projects spanning M174 to M175</a> |               |            |                     |               |                      |       |                |                    |                 |
| 145.94         | +0.60                          | C   | VMS  | (EB) Variable Message Sign #39 (Existing)      |               |            |                     |               |                      |       |                |                    |                 |
| 145.97         | +0.63                          | C   | EB   | <a href="#">Projects spanning M174 to M175</a> |               |            |                     |               |                      |       |                |                    |                 |
| 146.39         | M175 +0.06                     | C   | EB   | <a href="#">Projects spanning M175 to M176</a> |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M175+0.06**

**M175+0.06 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M175+0.08**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M175+0.08 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 146.42         | M175 +0.08                     | C   | EB   | <a href="#">Projects spanning M175 to M176</a>            | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 12    | 0.09           | Jun 2002           |                 |
| 146.51         | +0.17                          | C   | EB   |   | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 12    | 0.23           | Jun 2002           |                 |
|                |                                | C   | TI   | (EB) McClintock Rd (off)                                  | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 10    | 0.12           | 2002               |                 |
| 146.63         | +0.29                          | C   | TI   | (EB) McClintock Rd (off)                                  | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 10    | 0.05           | 2002               |                 |
| 146.67         | +0.33                          | C   | TI   | (EB) McClintock Rd (off)                                  | AC/PCC        | AC/PCC     | 3                   | 2             | 36                   | 10    | 0.07           | 2002               |                 |
| 146.74         | +0.40                          | C   | EB   | <a href="#">Projects spanning M175 to M176</a>            | AC/PCC        | AC/PCC     | 4                   | 10            | 66                   | 12    | 0.04           | Jun 2002           |                 |
|                |                                | A   | UP   | McClintock Rd Pedestrian OP                               |               |            |                     |               |                      |       |                | 2003               | 16'-03"         |
| 146.75         | +0.41                          | A   | TI   | (NB/SB) McClintock Dr Crossing                            | AC/PCC        | AC/PCC     | 6                   |               | 72                   |       | 0.10           |                    |                 |
|                |                                | A   | UP   | Exit #175 at McClintock Rd                                |               |            |                     |               |                      |       |                | 2003               | 16'-02"         |
| 146.76         | +0.43                          | C   | TI   | (EB) McClintock Rd (on)                                   | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.22           | 1999               |                 |
| 146.78         | +0.44                          | C   | EB   | <a href="#">Projects spanning M175 to M176</a>            | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 12    | 0.05           | Jun 2002           |                 |
| 146.83         | +0.49                          | C   | EB   |   | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 12    | 0.16           | Jun 2002           |                 |
|                |                                | C   | TI   | (EB) S 101 SB (off)                                       | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 8     | 1.11           | 24 May 2004        |                 |
| 146.87         | +0.53                          | C   | TN   | (EB) McClintock Ramp (on) under U 060 EB to S 101 SB Ramp |               |            |                     |               |                      |       |                |                    | ft              |
| 146.99         | +0.65                          | C   | EB   | <a href="#">Projects spanning M175 to M176</a>            | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.23           | Jun 2002           |                 |
| 147.22         | +0.88                          | C   | EB   |   | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.40           | Oct 2002           |                 |
| 147.25         | +0.91                          | A   | UP   | Country Club Way Pedestrian Bridge                        |               |            |                     |               |                      |       |                | 13 Aug 2004        | 17'-10"         |
| 147.63         | M176 +0.29                     | C   | TI   | (EB) S 101 NB (off)                                       | PCC           | PCC        | 1                   | 4             | 12                   | 8     | 0.33           | 2000               |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M176 to M177</a>            | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 12    | 0.21           | Oct 2002           |                 |
| 147.72         | +0.38                          | A   | UP   | Under Price Rd SB Frontage                                |               |            |                     |               |                      |       |                | 1977               | 16'-05"         |
| 147.78         | +0.44                          | A   | UP   | Under S 101 SB  |               |            |                     |               |                      |       |                | 1993               | 16'-03"         |
| 147.81         | +0.47                          | A   | UP   | Under S 101 NB  |               |            |                     |               |                      |       |                | 1998               | ??'-??"         |
| 147.83         | +0.49                          | C   | EB   | <a href="#">Projects spanning M176 to M177</a>            | AC/PCC        | AC/PCC     | 4                   | 10            | 54                   | 12    | 0.03           | Oct 2002           |                 |
| 147.86         | +0.52                          | A   | UP   | Price Rd NB Frontage                                      |               |            |                     |               |                      |       |                | 1993               | 17'-04"         |
|                |                                | C   | EB   | <a href="#">Projects spanning M176 to M177</a>            | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 12    | 0.10           | Oct 2002           |                 |
| 147.97         | +0.63                          | C   | EB   |   | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 12    | 0.21           | Oct 2002           |                 |
|                |                                | C   | TI   | (EB) Dobson Rd (off)                                      | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 10    | 0.56           | 1993               |                 |
| 148.18         | +0.84                          | C   | TI   | (EB) from S 101 NB/SB (on)                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M176 to M177</a>            | AC/PCC        | AC/PCC     | 6                   | 10            | 78                   | 10    | 0.08           | Oct 2002           |                 |
| 148.27         | +0.92                          | C   | EB   |   | AC/PCC        | AC/PCC     | 6                   | 10            | 72                   | 10    | 0.32           | Oct 2002           |                 |
| 148.34         | M177 +0.00                     | C   | BR   | (EB) Mesa Canal   |               |            |                     |               |                      |       |                | 1977               | 108 ft Concrete |
|                |                                | C   | JB   | ECL Tempe/WCL Mesa  |               |            |                     |               |                      |       |                |                    |                 |
| 148.52         | +0.18                          | C   | TI   | (EB) Dobson Rd (off)                                      | PCC           | PCC        | 2                   | 2             | 24                   | 10    | 0.16           | 1993               |                 |
| 148.59         | +0.25                          | C   | EB   | <a href="#">Projects spanning M177 to M178</a>            | AC/PCC        | AC/PCC     | 6                   | 10            | 72                   | 11    | 0.02           | Oct 2002           |                 |
| 148.61         | +0.27                          | C   | EB   |   | AC/PCC        | AC/PCC     | 6                   | 10            | 72                   | 12    | 0.33           | Oct 2002           |                 |
| 148.68         | +0.34                          | C   | TI   | (EB) Dobson Rd (off)                                      | PCC           | PCC        | 3                   | 2             | 36                   | 10    | 0.05           | 1993               |                 |
| 148.74         | +0.40                          | A   | UP   | Dobson Rd Pedestian OP West                               |               |            |                     |               |                      |       |                | 30 Sep 2003        | 16'-00"         |
| 148.75         | +0.41                          | A   | TI   | (NB/SB) Dobson Dr Crossing                                | AC/PCC        | AC/PCC     | 6                   |               | 72                   |       | 0.13           | Jan 2003           |                 |
|                |                                | A   | UP   | Exit #177 at Dobson Rd                                    |               |            |                     |               |                      |       |                | 30 Sep 2003        | 16'-00"         |

**U 060 at M177+0.41**

**M177+0.41 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M177+0.42**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M177+0.42 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 148.76         | M177 +0.42                     | A   | UP   | Dobson Rd Pedestian OP East                    |               |            |                     |               |                      |       | 30 Sep 2003    |                    | 16'-00"         |
|                |                                | C   | TI   | (EB) Dobson Rd (on)                            | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.18           | 2002               |                 |
| 148.78         | +0.44                          | C   | MD   | 2 ft Concrete Median Barrier                   |               |            |                     |               |                      |       | 10.70          |                    |                 |
| 148.94         | +0.60                          | C   | EB   | <a href="#">Projects spanning M177 to M178</a> | AC/PCC        | AC/PCC     | 6                   | 10            | 84                   | 12    | 0.60           | Oct 2002           |                 |
| 149.37         | M178 +0.03                     | A   | UP   | Longmore St                                    |               |            |                     |               |                      |       | 1979           |                    | 17'-00"         |
| 149.53         | +0.19                          | C   | EB   | <a href="#">Projects spanning M178 to M179</a> | AC/PCC        | AC/PCC     | 6                   | 10            | 72                   | 12    | 0.44           | Oct 2002           |                 |
|                |                                | C   | TI   | (EB) Alma School Rd (off)                      | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 10    | 0.06           | 2002               |                 |
| 149.59         | +0.25                          | C   | TI   | (EB) Alma School Rd (off)                      | PCC           | PCC        | 2                   | 2             | 24                   | 10    | 0.09           | 2002               |                 |
| 149.68         | +0.34                          | C   | TI   | (EB) Alma School Rd (off)                      | PCC           | PCC        | 3                   | 2             | 36                   | 10    | 0.06           | 2002               |                 |
| 149.74         | +0.40                          | A   | UP   | Alma School Rd Pedestrian OP West              |               |            |                     |               |                      |       | 30 Sep 2003    |                    | 16'-03"         |
| 149.75         | +0.41                          | A   | TI   | (NB/SB) Alma School Rd Crossing                | PCC           | PCC        | 6                   |               | 72                   |       | 0.12           | Jan 2003           |                 |
|                |                                | A   | UP   | Exit #178 at Alma School Rd                    |               |            |                     |               |                      |       | 30 Sep 2003    |                    | 16'-03"         |
| 149.76         | +0.42                          | A   | UP   | Alma School Rd Pedestrian OP East              |               |            |                     |               |                      |       | 30 Sep 2003    |                    | 16'-03"         |
|                |                                | C   | TI   | (EB) Alma School Rd (on)                       | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 4     | 0.22           | 2002               |                 |
| 149.94         | +0.60                          | C   | VMS  | (EB) Variable Message Sign #40 (Existing)      |               |            |                     |               |                      |       |                |                    |                 |
| 149.98         | +0.64                          | C   | EB   | <a href="#">Projects spanning M178 to M179</a> | AC/PCC        | AC/PCC     | 6                   | 10            | 84                   | 12    | 0.55           | Oct 2002           |                 |
| 150.25         | +0.91                          | A   | UP   | Extension Rd                                   |               |            |                     |               |                      |       | 1979           |                    | 16'-11"         |
| 150.53         | M179 +0.19                     | C   | EB   | <a href="#">Projects spanning M179 to M180</a> | AC/PCC        | AC/PCC     | 6                   | 10            | 72                   | 12    | 0.41           | Oct 2002           |                 |
|                |                                | C   | TI   | (EB) Country Club Dr (off)                     | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 10    | 0.02           | 2002               |                 |
| 150.55         | +0.21                          | C   | TI   | (EB) Country Club Dr (off)                     | PCC           | PCC        | 2                   | 2             | 24                   | 10    | 0.12           | 2002               |                 |
| 150.67         | +0.33                          | C   | TI   | (EB) Country Club Dr (off)                     | PCC           | PCC        | 3                   | 2             | 36                   | 10    | 0.07           | 2002               |                 |
| 150.74         | +0.40                          | A   | UP   | Exit #179 S 087 (Country Club Dr)              |               |            |                     |               |                      |       | 30 Aug 2001    |                    | 16'-02"         |
| 150.76         | +0.42                          | C   | TI   | (EB) Country Club Dr (on)                      | AC/PCC        | AC/PCC     | 2                   | 2             | 24                   | 2     | 0.18           | 2002               |                 |
| 150.94         | +0.60                          | C   | EB   | <a href="#">Projects spanning M179 to M180</a> | AC/PCC        | AC/PCC     | 6                   | 10            | 84                   | 12    | 0.62           | Oct 2002           |                 |
| 151.24         | +0.90                          | A   | OP   | Center St/Union Pacific RR                     |               |            |                     |               |                      |       | 2002           | 213 ft Concrete    |                 |
| 151.56         | M180 +0.21                     | C   | EB   | <a href="#">Projects spanning M180 to M181</a> | AC/PCC        | AC/PCC     | 6                   | 10            | 72                   | 12    | 0.38           | Oct 2002           |                 |
|                |                                | C   | TI   | (EB) Mesa Dr (off)                             | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 10    | 0.06           | 2002               |                 |
| 151.62         | +0.28                          | C   | TI   | (EB) Mesa Dr (off)                             | PCC           | PCC        | 2                   | 2             | 24                   | 10    | 0.05           | 2002               |                 |
| 151.67         | +0.33                          | C   | TI   | (EB) Mesa Dr (off)                             | PCC           | PCC        | 3                   | 2             | 36                   | 10    | 0.05           | 2002               |                 |
| 151.74         | +0.40                          | A   | UP   | Exit #180 at Mesa Dr                           |               |            |                     |               |                      |       | 17 Mar 2003    |                    | 16'-07"         |
|                |                                | A   | TI   | (NB/SB) Mesa Dr Crossing                       | AC/PCC        | AC/PCC     | 6                   |               | 72                   |       | 0.12           |                    |                 |
| 151.75         | +0.41                          | C   | TI   | (EB) Mesa Dr (on)                              | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 4     | 0.18           | 2002               |                 |
| 151.91         | +0.56                          | C   | VMS  | (EB) Variable Message Sign #69 (Existing)      |               |            |                     |               |                      |       |                |                    |                 |
| 151.93         | +0.59                          | C   | EB   | <a href="#">Projects spanning M180 to M181</a> | AC/PCC        | AC/PCC     | 6                   | 10            | 84                   | 12    | 0.63           | Oct 2002           |                 |
| 152.24         | +0.90                          | A   | UP   | Horne Rd                                       |               |            |                     |               |                      |       | 1981           |                    | 16'-09"         |
| 152.56         | M181 +0.22                     | C   | EB   | <a href="#">Projects spanning M181 to M182</a> | AC/PCC        | AC/PCC     | 6                   | 10            | 72                   | 12    | 0.37           | Oct 2002           |                 |
|                |                                | C   | TI   | (EB) Stapley Rd (off)                          | AC/PCC        | AC/PCC     | 1                   | 2             | 12                   | 10    | 0.03           | 2002               |                 |
| 152.59         | +0.25                          | C   | TI   | (EB) Stapley Rd (off)                          | PCC           | PCC        | 2                   | 2             | 24                   | 10    | 0.09           | 2002               |                 |
| 152.68         | +0.34                          | C   | TI   | (EB) Stapley Rd (off)                          | PCC           | PCC        | 3                   | 2             | 36                   | 10    | 0.06           | 2002               |                 |

**U 060 at M181+0.34**

**M181+0.34 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M181+0.40**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M181+0.40 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 152.74         | M181 +0.40                     | A   | TI (NB/SB) Stapley Dr Crossing                    | AC/PCC       | AC/PCC        | 6          | 6                   | 66            | 6                    | 0.09  | 19 Nov 2004    |                    |                 |
|                |                                | A   | TI (NB/SB) Stapley Dr Crossing                    | PCC          | PCC           | 6          | 6                   | 66            | 6                    | 0.05  | 19 Nov 2004    |                    |                 |
|                |                                | A   | TI (NB/SB) Stapley Dr Crossing                    | AC/PCC       | AC/PCC        | 5.5        | 6                   | 60.5          | 6                    | 0.09  | 19 Nov 2004    |                    |                 |
|                |                                | A   | TI (NB/SB) Stapley Dr Crossing                    | AC/PCC       | AC/PCC        | 6          | 6                   | 66            | 6                    | 0.02  | 19 Nov 2004    |                    |                 |
|                |                                | A   | UP Exit #181 at Stapley Rd                        |              |               |            |                     |               |                      |       | 1981           |                    | 16'-05"         |
| 152.75         | +0.41                          | C   | TI (EB) Stapley Rd (on)                           | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 4                    | 0.18  | 2002           |                    |                 |
| 152.93         | +0.59                          | C   | EB <a href="#">Projects spanning M181 to M182</a> | AC/PCC       | AC/PCC        | 6          | 10                  | 84            | 12                   | 0.45  | Oct 2002       |                    |                 |
| 153.24         | +0.90                          | A   | UP Harris Dr                                      |              |               |            |                     |               |                      |       | 1981           |                    | 16'-02"         |
| 153.38         | M182 +0.04                     | C   | EB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 6          | 10                  | 90            | 12                   | 0.08  | Oct 2002       |                    |                 |
| 153.46         | +0.12                          | C   | EB  | AC/PCC       | AC/PCC        | 6          | 10                  | 96            | 12                   | 0.09  | Oct 2002       |                    |                 |
| 153.55         | +0.21                          | C   | EB  | AC/PCC       | AC/PCC        | 6          | 10                  | 72            | 12                   | 0.19  | Oct 2002       |                    |                 |
|                |                                | C   | TI (EB) Gilbert Rd (off)                          | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 10                   | 0.09  | 2002           |                    |                 |
| 153.64         | +0.30                          | C   | TI (EB) Gilbert Rd (off)                          | PCC          | PCC           | 2.5        | 2                   | 30            | 10                   | 0.03  | 2002           |                    |                 |
| 153.67         | +0.33                          | C   | TI (EB) Gilbert Rd (off)                          | PCC          | PCC           | 3          | 2                   | 36            | 10                   | 0.05  | 2002           |                    |                 |
| 153.72         | +0.38                          | C   | UP Pedestrian Bridge                              |              |               |            |                     |               |                      |       | 2005           |                    | ??'-??"         |
| 153.74         | +0.40                          | C   | EB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 6          | 11                  | 72            | 12                   | 0.01  | Oct 2002       |                    |                 |
|                |                                | A   | UP Exit #182 at Gilbert Rd                        |              |               |            |                     |               |                      |       | 1981           |                    | 16'-08"         |
|                |                                | A   | TI (NB/SB) Gilbert Rd Crossing                    | AC/PCC       | AC/PCC        | 6          |                     | 72            |                      | 0.29  |                |                    |                 |
| 153.75         | +0.41                          | C   | TI (EB) Gilbert Rd (on)                           | Unk          | Unk           | 2          | 2                   | 24            | 4                    | 0.19  | 2002           |                    |                 |
|                |                                | C   | UP Pedestrian Bridge                              |              |               |            |                     |               |                      |       | 2005           |                    | ??'-??"         |
|                |                                | C   | EB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 5          | 11                  | 66            | 12                   | 0.15  | Oct 2002       |                    |                 |
| 153.90         | +0.56                          | C   | EB  | AC/PCC       | AC/PCC        | 5          | 11                  | 60            | 8                    | 0.04  | Oct 2002       |                    |                 |
| 153.94         | +0.60                          | C   | EB  | AC/PCC       | AC/PCC        | 5          | 11                  | 72            | 8                    | 0.25  | Oct 2002       |                    |                 |
| 154.19         | +0.85                          | C   | EB  | AC/PCC       | AC/PCC        | 5          | 11                  | 66            | 8                    | 0.05  | Oct 2002       |                    |                 |
| 154.22         | +0.88                          | A   | UP 24th St  |              |               |            |                     |               |                      |       | 1983           |                    | 16'-05"         |
| 154.24         | +0.90                          | C   | EB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 5          | 11                  | 66            | 10                   | 0.01  | Oct 2002       |                    |                 |
| 154.25         | +0.91                          | C   | EB  | AC/PCC       | AC/PCC        | 5          | 11                  | 60            | 10                   | 0.30  | Oct 2002       |                    |                 |
| 154.55         | M183 +0.20                     | C   | EB <a href="#">Projects spanning M183 to M184</a> | AC/PCC       | AC/PCC        | 5          | 11                  | 60            | 24                   | 0.51  | Oct 2002       |                    |                 |
| 154.73         | +0.38                          | A   | OP Lindsay Rd                                     |              |               |            |                     |               |                      |       | 2002           | 152 ft Concrete    |                 |
| 154.85         | +0.51                          | C   | VMS (EB) Variable Message Sign #70 (Existing)     |              |               |            |                     |               |                      |       |                |                    |                 |
| 154.95         | +0.61                          | A   | BR Consolidated Canal                             |              |               |            |                     |               |                      |       | 2002           | 128 ft Concrete    |                 |
| 155.05         | +0.71                          | C   | EB <a href="#">Projects spanning M183 to M184</a> | AC/PCC       | AC/PCC        | 5          | 11                  | 60            | 10                   | 0.21  | Oct 2002       |                    |                 |
| 155.23         | +0.89                          | A   | UP 32nd St  |              |               |            |                     |               |                      |       | 1983           |                    | 16'-05"         |
| 155.26         | +0.92                          | C   | EB <a href="#">Projects spanning M183 to M184</a> | AC/PCC       | AC/PCC        | 5          | 11                  | 66            | 10                   | 0.08  | Oct 2002       |                    |                 |
| 155.34         | M184 +0.00                     | C   | EB <a href="#">Projects spanning M184 to M185</a> | AC/PCC       | AC/PCC        | 5          | 11                  | 72            | 10                   | 0.10  | Oct 2002       |                    |                 |
| 155.44         | +0.10                          | C   | EB  | AC/PCC       | AC/PCC        | 4          | 11                  | 48            | 10                   | 0.24  | Oct 2002       |                    |                 |
|                |                                | C   | TI (EB) Val Vista Dr (off)                        | AC/PCC       | AC/PCC        | 2          | 2                   | 24            | 8                    | 0.19  | 2002           |                    |                 |
| 155.63         | +0.29                          | C   | TI (EB) Val Vista Dr (off)                        | PCC          | PCC           | 2.5        | 2                   | 30            | 8                    | 0.03  | 2002           |                    |                 |
| 155.66         | +0.32                          | C   | TI (EB) Val Vista Dr (off)                        | PCC          | PCC           | 3          | 2                   | 36            | 8                    | 0.06  | 2002           |                    |                 |

**U 060 at M184+0.32**

**M184+0.32 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M184+0.34**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M184+0.34 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 155.68         | M184 +0.34                     | C   | EB   | <a href="#">Projects spanning M184 to M185</a> | AC/PCC        | AC/PCC     | 4                   | 10.5          | 48                   | 10    | 0.05           |                    |                 |
| 155.73         | +0.39                          | A   | TI   | (NB/SB) Val Vista Dr Crossing                  | AC/PCC        | AC/PCC     | 6                   | 0             | 66                   | 6     | 0.16           |                    |                 |
|                |                                | A   | TI   | (NB/SB) Val Vista Dr Crossing                  | PCC           | PCC        | 6                   | 0             | 66                   | 6     | 0.05           |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M184 to M185</a> | AC/PCC        | AC/PCC     | 3                   | 10.5          | 42                   | 10    | 0.18           |                    |                 |
|                |                                | A   | UP   | Exit #184 at Val Vista Dr                      |               |            |                     |               |                      |       |                |                    | 16'-01"         |
|                |                                | A   | TI   | (NB/SB) Val Vista Dr Crossing                  | AC/PCC        | AC/PCC     | 6                   | 0             | 66                   | 6     | 0.01           |                    |                 |
|                |                                | A   | TI   | (NB/SB) Val Vista Dr Crossing                  | AC/PCC        | AC/PCC     | 5.5                 | 0             | 63.2                 | 6     | 0.13           |                    |                 |
| 155.74         |                                | C   | TI   | (EB) Val Vista Dr (on)                         | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.06           |                    |                 |
| 155.80         | +0.46                          | C   | TI   | (EB) Val Vista Dr (on)                         | PCC           | PCC        | 1.5                 | 2             | 18                   | 8     | 0.08           |                    |                 |
| 155.87         | +0.53                          | C   | TI   | (EB) Val Vista Dr (on)                         | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.04           |                    |                 |
| 155.92         | +0.58                          | C   | EB   | <a href="#">Projects spanning M184 to M185</a> | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 1.07           |                    |                 |
| 156.11         | +0.77                          | A   | UP   | 39th St  |               |            |                     |               |                      |       |                |                    | 16'-02"         |
| 156.35         | M185 +0.01                     | C   | TI   | (EB) Greenfield Rd (off)                       | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.20           |                    |                 |
| 156.55         | +0.21                          | C   | TI   | (EB) Greenfield Rd (off)                       | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.10           |                    |                 |
| 156.62         | +0.28                          | C   | BR   | (EB) Eastern Canal                             |               |            |                     |               |                      |       |                | 139 ft Concrete    |                 |
| 156.63         | +0.29                          | C   | TI   | (EB) Greenfield Rd (off)                       | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.05           |                    |                 |
| 156.73         | +0.39                          | A   | OP   | Exit #185 at Greenfield Rd                     |               |            |                     |               |                      |       |                | 131 ft Concrete    |                 |
|                |                                | A   | TI   | (NB/SB) Greenfield Rd Crossing                 | PCC           | PCC        | 4                   |               | 48                   |       | 0.24           |                    |                 |
|                |                                | C   | TI   | (EB) Greenfield Rd (on)                        | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.08           |                    |                 |
| 156.81         | +0.46                          | C   | TI   | (EB) Greenfield Rd (on)                        | PCC           | PCC        | 1.5                 | 2             | 18                   | 8     | 0.08           |                    |                 |
| 156.88         | +0.54                          | C   | TI   | (EB) Greenfield Rd (on)                        | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.10           |                    |                 |
| 156.98         | +0.64                          | C   | EB   | <a href="#">Projects spanning M185 to M186</a> | PCC           | PCC        | 3                   | 10            | 48                   | 10    | 0.09           |                    |                 |
| 157.08         | +0.74                          | C   | EB   |  | PCC           | PCC        | 3                   | 10            | 42                   | 10    | 0.17           |                    |                 |
| 157.23         | +0.89                          | A   | UP   | 48th St  |               |            |                     |               |                      |       |                |                    | 16'-05"         |
| 157.25         | +0.90                          | C   | EB   | <a href="#">Projects spanning M185 to M186</a> | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.18           |                    |                 |
| 157.42         | M186 +0.08                     | C   | EB   | <a href="#">Projects spanning M186 to M187</a> | PCC           | PCC        | 3                   | 10            | 42                   | 10    | 0.02           |                    |                 |
| 157.44         | +0.10                          | C   | EB   |  | PCC           | PCC        | 3                   | 10            | 48                   | 10    | 0.10           |                    |                 |
| 157.54         | +0.20                          | C   | EB   |  | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.37           |                    |                 |
|                |                                | C   | TI   | (EB) Higley Rd (off)                           | PCC           | PCC        | 1                   | 2             | 12                   | 8     | 0.02           |                    |                 |
| 157.56         | +0.22                          | C   | TI   | (EB) Higley Rd (off)                           | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.10           |                    |                 |
| 157.66         | +0.32                          | C   | TI   | (EB) Higley Rd (off)                           | PCC           | PCC        | 3                   | 2             | 36                   | 8     | 0.05           |                    |                 |
| 157.73         | +0.38                          | A   | TI   | (NB/SB) Higley Rd Crossing                     | PCC           | PCC        | 4                   |               | 48                   |       | 0.13           |                    |                 |
|                |                                | A   | UP   | Exit #186 at Higley Rd                         |               |            |                     |               |                      |       |                |                    | 16'-04"         |
|                | +0.39                          | C   | TI   | (EB) Higley Rd (on)                            | PCC           | PCC        | 2                   | 2             | 24                   | 8     | 0.09           |                    |                 |
| 157.82         | +0.48                          | C   | TI   | (EB) Higley Rd (on)                            | PCC           | PCC        | 1.5                 | 2             | 18                   | 8     | 0.10           |                    |                 |
| 157.91         | +0.57                          | C   | EB   | <a href="#">Projects spanning M186 to M187</a> | PCC           | PCC        | 3                   | 10            | 48                   | 10    | 0.20           |                    |                 |
| 158.11         | +0.77                          | C   | EB   |  | PCC           | PCC        | 3                   | 10            | 42                   | 10    | 0.22           |                    |                 |
| 158.33         | +0.99                          | C   | EB   |  | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.57           |                    |                 |
| 158.75         | M187 +0.41                     | A   | OP   | Roosevelt WCD Canal                            |               |            |                     |               |                      |       |                | 447 ft Concrete    |                 |

**U 060 at M187+0.41**

**M187+0.41 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M187+0.56**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M187+0.56 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 158.90         | M187 +0.56                     | C   | EB   | <a href="#">Projects spanning M187 to M188</a> | PCC           | PCC        | 3                   | 10            | 42                   | 10    | 0.03           | 1996               |                 |
| 158.93         | +0.59                          | C   | EB   |  | PCC           | PCC        | 3                   | 10            | 48                   | 10    | 0.11           | 1996               |                 |
| 159.04         | +0.70                          | C   | EB   |  | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.39           | 1996               |                 |
|                |                                | C   | TI   | (EB) Superstition Springs Blvd (off)           | PCC           | PCC        | 1                   | 2             | 12                   | 12    | 0.02           | 89                 |                 |
| 159.07         | +0.72                          | C   | TI   | (EB) Superstition Springs Blvd (off)           | PCC           | PCC        | 2                   | 2             | 24                   | 12    | 0.08           | 89                 |                 |
| 159.14         | +0.80                          | C   | TI   | (EB) Superstition Springs Blvd (off)           | PCC           | PCC        | 3                   | 2             | 36                   | 12    | 0.06           | 89                 |                 |
| 159.21         | +0.87                          | A   | UP   | Exit #187 at Superstition Springs Blvd         |               |            |                     |               |                      |       |                | 1989               | 16'-02"         |
|                |                                | A   | TI   | (NB/SB) Superstition Spring Blvd Crossing      | PCC           | PCC        | 4                   |               | 48                   |       | 0.14           |                    |                 |
| 159.43         | M188 +0.09                     | C   | EB   | <a href="#">Projects spanning M188 to M189</a> | PCC           | PCC        | 3                   | 10            | 42                   | 10    | 0.02           | 1996               |                 |
| 159.45         | +0.11                          | C   | EB   |  | PCC           | PCC        | 3                   | 10            | 48                   | 10    | 0.04           | 1996               |                 |
| 159.48         | +0.14                          | C   | EB   |  | PCC           | PCC        | 3                   | 10            | 48                   | 10    | 0.06           | 89                 |                 |
|                |                                | C   | MD   | Concrete Median Barrier                        |               |            |                     |               |                      |       | 2.17           |                    |                 |
| 159.54         | +0.20                          | C   | EB   | <a href="#">Projects spanning M188 to M189</a> | PCC           | PCC        | 3                   | 10            | 36                   | 10    | 0.13           | 89                 |                 |
|                |                                | C   | TI   | (EB) Power Rd (off)                            | PCC           | PCC        | 1                   | 2             | 12                   | 12    | 0.03           | 85                 |                 |
| 159.57         | +0.22                          | C   | TI   | (EB) Power Rd (off)                            | PCC           | PCC        | 2                   | 2             | 24                   | 12    | 0.09           | 85                 |                 |
| 159.65         | +0.31                          | C   | TI   | (EB) Power Rd (off)                            | PCC           | PCC        | 3                   | 2             | 36                   | 12    | 0.05           | 85                 |                 |
| 159.67         | +0.33                          | C   | EB   | <a href="#">Projects spanning M188 to M189</a> | PCC           | PCC        | 3                   | 10            | 36                   | 11    | 0.24           | 90                 |                 |
| 159.72         | +0.38                          | A   | UP   | Exit #188 at Power Rd                          |               |            |                     |               |                      |       |                | 1985               | 16'-00"         |
|                |                                | A   | TI   | (NB/SB) Power Rd Crossing                      | PCC           | PCC        | 6                   |               | 72                   |       | 0.12           |                    |                 |
| 159.73         | +0.39                          | C   | TI   | (EB) Power Rd (on)                             | PCC           | PCC        | 2                   | 2             | 24                   | 12    | 0.08           | 85                 |                 |
| 159.82         | +0.47                          | C   | TI   | (EB) Power Rd (on)                             | PCC           | PCC        | 1.5                 | 2             | 18                   | 12    | 0.05           | 85                 |                 |
| 159.86         | +0.52                          | C   | TI   | (EB) Power Rd (on)                             | PCC           | PCC        | 1                   | 2             | 12                   | 12    | 0.04           | 85                 |                 |
| 159.91         | +0.57                          | C   | EB   | <a href="#">Projects spanning M188 to M189</a> | PCC           | PCC        | 3                   | 10            | 48                   | 11    | 0.06           | 90                 |                 |
| 159.97         | +0.63                          | C   | EB   |  | PCC           | PCC        | 3                   | 1             | 48                   | 1     | 0.10           | 92                 |                 |
| 160.07         | +0.73                          | C   | EB   |  | PCC           | PCC        | 3                   | 1             | 42                   | 1     | 0.17           | 92                 |                 |
| 160.09         | +0.75                          | A   | UP   | Clearview Ave                                  |               |            |                     |               |                      |       |                | 1989               | 16'-08"         |
| 160.24         | +0.90                          | C   | EB   | <a href="#">Projects spanning M188 to M189</a> | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.17           | 92                 |                 |
| 160.42         | M189 +0.08                     | C   | EB   | <a href="#">Projects spanning M189 to M190</a> | PCC           | PCC        | 3                   | 1             | 42                   | 1     | 0.03           | 92                 |                 |
| 160.44         | +0.10                          | C   | EB   |  | PCC           | PCC        | 3                   | 1             | 48                   | 1     | 0.09           | 92                 |                 |
| 160.54         | +0.19                          | C   | EB   |  | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.17           | 92                 |                 |
|                | +0.20                          | C   | TI   | (EB) Sossaman Rd (off)                         | PCC           | PCC        | 1                   | 2             | 12                   | 11    | 0.04           | 89                 |                 |
| 160.58         | +0.24                          | C   | TI   | (EB) Sossaman Rd (off)                         | PCC           | PCC        | 2                   | 2             | 24                   | 11    | 0.08           | 89                 |                 |
| 160.66         | +0.32                          | C   | TI   | (EB) Sossaman Rd (off)                         | PCC           | PCC        | 3                   | 2             | 36                   | 11    | 0.05           | 89                 |                 |
| 160.71         | +0.37                          | C   | EB   | <a href="#">Projects spanning M189 to M190</a> | PCC           | PCC        | 3.5                 | 10            | 48                   | 17    | 0.05           | 21 Jun 2004        |                 |
|                |                                | C   | CG   | Low Profile Gutter to Left and Right           |               |            |                     |               |                      |       | 1.59           | 21 Jun 2004        |                 |
| 160.72         | +0.38                          | A   | TI   | (NB/SB) Sossaman Rd Crossing                   | PCC           | PCC        | 4                   |               | 48                   |       | 0.12           |                    |                 |
|                |                                | A   | UP   | Exit #189 at Sossaman Rd                       |               |            |                     |               |                      |       |                | 1989               | 16'-10"         |
| 160.76         | +0.42                          | C   | EB   | <a href="#">Projects spanning M189 to M190</a> | PCC           | PCC        | 4                   | 10            | 60                   | 24    | 0.58           | 21 Jun 2004        |                 |
| 161.33         | +0.99                          | C   | EB   |  | PCC           | PCC        | 4                   | 10            | 60                   | 12    | 0.12           | 21 Jun 2004        |                 |

**U 060 at M189+0.99**

**M189+0.99 on U 060**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M190+0.11**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M190+0.11 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance       |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------------|
| 161.45         | M190+0.11                      | C   | EB   | <a href="#">Projects spanning M190 to M191</a>                | PCC           | PCC        | 4                   | 10            | 66                   | 12    | 0.07           | 21 Jun 2004        |                       |
| 161.52         | +0.18                          | C   | EB   |   | PCC           | PCC        | 4                   | 10            | 72                   | 12    | 0.03           | 21 Jun 2004        |                       |
| 161.55         | +0.21                          | C   | EB   |   | PCC           | PCC        | 4                   | 10            | 48                   | 12    | 0.11           | 21 Jun 2004        |                       |
|                |                                | C   | TI   | (EB) S 202 SB (off)   | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.15           | 22 Jan 2005        |                       |
| 161.65         | +0.31                          | C   | MD   | Variable Concrete Median                                      |               |            |                     |               |                      |       | 0.92           |                    |                       |
|                |                                | C   | EB   | <a href="#">Projects spanning M190 to M191</a>                | PCC           | PCC        | 4                   | 11            | 48                   | 12    | 0.04           | 21 Jun 2004        |                       |
| 161.70         | +0.36                          | C   | EB   |   | PCC           | PCC        | 4                   | 12            | 48                   | 12    | 0.20           | 21 Jun 2004        |                       |
|                |                                | C   | TI   | (EB) S 202 SB (off)   | PCC           | PCC        | 2                   | 3             | 26                   | 5     | 0.04           | 22 Jan 2005        |                       |
| 161.73         | +0.39                          | C   | TI   | (EB) S 202 SB (off)   | PCC           | PCC        | 2                   | 2             | 26                   | 2     | 0.04           | 22 Jan 2005        |                       |
| 161.75         | +0.41                          | C   | UP   | (EB) Ramp U 060 EB to S 202 NB                                |               |            |                     |               |                      |       |                | 23 Jan 2005        | 31'-10"               |
|                |                                | C   | OP   | (EB) Ramp U 060 EB to S 202 NB over mainlines, ramps (CLOSED) |               |            |                     |               |                      |       |                | 24 Jan 2005        | 406 ft Concrete/Steel |
| 161.76         | +0.42                          | C   | TI   | (EB) S 202 SB (off)   | PCC           | PCC        | 2                   | 8             | 24                   | 6     | 0.13           | 22 Jan 2005        |                       |
| 161.80         | +0.46                          | C   | UP   | (EB) Ramp S 202 NB to U 060 WB                                |               |            |                     |               |                      |       |                | 23 Jan 2005        | ??'-??"               |
| 161.81         | +0.47                          | C   | TI   | (EB) S 202 SB (off)   | PCC           | PCC        | 2                   | 2             | 24                   | 2     | 0.06           | 22 Jan 2005        |                       |
| 161.85         | +0.51                          | A   | UP   | S 202 SB  |               |            |                     |               |                      |       |                | 24 Jan 2005        | 16'-07"               |
|                |                                | A   | UP   | S 202 SB  |               |            |                     |               |                      |       |                | 24 Jan 2005        | 16'-07"               |
|                |                                | A   | UP   | S 202 NB  |               |            |                     |               |                      |       |                | 24 Jan 2005        | 16'-07"               |
|                |                                | A   | UP   | S 202 NB  |               |            |                     |               |                      |       |                | 24 Jan 2005        | 16'-07"               |
| 161.89         | +0.55                          | C   | EB   | <a href="#">Projects spanning M190 to M191</a>                | PCC           | PCC        | 4                   | 12            | 48                   | 10    | 0.63           | 21 Jun 2004        |                       |
| 161.91         | +0.57                          | C   | UP   | (EB) Ramp U 060 WB to S 202 SB                                |               |            |                     |               |                      |       |                | 24 Jan 2005        | 34'-05"               |
| 161.92         | +0.58                          | C   | UP   | (EB) Ramp S 202 SB to U 060 EB                                |               |            |                     |               |                      |       |                | 24 Jan 2005        | ??'-??"               |
| 162.30         | +0.96                          | C   | CG   | Low Profile Gutter to Right                                   |               |            |                     |               |                      |       | 0.28           | 21 Jun 2004        |                       |
| 162.53         | M191+0.19                      | C   | EB   | <a href="#">Projects spanning M191 to M192</a>                | PCC           | PCC        | 4                   | 11            | 48                   | 10    | 0.02           | 21 Jun 2004        |                       |
| 162.54         | +0.20                          | C   | EB   |   | PCC           | PCC        | 3                   | 11            | 36                   | 1     | 0.02           | 21 Jun 2004        |                       |
|                |                                | C   | TI   | (EB) Ellsworth Rd (off)                                       | PCC           | PCC        | 1                   | 2             | 12                   | 11    | 0.08           | 89                 |                       |
| 162.57         | +0.23                          | C   | EB   | <a href="#">Projects spanning M191 to M192</a>                | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.01           | 21 Jun 2004        |                       |
|                |                                | C   | EB   |   | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.36           | 92                 |                       |
|                |                                | C   | MD   | 68 ft Soil Median   |               |            |                     |               |                      |       | 2.45           |                    |                       |
| 162.62         | +0.28                          | C   | TI   | (EB) Ellsworth Rd (off)                                       | PCC           | PCC        | 2                   | 2             | 24                   | 11    | 0.04           | 89                 |                       |
| 162.66         | +0.32                          | C   | TI   | (EB) Ellsworth Rd (off)                                       | PCC           | PCC        | 3                   | 2             | 36                   | 11    | 0.06           | 89                 |                       |
| 162.73         | +0.39                          | A   | UP   | Exit #191 at Ellsworth Rd                                     |               |            |                     |               |                      |       |                | 1989               | 16'-05"               |
|                |                                | A   | TI   | (NB/SB) Ellsworth Rd Crossing                                 | PCC           | PCC        | 4                   |               | 48                   |       | 0.15           |                    |                       |
| 162.74         | +0.40                          | C   | TI   | (EB) Ellsworth Rd (on)  | PCC           | PCC        | 2                   | 2             | 24                   | 11    | 0.06           | 89                 |                       |
| 162.80         | +0.46                          | C   | TI   | (EB) Ellsworth Rd (on)  | PCC           | PCC        | 1.5                 | 2             | 18                   | 11    | 0.07           | 89                 |                       |
| 162.87         | +0.53                          | C   | TI   | (EB) Ellsworth Rd (on)  | PCC           | PCC        | 1                   | 2             | 12                   | 11    | 0.07           | 89                 |                       |
| 162.94         | +0.60                          | C   | EB   | <a href="#">Projects spanning M191 to M192</a>                | PCC           | PCC        | 3                   | 1             | 48                   | 1     | 0.19           | 92                 |                       |
| 163.12         | +0.78                          | C   | EB   |   | PCC           | PCC        | 3                   | 1             | 42                   | 1     | 0.17           | 92                 |                       |
| 163.30         | +0.96                          | C   | EB   |   | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.04           | 92                 |                       |
| 163.34         | +1.00                          | C   | EB   |   | PCC           | PCC        | 3                   | 1             | 42                   | 1     | 0.03           | 92                 |                       |

**U 060 at M191+1.00**

**M191+1.00 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M192+0.02**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M192+0.02 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |  |  |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|--|--|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                 |         |  |  |
| 163.37         | M192 +0.02                     | C   | EB   | <a href="#">Projects spanning M192 to M193</a> |               |            | PCC        | PCC           | 3                    | 1     | 48             | 1                  | 0.09            | 92      |  |  |
| 163.46         | +0.11                          | C   | EB   | PCC  | PCC           | 3          | 1          | 36            | 1                    | 0.50  | 92             |                    |                 |         |  |  |
|                |                                | C   | TI   | (EB) Crismon Rd (off)                          | PCC           | PCC        | 1          | 11            | 12                   | 2     | 0.10           | 89                 |                 |         |  |  |
| 163.56         | +0.22                          | C   | TI   | (EB) Crismon Rd (off)                          | PCC           | PCC        | 2          | 11            | 24                   | 2     | 0.11           | 89                 |                 |         |  |  |
| 163.67         | +0.33                          | C   | TI   | (EB) Crismon Rd (off)                          | PCC           | PCC        | 3          | 11            | 36                   | 2     | 0.05           | 89                 |                 |         |  |  |
| 163.74         | +0.39                          | A   | TI   | (NB/SB) Crismon Rd Crossing                    | PCC           | PCC        | 4          |               | 48                   |       | 0.17           |                    |                 |         |  |  |
|                |                                | A   | OP   | Exit #192 at Crismon Rd                        |               |            |            |               |                      |       |                | 1989               | 160 ft Concrete |         |  |  |
|                | +0.40                          | C   | TI   | (EB) Crismon Rd (on)                           | PCC           | PCC        | 2          | 2             | 24                   | 11    | 0.08           | 89                 |                 |         |  |  |
| 163.82         | +0.47                          | C   | TI   | (EB) Crismon Rd (on)                           | PCC           | PCC        | 1.5        | 2             | 18                   | 11    | 0.06           | 89                 |                 |         |  |  |
| 163.87         | +0.53                          | C   | TI   | (EB) Crismon Rd (on)                           | PCC           | PCC        | 1          | 2             | 12                   | 11    | 0.09           | 89                 |                 |         |  |  |
| 163.96         | +0.61                          | C   | EB   | <a href="#">Projects spanning M192 to M193</a> |               |            | PCC        | PCC           | 3                    | 1     | 48             | 1                  | 0.22            | 92      |  |  |
| 164.18         | +0.83                          | C   | EB   | PCC  | PCC           | 3          | 1          | 42            | 1                    | 0.13  | 92             |                    |                 |         |  |  |
| 164.31         | +0.96                          | C   | EB   | PCC  | PCC           | 3          | 1          | 36            | 1                    | 0.02  | 92             |                    |                 |         |  |  |
| 164.33         | M193 +0.00                     | C   | EB   | <a href="#">Projects spanning M193 to M194</a> |               |            | PCC        | PCC           | 3                    | 1     | 42             | 1                  | 0.03            | 92      |  |  |
| 164.37         | +0.03                          | C   | EB   | PCC  | PCC           | 3          | 1          | 48            | 1                    | 0.04  | 92             |                    |                 |         |  |  |
| 164.41         | +0.07                          | C   | EB   | PCC  | PCC           | 2.5        | 1          | 42            | 1                    | 0.06  | 92             |                    |                 |         |  |  |
| 164.46         | +0.13                          | C   | EB   | PCC  | PCC           | 2.5        | 1          | 30            | 1                    | 0.16  | 92             |                    |                 |         |  |  |
| 164.47         |                                | C   | TI   | (EB) Signal Butte (off)                        | PCC           | PCC        | 1          | 2             | 12                   | 11    | 0.13           | 89                 |                 |         |  |  |
| 164.59         | +0.25                          | C   | TI   | (EB) Signal Butte (off)                        | PCC           | PCC        | 2          | 2             | 24                   | 11    | 0.09           | 89                 |                 |         |  |  |
| 164.62         | +0.28                          | C   | EB   | <a href="#">Projects spanning M193 to M194</a> |               |            | PCC        | PCC           | 2                    | 1     | 24             | 1                  | 0.24            | 92      |  |  |
| 164.68         | +0.34                          | C   | TI   | (EB) Signal Butte (off)                        | PCC           | PCC        | 3          | 2             | 36                   | 11    | 0.05           | 89                 |                 |         |  |  |
| 164.74         | +0.40                          | A   | TI   | (NB/SB) Signal Butte Rd Crossing               | PCC           | PCC        | 4          |               | 48                   |       | 0.17           |                    |                 |         |  |  |
|                |                                | A   | OP   | Exit #193 at Signal Butte Rd                   |               |            |            |               |                      |       |                | 1989               | 165 ft Concrete |         |  |  |
|                |                                | C   | JB   | ECL Mesa                                       |               |            |            |               |                      |       |                |                    |                 |         |  |  |
| 164.75         | +0.41                          | C   | TI   | (EB) Signal Butte (on)                         | PCC           | PCC        | 2          | 2             | 24                   | 11    | 0.08           | 89                 |                 |         |  |  |
| 164.83         | +0.49                          | C   | TI   | (EB) Signal Butte (on)                         | PCC           | PCC        | 1.5        | 2             | 18                   | 11    | 0.14           | 89                 |                 |         |  |  |
| 164.86         | +0.53                          | C   | EB   | <a href="#">Projects spanning M193 to M194</a> |               |            | PCC        | PCC           | 2                    | 1     | 24             | 1                  | 0.10            | 92      |  |  |
| 164.96         | +0.63                          | C   | EB   | PCC  | PCC           | 2          | 1          | 36            | 1                    | 0.06  | 92             |                    |                 |         |  |  |
| 165.02         | +0.68                          | C   | EB   | PCC  | PCC           | 2          | 8          | 36            | 10                   | 0.17  | 91             |                    |                 |         |  |  |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |            |               |                      |       | 4.72           |                    |                 |         |  |  |
| 165.19         | +0.85                          | C   | EB   | <a href="#">Projects spanning M193 to M194</a> |               |            | PCC        | PCC           | 2                    | 8     | 30             | 10                 | 0.12            | 91      |  |  |
| 165.31         | +0.97                          | C   | EB   | PCC  | PCC           | 2          | 8          | 24            | 10                   | 4.43  | 91             |                    |                 |         |  |  |
| 165.74         | M194 +0.41                     | A   | UP   | Meridan Dr                                     |               |            |            |               |                      |       |                | 1989               |                 | 16'-02" |  |  |
|                |                                | C   | JB   | Enter Pinal County                             |               |            |            |               |                      |       |                |                    |                 |         |  |  |
| 166.47         | M195 +0.13                     | C   | TI   | (EB) Ironwood Dr (off)                         | Unk           | Unk        | 1          | 2             | 12                   | 11    | 0.27           | 90                 |                 |         |  |  |
| 166.74         | +0.41                          | A   | OP   | Exit #195 at Ironwood Dr                       |               |            |            |               |                      |       |                | 1990               | 165 ft Concrete |         |  |  |
|                |                                | C   | TI   | (EB) Ironwood Dr (on)                          | Unk           | Unk        | 1          | 2             | 12                   | 11    | 0.23           | 90                 |                 |         |  |  |
|                |                                | C   | JB   | WCL Apache Junction Elev 1715                  |               |            |            |               |                      |       |                |                    |                 |         |  |  |
|                |                                | A   | TI   | (NB/SB) Ironwood Dr Crossing                   | Unk           | Unk        | 2          |               | 24                   |       | 0.17           |                    |                 |         |  |  |

**U 060 at M195+0.41**

**M195+0.41 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M196+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M196+0.14 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 167.47         | M196 +0.14                     | C   | TI (EB) Idaho Rd (off)                            | Unk          | Unk           | 2          | 4                   | 24            | 10                   | 0.27  | 90             |                    |                 |
| 167.74         | +0.41                          | A   | OP Exit #195 at Idaho Rd                          |              |               |            |                     |               |                      |       | 1990           | 158 ft Concrete    |                 |
| 167.75         |                                | C   | TI (EB) Idaho Rd (on)                             | Unk          | Unk           | 2          | 4                   | 24            | 10                   | 0.22  | 90             |                    |                 |
| 168.25         | +0.91                          | C   | JB Temp Leave Apache Junction                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 168.33         | M197 +0.00                     | C   | VMS (EB) Variable Message Sign #424 (Unknown)     |              |               |            |                     |               |                      |       |                |                    |                 |
| 168.50         | +0.16                          | C   | TI (EB) Tomahawk Dr (off)                         | Unk          | Unk           | 1          | 2                   | 12            | 11                   | 0.25  | 90             |                    |                 |
| 168.74         | +0.40                          | C   | TI (EB) Tomahawk Dr (on)                          | Unk          | Unk           | 1          | 2                   | 12            | 11                   | 0.25  | 90             |                    |                 |
|                | +0.41                          | A   | TI (NB/SB) Tomahawk Dr Crossing                   | Unk          | Unk           | 2          |                     | 24            |                      | 0.19  |                |                    |                 |
|                |                                | A   | OP Exit #197 at Tomahawk Dr                       |              |               |            |                     |               |                      |       | 1990           | 158 ft Concrete    |                 |
| 169.48         | M198 +0.14                     | C   | TI (EB) Goldfield Rd (off)                        | Unk          | Unk           | 1          | 2                   | 12            | 11                   | 0.27  | 91             |                    |                 |
| 169.50         | +0.16                          | C   | JB Reenter Apache Junction                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 169.74         | +0.40                          | C   | EB <a href="#">Projects spanning M198 to M199</a> | PCC          | PCC           | 2          | 4                   | 24            | 10                   | 0.75  | 91             |                    |                 |
|                |                                | C   | MD Variable Concrete Curbed Median                |              |               |            |                     |               |                      | 0.77  |                |                    |                 |
| 169.75         | +0.41                          | C   | TI (EB) Goldfield Rd (on)                         | Unk          | Unk           | 1          | 11                  | 12            | 2                    | 0.21  | 91             |                    |                 |
|                |                                | A   | TI (NB/SB) Goldfield Rd Crossing                  | Unk          | Unk           | 2          |                     | 24            |                      | 0.11  |                |                    |                 |
|                |                                | A   | OP Exit #198 at Goldfield Rd                      |              |               |            |                     |               |                      |       | 1991           | 158 ft Concrete    |                 |
| 170.45         | M199 +0.12                     | C   | BR (EB) Siphon Draw                               |              |               |            |                     |               |                      |       |                | 201 ft Concrete    |                 |
| 170.50         | +0.17                          | C   | EQ MP 199+0.17 Back Equals MP 199-0.3526 Ahead    |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB <a href="#">Projects spanning M199 to M200</a> | AC           | AC            | 2          | 4                   | 24            | 6                    | 0.01  | 91             |                    |                 |
| 170.51         | +0.18                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 6                    | 0.18  | 66             |                    |                 |
|                |                                | C   | MD 68 ft Soil Median                              |              |               |            |                     |               |                      | 9.05  |                |                    |                 |
| 170.69         | +0.36                          | C   | EB <a href="#">Projects spanning M199 to M200</a> | AC           | AC            | 2          | 4                   | 24            | 6                    | 0.08  | May 1997       |                    |                 |
| 170.77         | +0.44                          | C   | J Mountain View Rd -- [L23]                       |              |               |            |                     |               |                      |       | 25 Sep 2003    |                    |                 |
|                |                                | C   | EB <a href="#">Projects spanning M199 to M200</a> | AC           | AC            | 2          | 4                   | 36            | 6                    | 0.22  | May 1997       |                    |                 |
| 170.99         | +0.65                          | C   | EB  | AC           | AC            | 2          | 4                   | 30            | 6                    | 0.15  | May 1997       |                    |                 |
| 171.14         | +0.80                          | C   | EB  | AC           | AC            | 2          | 4                   | 24            | 6                    | 0.10  | May 1997       |                    |                 |
| 171.15         | M200 +0.00                     | A   | J Silly Mountain Rd -- [L24]                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 171.20         | +0.05                          | C   | UB EUB Phoenix-Mesa                               |              |               |            |                     |               |                      |       |                |                    |                 |
| 171.24         | +0.08                          | C   | EB <a href="#">Projects spanning M200 to M201</a> | AC           | AC            | 2          | 5                   | 24            | 5                    | 1.39  | May 1997       |                    |                 |
| 171.75         | +0.60                          | A   | J Median Cross-Over -- [U24]                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 172.30         | M201 +0.19                     | A   | J Superstition Gateway -- [L234]                  |              |               |            |                     |               |                      |       |                |                    |                 |
| 172.37         | +0.26                          | C   | JB ECL Apache Junction                            |              |               |            |                     |               |                      |       |                |                    |                 |
| 172.63         | +0.52                          | C   | EB <a href="#">Projects spanning M201 to M202</a> | AC           | AC            | 2          | 5                   | 36            | 5                    | 0.08  | May 1997       |                    |                 |
| 172.71         | +0.60                          | C   | EB  | AC           | AC            | 2          | 5                   | 30            | 5                    | 0.22  | May 1997       |                    |                 |
| 172.85         | +0.74                          | A   | J Median Cross-Over -- [U24]                      |              |               |            |                     |               |                      |       |                |                    |                 |
| 172.93         | +0.82                          | C   | EB <a href="#">Projects spanning M201 to M202</a> | AC           | AC            | 2          | 5                   | 24            | 5                    | 6.63  | May 1997       |                    |                 |
| 173.15         | M202 +0.02                     | A   | J Mountain Brook Dr -- [L234]                     |              |               |            |                     |               |                      |       |                |                    |                 |
| 173.85         | +0.72                          | A   | J Kings Ranch Rd -- [L234]                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 174.45         | M203 +0.32                     | A   | J Median Cross-Over -- [U24]                      |              |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M203+0.32**

**M203+0.32 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M204+0.21**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M204+0.21 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 175.35         | M204 +0.21                     | A   | J    | Peralta Rd -- [L24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 175.85         | +0.71                          | A   | J    | Median Cross-Over -- [U24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 176.25         | M205 +0.11                     | A   | J    | Median Cross-Over -- [R24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 176.52         | +0.38                          | C   | BR   | (EB) Unknown Wash                              |               |            |                     |               |                      |       | 1965           | 110 ft Concrete    |                 |
| 177.09         | +0.94                          | A   | J    | Median Cross-Over -- [L24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 177.65         | M206 +0.52                     | A   | J    | Median Cross-Over -- [U24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 178.15         | M207 +0.02                     | A   | J    | Median Cross-Over -- [L24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 178.55         | +0.42                          | A   | J    | Median Cross-Over -- [U24]                     |               |            |                     |               |                      |       |                |                    |                 |
| 178.95         | +0.82                          | A   | J    | Cactus Country RV Campground -- [L4]           |               |            |                     |               |                      |       |                |                    |                 |
| 179.45         | M208 +0.29                     | A   | J    | Median Cross-Over -- [L4]                      |               |            |                     |               |                      |       |                |                    |                 |
| 179.56         | +0.40                          | C   | EB   | <a href="#">Projects spanning M208 to M209</a> | AC            | AC         | 2                   | 4             | 24                   | 6     | 0.03           | May 1997           |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 5.21           |                    |                 |
| 179.59         | +0.44                          | C   | EB   | <a href="#">Projects spanning M208 to M209</a> | AC            | AC         | 2                   | 4             | 24                   | 6     | 2.57           | 1999               |                 |
| 179.76         | +0.60                          | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 179.90         | +0.74                          | C   | BR   | (EB) Sand Tank Wash                            |               |            |                     |               |                      |       | 1955           | 88 ft Concrete     |                 |
| 180.26         | M209 +0.13                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 180.80         | +0.67                          | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 181.14         | M210 +0.01                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 181.41         | +0.28                          | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 181.73         | +0.60                          | C   | VMS  | (EB) Variable Message Sign #331 (Operational)  |               |            |                     |               |                      |       | 2002           |                    |                 |
| 182.02         | +0.89                          | C   | BR   | (EB) Queen Creek                               |               |            |                     |               |                      |       | 1990           | 297 ft Concrete    |                 |
| 182.16         | M211 +0.03                     | C   | EB   | <a href="#">Projects spanning M211 to M212</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.04           | 26 Sep 2003        |                 |
| 183.00         | +0.86                          | C   | TI   | (EB) S 079 (off)                               | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.43           | 26 Sep 2003        |                 |
| 183.40         | M212 +0.27                     | C   | TI   | (EB) S 079 (on)                                | Unk           | Unk        | 1                   | 2             | 12                   | 8     | 0.50           | 26 Sep 2003        |                 |
|                |                                | C   | OP   | (EB) Exit #212 at S 079                        |               |            |                     |               |                      |       | 26 Sep 2003    | Unknown            |                 |
| 184.21         | M213 +0.07                     | C   | EB   | <a href="#">Projects spanning M213 to M214</a> | AC            | AC         | 1.5                 | 4             | 18                   | 10    | 0.29           | 26 Sep 2003        |                 |
| 184.50         | +0.36                          | C   | EB   |  | AC            | AC         | 1.5                 | 4             | 18                   | 8     | 0.03           | 26 Sep 2003        |                 |
| 184.53         | +0.40                          | C   | EB   |  | AC            | AC         | 1                   | 4             | 12                   | 8     | 0.24           | 26 Sep 2003        |                 |
| 184.78         | +0.64                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 6     | 0.03           | 26 Sep 2003        |                 |
| 184.80         | +0.67                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 6     | 4.00           | 1996               |                 |
| 185.55         | M214 +0.26                     | C   | J    | Queen Valley Rd -- [L23]                       |               |            |                     |               |                      |       |                |                    |                 |
| 188.63         | M217 +0.33                     | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 188.80         | +0.51                          | C   | UH   | <a href="#">Projects spanning M217 to M218</a> | AC            | AC         | 3                   | 2             | 48                   | 2     | 0.99           | 1996               |                 |
| 189.79         | M218 +0.49                     | C   | UH   | <a href="#">Projects spanning M218 to M219</a> | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.01           | 1996               |                 |
| 189.80         | +0.50                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.17           | 1996               |                 |
| 189.97         | +0.67                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.19           | 1996               |                 |
| 190.16         | +0.86                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 48                   | 2     | 1.23           | 1996               |                 |
| 191.16         | M219 +0.88                     | C   | BR   | Unknown Wash                                   |               |            |                     |               |                      |       | 1947           | 44 ft Concrete     |                 |

**U 060 at M219+0.88**

**M219+0.88 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M220+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M220+0.10 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 191.40         | M220+0.10                      | C   | UH   | <a href="#">Projects spanning M220 to M221</a> | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.02           |                    |                 |
| 191.41         | +0.12                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 3.40           |                    |                 |
| 193.58         | M222+0.31                      | C   | BR   | Queen Creek                                    |               |            |                     |               |                      |       |                | 1955               | 216 ft Steel    |
| 194.16         | +0.89                          | C   | BR   | Unknown Wash                                   |               |            |                     |               |                      |       |                | 1947               | 54 ft Concrete  |
| 194.37         | M223+0.08                      | C   | J    | Boyce Thompson Arboretum Entrance/Exit -- [R4] |               |            |                     |               |                      |       |                |                    |                 |
| 194.81         | +0.52                          | C   | UH   | <a href="#">Projects spanning M223 to M224</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.58           |                    | 92              |
| 195.90         | M224+0.61                      | C   | JB   | WCL Superior Elev 2820                         |               |            |                     |               |                      |       |                |                    |                 |
| 195.93         | +0.64                          | C   | BR   | Unknown Wash                                   |               |            |                     |               |                      |       |                | 1949               | 32 ft Concrete  |
| 196.29         | M225+0.02                      | C   | J    | Local Rd -- [R4]                               |               |            |                     |               |                      |       |                |                    |                 |
| 196.39         | +0.11                          | C   | UH   | <a href="#">Projects spanning M225 to M226</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.23           |                    | 01 Jul 2003     |
| 196.61         | +0.34                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.05           |                    | 01 Jul 2003     |
| 196.66         | +0.38                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.05           |                    | 01 Jul 2003     |
| 196.70         | +0.43                          | C   | J    | Mary Dr -- [R4]                                |               |            |                     |               |                      |       |                |                    |                 |
| 196.71         |                                | C   | UH   | <a href="#">Projects spanning M225 to M226</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.23           |                    | 01 Jul 2003     |
| 197.09         | +0.81                          | C   | J    | Main St (Superior)                             |               |            |                     |               |                      |       |                |                    |                 |
| 197.45         | M226+0.18                      | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.47           |                    |                 |
| 197.50         | +0.23                          | C   | RA   | Superior Rest Area Right                       | Unk           | Unk        | 1                   |               | 12                   |       | 0.06           |                    |                 |
| 197.82         | +0.54                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 197.83         | +0.55                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 197.92         | +0.64                          | C   | J    | Stone Ave -- [R4]                              |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.65                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.52           |                    |                 |
| 197.93         | +0.66                          | C   | UH   | <a href="#">Projects spanning M226 to M227</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.08           |                    | 01 Jul 2003     |
| 198.00         | +0.73                          | C   | J    | Unknown Rd -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 198.01         | +0.74                          | C   | TI   | EB S 177 (off)                                 | Unk           | Unk        | 1                   | 2             | 12                   | 10    | 0.13           |                    | 01 Jul 2003     |
|                |                                | C   | UH   | <a href="#">Projects spanning M226 to M227</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.03           |                    | 01 Jul 2003     |
| 198.04         | +0.77                          | C   | UH   |  | AC            | AC         | 2                   | 10            | 24                   | 10    | 0.23           |                    | 01 Jul 2003     |
| 198.14         | +0.87                          | C   | TI   | EB S 177 (on)                                  | Unk           | Unk        | 2                   | 9             | 24                   | 9     | 0.17           |                    | 55              |
| 198.15         |                                | C   | UP   | S 177 South                                    |               |            |                     |               |                      |       |                | 1955               |                 |
| 198.16         | +0.88                          | C   | TI   | WB S 177 (on)                                  | Unk           | Unk        | 1                   | 4             | 12                   | 10    | 0.12           |                    | 01 Jul 2003     |
| 198.27         | +1.00                          | C   | UH   | <a href="#">Projects spanning M226 to M227</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.17           |                    | 01 Jul 2003     |
| 198.31         | M227+0.02                      | C   | TI   | WB S 177 (off)                                 | Unk           | Unk        | 2                   | 9             | 24                   | 9     | 0.11           |                    | 55              |
| 198.32         |                                | C   | JB   | ECL Superior                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Temp Leave Superior                            |               |            |                     |               |                      |       |                |                    |                 |
| 198.38         | +0.09                          | C   | JB   | Reenter Superior                               |               |            |                     |               |                      |       |                |                    |                 |
| 198.44         | +0.14                          | C   | UH   | <a href="#">Projects spanning M227 to M228</a> | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.09           |                    | 01 Jul 2003     |
| 198.53         | +0.23                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.36           |                    | 01 Jul 2003     |
| 198.89         | +0.60                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.25           |                    | 05 Oct 2000     |
| 199.05         | +0.76                          | C   | BR   | Queen Creek                                    |               |            |                     |               |                      |       |                | 1953               | 651 ft Steel    |
| 199.14         | +0.84                          | C   | UH   | <a href="#">Projects spanning M227 to M228</a> | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.05           |                    | 05 Oct 2000     |

**U 060 at M227+0.84**

**M227+0.84 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M227+0.90**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M227+0.90 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 199.20         | M227+0.90                      | C   | UH   | <a href="#">Projects spanning M227 to M228</a> | AC            | AC         | 3                   | 2             | 42                   | 2     | 0.10           | 05 Oct 2000        |                 |
| 199.29         | +0.99                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 48                   | 2     | 1.11           | 05 Oct 2000        |                 |
| 199.42         | M228+0.06                      | C   | TN   | Queen Creek                                    |               |            |                     |               |                      |       |                | 1953               | 1280 ft         |
| 199.43         | +0.07                          | C   | TR   | WB Truck Escape Ramp                           | Unk           | Gravel     | 1                   | 18            | 12                   | 18    | 0.23           |                    | 14'-00"         |
| 200.40         | M229+0.04                      | C   | UH   | <a href="#">Projects spanning M229 to M230</a> | AC            | AC         | 3                   | 2             | 48                   | 2     | 0.04           | 05 Oct 2000        |                 |
| 200.44         | +0.08                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 48                   | 2     | 0.85           | 05 Oct 2000        |                 |
| 201.29         | M230+0.02                      | C   | UH   | <a href="#">Projects spanning M230 to M231</a> | AC            | AC         | 3                   | 1             | 48                   | 3     | 0.20           | 05 Oct 2000        |                 |
| 201.47         | +0.20                          | C   | EQ   | MP 230+0.20 Back Equals MP 231-0.51 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 201.49         | +0.22                          | C   | UH   | <a href="#">Projects spanning M230 to M231</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.08           | 05 Oct 2000        |                 |
| 201.58         | +0.31                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.10           | 05 Oct 2000        |                 |
| 201.68         | +0.41                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.88           | 05 Oct 2000        |                 |
| 203.56         | M232+0.59                      | C   | UH   | <a href="#">Projects spanning M232 to M233</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.09           | 05 Oct 2000        |                 |
| 203.65         | +0.68                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.02           | 05 Oct 2000        |                 |
| 203.67         | +0.70                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 48                   | 2     | 0.76           | 05 Oct 2000        |                 |
| 204.43         | M233+0.46                      | C   | UH   | <a href="#">Projects spanning M233 to M234</a> | AC            | AC         | 3                   | 4             | 48                   | 4     | 0.55           | 05 Oct 2000        |                 |
| 204.98         | M234+0.02                      | C   | UH   | <a href="#">Projects spanning M234 to M235</a> | AC            | AC         | 3                   | 2             | 48                   | 2     | 0.16           | 05 Oct 2000        |                 |
| 205.14         | +0.18                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 42                   | 2     | 0.15           | 05 Oct 2000        |                 |
| 205.29         | +0.33                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.01           | 05 Oct 2000        |                 |
| 205.30         | +0.34                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.75           | 05 Oct 2000        |                 |
| 207.05         | M236+0.13                      | C   | UH   | <a href="#">Projects spanning M236 to M237</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.06           | 91                 |                 |
| 207.11         | +0.19                          | C   | UH   |  | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.04           | 90                 |                 |
| 207.15         | +0.22                          | C   | UH   |  | AC            | MBH        | 2                   | 6             | 30                   | 6     | 0.12           | 90                 |                 |
| 207.27         | +0.35                          | C   | UH   |  | AC            | MBH        | 3                   | 1             | 42                   | 1     | 0.02           | 90                 |                 |
| 207.29         | +0.36                          | C   | JB   | Gila County                                    |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.37                          | C   | UH   | <a href="#">Projects spanning M236 to M237</a> | AC            | MBH        | 3                   | 1             | 48                   | 1     | 1.76           | 90                 |                 |
| 209.06         | M238+0.01                      | C   | UH   | <a href="#">Projects spanning M238 to M239</a> | AC            | MBH        | 3                   | 1             | 42                   | 1     | 0.09           | 90                 |                 |
| 209.15         | +0.10                          | C   | UH   |  | AC            | MBH        | 3                   | 1             | 36                   | 1     | 0.06           | 90                 |                 |
| 209.21         | +0.16                          | C   | UH   |  | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.74           | 90                 |                 |
| 209.30         | +0.25                          | C   | BR   | Pinto Creek                                    |               |            |                     |               |                      |       |                | 1950               | 710 ft Steel    |
| 209.95         | +0.90                          | C   | UH   | <a href="#">Projects spanning M238 to M239</a> | AC            | AC         | 2                   | 1             | 24                   | 3     | 0.34           | 1993               |                 |
| 210.29         | M239+0.21                      | C   | UH   | <a href="#">Projects spanning M239 to M240</a> | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.18           | 90                 |                 |
| 210.38         | +0.30                          | C   | J    | Pinto Valley Rd -- [B24]                       |               |            |                     |               |                      |       |                |                    |                 |
| 210.47         | +0.39                          | C   | UH   | <a href="#">Projects spanning M239 to M240</a> | AC            | MBH        | 2                   | 6             | 36                   | 6     | 0.03           | 90                 |                 |
| 210.50         | +0.42                          | C   | UH   |  | AC            | MBH        | 3                   | 1             | 48                   | 1     | 0.05           | 90                 |                 |
| 210.55         | +0.47                          | C   | UH   |  | AC            | MBH        | 3                   | 1             | 42                   | 1     | 0.09           | 90                 |                 |
| 210.64         | +0.56                          | C   | UH   |  | AC            | MBH        | 3                   | 1             | 48                   | 1     | 0.02           | 90                 |                 |
| 210.66         | +0.58                          | C   | UH   |  | AC            | AC         | 3                   | 1             | 48                   | 1     | 0.05           | 15 Oct 2003        |                 |
| 210.70         | +0.62                          | C   | UH   |  | AC            | AC         | 3                   | 1             | 42                   | 1     | 0.02           | 15 Oct 2003        |                 |
| 210.72         | +0.64                          | C   | UH   |  | AC            | AC         | 3                   | 1             | 48                   | 1     | 1.14           | 15 Oct 2003        |                 |

**U 060 at M239+0.64**

**M239+0.64 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M239+0.93**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M239+0.93 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 211.01         | M239+0.93                      | C   | SVP  | EB Paved 500' long 10' wide                    |               |            |                     |               |                      | 0.09  | 15 Oct 2003    |                    |                 |
| 211.86         | M240+0.70                      | C   | UH   | <a href="#">Projects spanning M240 to M241</a> | AC            | AC         | 2                   | 6             | 36                   | 6     | 0.18           | 15 Oct 2003        |                 |
| 212.04         | +0.88                          | C   | UH   |  | AC            | AC         | 2                   | 6             | 30                   | 6     | 0.12           | 15 Oct 2003        |                 |
| 212.16         | +1.00                          | C   | UH   |  | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.45           | 15 Oct 2003        |                 |
|                |                                | C   | SVP  | WB Paved 125' long 10' wide                    |               |            |                     |               |                      |       | 0.02           | 15 Oct 2003        |                 |
| 212.26         | M241+0.06                      | C   | SVP  | WB Paved 105' long 10' wide                    |               |            |                     |               |                      |       | 0.02           | 15 Oct 2003        |                 |
| 212.56         | +0.36                          | C   | JB   | Leave Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 212.61         | +0.41                          | C   | UH   | <a href="#">Projects spanning M241 to M242</a> | AC            | AC         | 2                   | 6             | 24                   | 8     | 0.22           | 15 Oct 2003        |                 |
| 212.83         | +0.63                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.79           | 15 Oct 2003        |                 |
| 213.69         | M242+0.40                      | C   | JB   | WCL Miami Elev 3411                            |               |            |                     |               |                      |       |                |                    |                 |
| 213.72         | +0.42                          | C   | BR   | Bloody Tanks Wash                              |               |            |                     |               |                      |       |                | 76 ft Concrete     |                 |
| 213.76         | +0.47                          | C   | J    | Bluebird Mine Entrance -- [L]                  |               |            |                     |               |                      |       |                |                    |                 |
| 213.80         | +0.51                          | C   | SVP  | EB Paved 280' long 10' wide                    |               |            |                     |               |                      |       | 0.05           | 15 Oct 2003        |                 |
| 214.01         | +0.72                          | C   | J    | West Mackey Camp Rd                            |               |            |                     |               |                      |       |                |                    |                 |
| 214.27         | +0.98                          | C   | SVP  | WB Paved 160' long 10' wide                    |               |            |                     |               |                      |       | 0.03           | 15 Oct 2003        |                 |
| 214.34         | M243+0.04                      | C   | SVP  | EB Paved 185' long 10' wide                    |               |            |                     |               |                      |       | 0.03           | 15 Oct 2003        |                 |
| 214.39         | +0.10                          | C   | SVP  | WB Paved 160' long 10' wide                    |               |            |                     |               |                      |       | 0.05           | 15 Oct 2003        |                 |
| 214.54         | +0.24                          | C   | J    | Turner St -- [L]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | WUB Globe/Miami                                |               |            |                     |               |                      |       |                |                    |                 |
| 214.62         | +0.33                          | C   | UH   | <a href="#">Projects spanning M243 to M244</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.01           | 15 Oct 2003        |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.07           |                    |                 |
| 214.63         |                                | C   | UH   | <a href="#">Projects spanning M243 to M244</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.84           | 15 May 2002        |                 |
| 214.72         | +0.43                          | C   | J    | West Canyon Ave & Plaza Ave -- [B24]           |               |            |                     |               |                      |       |                |                    |                 |
| 215.06         | M244+0.10                      | C   | J    | Forrest Ave (Signalized) -- [B]                |               |            |                     |               |                      |       |                |                    |                 |
| 215.29         | +0.33                          | C   | J    | Keystone Ave (Signalized) -- [B]               |               |            |                     |               |                      |       |                |                    |                 |
| 215.36         | +0.40                          | C   | J    | Miami Ave (Signalized) -- [B]                  |               |            |                     |               |                      |       |                |                    |                 |
| 215.47         | +0.51                          | C   | MD   | 6 ft Concrete Curbed Median                    |               |            |                     |               |                      |       | 0.05           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M244 to M245</a> | AC            | AC         | 4                   | 8             | 48                   | 6     | 0.05           | 15 May 2002        |                 |
| 215.52         | +0.56                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 48                   | 4     | 0.17           | 15 May 2002        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.10           |                    |                 |
| 215.65         | +0.69                          | C   | J    | Miami Copper Rd -- [L2]                        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
| 215.69         | +0.73                          | C   | EB   | <a href="#">Projects spanning M244 to M245</a> | AC            | AC         | 2                   | 3.5           | 24                   | 7     | 0.11           | 15 May 2002        |                 |
|                |                                | C   | MD   | 12 ft Concrete Curbed Median                   |               |            |                     |               |                      |       | 0.73           |                    |                 |
|                |                                | C   | CG   | Curb to Left, Center, and Right                |               |            |                     |               |                      |       | 2.52           |                    |                 |
| 215.80         | +0.84                          | A   | J    | Loomis Ave -- [R4]                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M244 to M245</a> | AC            | AC         | 2                   | 2             | 24                   | 7     | 1.62           | 15 May 2002        |                 |
| 215.91         | +0.95                          | A   | J    | Kent Ave -- [R24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 215.99         | M245+0.02                      | A   | J    | Mill St -- [R4]                                |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M245+0.02**

**M245+0.02 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M245+0.07**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M245+0.07 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 216.03         | M245 +0.07                     | C   | JB   | ECL Miami                                       |               |            |                     |               |                      |       |                |                    |                 |
| 216.12         | +0.15                          | A   | J    | Local Access -- [U24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 216.18         | +0.21                          | A   | J    | Marion St & Railroad Crossing At Grade -- [R24] |               |            |                     |               |                      |       |                |                    |                 |
| 216.28         | +0.32                          | A   | J    | Calle De Loma -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 216.42         | +0.45                          | A   | J    | Vernon St -- [L2]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      | 0.08  |                |                    |                 |
| 216.54         | +0.58                          | A   | J    | New St -- [B24]                                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Concrete Curbed Median                    |               |            |                     |               |                      | 1.67  |                |                    |                 |
| 216.74         | +0.77                          | A   | J    | Local Access -- [U24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 216.82         | +0.85                          | A   | J    | Grover Canyon Rd -- [B24]                       |               |            |                     |               |                      |       |                |                    |                 |
| 216.97         | M246 +0.01                     | A   | J    | Pineway St -- [B24]                             |               |            |                     |               |                      |       |                |                    |                 |
| 217.05         | +0.08                          | A   | J    | 2nd St & Broadway -- [R4]                       |               |            |                     |               |                      |       |                |                    |                 |
| 217.13         | +0.17                          | A   | J    | El Camino -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 217.28         | +0.32                          | A   | J    | Old Oak St -- [R24]                             |               |            |                     |               |                      |       |                |                    |                 |
| 217.42         | +0.46                          | C   | EB   | <a href="#">Projects spanning M246 to M247</a>  | AC            | AC         | 2                   | 2             | 24                   | 5     | 0.03           | 15 May 2002        |                 |
|                |                                | A   | J    | Entrance to Shopping Center -- [R24]            |               |            |                     |               |                      |       |                |                    |                 |
| 217.43         | +0.47                          | C   | JB   | WCL Globe Elev 3540                             |               |            |                     |               |                      |       |                |                    |                 |
| 217.45         | +0.49                          | C   | EB   | <a href="#">Projects spanning M246 to M247</a>  | AC            | AC         | 2                   | 2             | 36                   | 5     | 0.19           | 15 May 2002        |                 |
| 217.52         | +0.56                          | A   | J    | Entrance to Shopping Center -- [R24]            |               |            |                     |               |                      |       |                |                    |                 |
| 217.64         | +0.68                          | C   | EB   | <a href="#">Projects spanning M246 to M247</a>  | AC            | AC         | 2                   | 2             | 24                   | 5     | 0.16           | 15 May 2002        |                 |
| 217.68         | +0.72                          | A   | J    | Ragus Rd -- [R24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 217.76         | +0.80                          | A   | J    | Local Access -- [U24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 217.80         | +0.83                          | C   | EB   | <a href="#">Projects spanning M246 to M247</a>  | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.11           | 15 May 2002        |                 |
| 217.84         | +0.88                          | A   | J    | Local Access -- [U24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 217.91         | +0.95                          | C   | EB   | <a href="#">Projects spanning M246 to M247</a>  | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.07           | 1993               |                 |
|                |                                | C   | J    | Railroad Crossing At Grade                      |               |            |                     |               |                      |       |                |                    |                 |
| 217.98         | +1.02                          | C   | EB   | <a href="#">Projects spanning M246 to M247</a>  | AC            | AC         | 2                   | 2             | 36                   | 6     | 0.03           | 1993               |                 |
| 218.00         | M247 +0.00                     | C   | VMS  | (EB) Variable Message Sign #332 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 218.01         |                                | C   | EB   | <a href="#">Projects spanning M247 to M248</a>  | AC            | AC         | 2                   | 2             | 36                   | 6     | 0.02           | 90                 |                 |
| 218.02         | +0.02                          | C   | EB   |   | AC            | AC         | 2                   | 2             | 24                   | 6     | 0.02           | 90                 |                 |
|                |                                | C   | TI   | (EB) Russell Rd (off)                           | Unk           | Unk        | 1                   | 4             | 12                   | 5     | 0.02           | 2000               |                 |
| 218.05         | +0.04                          | A   | J    | S 188 W & Russell Rd -- [B24]                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | EB   | <a href="#">Projects spanning M247 to M248</a>  | AC            | AC         | 2                   | 2             | 24                   | 10    | 0.02           | 90                 |                 |
|                | +0.05                          | C   | TI   | (EB) Russell Rd (on)                            | Unk           | Unk        | 1                   | 4             | 12                   | 5     | 0.02           | 2000               |                 |
| 218.07         | +0.07                          | C   | EB   | <a href="#">Projects spanning M247 to M248</a>  | AC            | AC         | 2                   | 2             | 36                   | 10    | 0.05           | 90                 |                 |
| 218.12         | +0.12                          | C   | EB   |   | AC            | AC         | 2                   | 2             | 36                   | 10    | 0.02           | 21 Dec 2000        |                 |
| 218.14         | +0.13                          | C   | EB   |   | AC            | AC         | 2                   | 2             | 24                   | 10    | 0.07           | 21 Dec 2000        |                 |
| 218.21         | +0.21                          | C   | UH   |   | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.49           | 21 Dec 2000        |                 |
|                |                                | C   | CG   | Curb to Left and Right                          |               |            |                     |               |                      |       | 2.69           |                    |                 |

**U 060 at M247+0.21**

**M247+0.21 on U 060**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M247+0.24**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M247+0.24 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|
| 218.24         | M247 +0.24                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.54  |                |                    |                  |
| 218.41         | +0.41                          | C   | J    | Shopping Center -- [L3]                        |               |            |                     |               |                      |       |                |                    |                  |
| 218.63         | +0.62                          | C   | J    | Manor Dr -- [R1]                               |               |            |                     |               |                      |       |                |                    |                  |
| 218.70         | +0.70                          | C   | UH   | <a href="#">Projects spanning M247 to M248</a> | AC            | AC         | 4                   | 2             | 60                   | 2     | 0.39           | 21 Dec 2000        |                  |
| 218.82         | +0.82                          | C   | J    | Radanovich Blvd -- [B24]                       |               |            |                     |               |                      |       |                |                    |                  |
| 218.88         | +0.88                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.26  |                |                    |                  |
| 219.09         | M248 +0.00                     | C   | UH   | <a href="#">Projects spanning M248 to M249</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.22           | 21 Dec 2000        |                  |
| 219.19         | +0.10                          | C   | J    | Main St & Escudilla Dr -- [B1234]              |               |            |                     |               |                      |       |                |                    |                  |
| 219.24         | +0.15                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 1.66  |                |                    |                  |
| 219.31         | +0.22                          | C   | UH   | <a href="#">Projects spanning M248 to M249</a> | AC            | AC         | 4                   | 2             | 60                   | 2     | 0.28           | 21 Dec 2000        |                  |
| 219.58         | +0.49                          | C   | FR   | Frontage Rd Right                              | Gravel        | Gravel     | 1                   | 2             | 10                   | 2     | 0.10           | 2002               |                  |
|                |                                | C   | UH   | <a href="#">Projects spanning M248 to M249</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.22           | 21 Dec 2000        |                  |
| 219.80         | +0.72                          | C   | UH   |  | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.24           | 85                 |                  |
| 220.05         | M249 +0.10                     | C   | UH   | <a href="#">Projects spanning M249 to M250</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.86           | 15 May 2002        |                  |
| 220.40         | +0.45                          | C   | J    | Evans St                                       |               |            |                     |               |                      |       |                |                    |                  |
| 220.58         | +0.63                          | C   | BR   | Pinal Creek                                    |               |            |                     |               |                      |       |                | 1957               | 135 ft Concrete  |
| 220.71         | +0.76                          | C   | BR   | Pinal Creek                                    |               |            |                     |               |                      |       |                | 1957               | 106 ft Concrete  |
| 220.90         | +0.96                          | C   | UH   | <a href="#">Projects spanning M249 to M250</a> | AC            | AC         | 4                   | 0             | 48                   | 1.5   | 0.14           | 15 May 2002        |                  |
|                |                                | C   | MD   | 2 ft Concrete Curbed Finger Median             |               |            |                     |               |                      |       | 0.11           |                    |                  |
|                |                                | C   | CG   | Curb to Left, Center, and Right                |               |            |                     |               |                      |       | 0.11           |                    |                  |
| 220.97         | M250 +0.05                     | C   | J    | Broad St & Silver St -- [B24]                  |               |            |                     |               |                      |       |                |                    |                  |
| 221.01         | +0.08                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 1.00  |                |                    |                  |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.44           |                    |                  |
| 221.04         | +0.11                          | C   | UH   | <a href="#">Projects spanning M250 to M251</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 1.69           | 15 May 2002        |                  |
| 221.14         | +0.22                          | C   | J    | Hackney Ave (High Visibility Crosswalk)        |               |            |                     |               |                      |       |                |                    |                  |
| 221.28         | +0.35                          | C   | UP   | School Pedestrian OP                           |               |            |                     |               |                      |       |                | 1981               | 17'-08"          |
| 221.32         | +0.39                          | C   | BR   | Pinal Creek                                    |               |            |                     |               |                      |       |                | 1959               | 188 ft Concrete  |
| 221.44         | +0.52                          | C   | J    | Oak St   |               |            |                     |               |                      |       |                |                    |                  |
| 221.49         | +0.56                          | C   | BR   | Pinal Creek                                    |               |            |                     |               |                      |       |                | 1977               | 216 ft Concrete  |
| 221.65         | +0.72                          | C   | J    | Maple St Access                                |               |            |                     |               |                      |       |                |                    |                  |
| 221.68         | +0.75                          | C   | OP   | Maple St                                       |               |            |                     |               |                      |       |                | 1977               | 90 ft Concrete   |
| 221.86         | +0.93                          | C   | OP   | Arizona Eastern RR & Globe Viaduct             |               |            |                     |               |                      |       |                | 1977               | 1013 ft Concrete |
| 222.03         | M251 +0.09                     | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.03           |                    |                  |
| 222.04         | +0.10                          | C   | J    | Hill St & Devereux St -- [B24]                 |               |            |                     |               |                      |       |                |                    |                  |
| 222.09         | +0.15                          | C   | J    | High St (High Visibility Crosswalk) -- [B24]   |               |            |                     |               |                      |       |                |                    |                  |
| 222.12         | +0.18                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.16  |                |                    |                  |
| 222.14         | +0.21                          | C   | J    | East St (High Visibility Crosswalk)            |               |            |                     |               |                      |       |                |                    |                  |
| 222.30         | +0.37                          | C   | J    | 3rd St -- [B24]                                |               |            |                     |               |                      |       |                |                    |                  |
| 222.33         | +0.39                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.73  |                |                    |                  |

**U 060 at M251+0.39**

**M251+0.39 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M251+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M251+0.44 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 222.38         | M251 +0.44                     | C   | UP   | Globe School Pedestrian OP                     |               |            |                     |               |                      |       | 1996           |                    | 17'-00"         |
| 222.73         | +0.79                          | C   | UH   | <a href="#">Projects spanning M251 to M252</a> | AC            | AC         | 4                   | 3.5           | 48                   | 3.5   | 0.14           | 15 May 2002        |                 |
| 222.87         | +0.93                          | C   | UH   |  | AC            | AC         | 4                   | 3.5           | 48                   | 3.5   | 0.07           | 90                 |                 |
| 222.90         | +0.96                          | C   | BR   | McMillen Wash                                  |               |            |                     |               |                      |       | 1937           | 64 ft Concrete     |                 |
| 222.94         | +1.00                          | C   | UH   | <a href="#">Projects spanning M251 to M252</a> | AC            | AC         | 4                   | 5             | 48                   | 5     | 0.12           | 90                 |                 |
| 223.05         | +1.12                          | C   | CG   | Curb to Left, Center, and Right                |               |            |                     |               |                      |       | 0.20           |                    |                 |
| 223.06         |                                | C   | DH   | <a href="#">Projects spanning M251 to M252</a> | AC            | AC         | 4                   | 5             | 48                   | 5     | 0.01           | 90                 |                 |
|                |                                | C   | MD   | 3 ft Concrete Curbed Finger Median             |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 223.07         | +1.14                          | C   | DH   | <a href="#">Projects spanning M251 to M252</a> | AC            | MBH        | 4                   | 5             | 48                   | 5     | 0.07           | 90                 |                 |
| 223.08         | M252 +0.00                     | C   | EQ   | MP 251+1.15 Back Equals MP 252+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 223.14         | +0.05                          | C   | J    | U 070 East (U 060 continues Left) -- [B24]     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | Just Outside of NUB Globe/Miami                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | DH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 4                   | 3             | 48                   | 3     | 0.08           | 90                 |                 |
|                |                                | C   | MD   | Variable 3-12 ft Concrete Curbed Median        |               |            |                     |               |                      |       | 0.10           |                    |                 |
| 223.22         | +0.13                          | C   | DH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 4                   | 2             | 48                   | 12    | 0.02           | 90                 |                 |
| 223.24         | +0.15                          | C   | UH   |  | AC            | MBH        | 4                   | 2             | 48                   | 12    | 0.08           | 90                 |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.13           |                    |                 |
| 223.25         | +0.16                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.38           |                    |                 |
| 223.32         | +0.23                          | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.06           | 90                 |                 |
| 223.33         | +0.24                          | C   | VMS  | WB Variable Message Sign #414 (Existing)       |               |            |                     |               |                      |       |                | 2003               |                 |
|                |                                | C   | VMS  | (EB) Variable Message Sign #33 (Operational)   |               |            |                     |               |                      |       |                | 2002               |                 |
| 223.38         | +0.29                          | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 4                   | 8             | 48                   | 8     | 0.03           | 90                 |                 |
| 223.39         | +0.30                          | C   | J    | Latter Day Saints Church Driveway -- [L2]      |               |            |                     |               |                      |       |                |                    |                 |
| 223.41         | +0.32                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.14           |                    |                 |
|                | +0.33                          | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.06           | 90                 |                 |
| 223.47         | +0.39                          | C   | UH   |  | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.09           | 1998               |                 |
| 223.57         | +0.48                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.12           | 1998               |                 |
| 223.68         | +0.60                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.67           | 1998               |                 |
| 224.12         | M253 +0.00                     | C   | EQ   | MP 252+1.04 Back Equals MP 253+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 224.35         | +0.23                          | C   | UH   | <a href="#">Projects spanning M253 to M254</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.22           | 1998               |                 |
| 224.43         | +0.30                          | C   | J    | ADOT Maintenance Yard -- [R4]                  |               |            |                     |               |                      |       |                |                    |                 |
| 224.54         | +0.42                          | C   | J    | ADOT District Yard -- [R4]                     |               |            |                     |               |                      |       |                |                    |                 |
| 224.57         | +0.45                          | C   | UH   | <a href="#">Projects spanning M253 to M254</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.15           | 1998               |                 |
| 226.67         | M255 +0.56                     | C   | J    | Road to Fairgrounds -- [R1]                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | NCL Globe Elev 3540 (on E side)                |               |            |                     |               |                      |       |                |                    |                 |
| 226.72         | +0.61                          | C   | UH   | <a href="#">Projects spanning M255 to M256</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.02           | 60                 |                 |
| 226.74         | +0.63                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 4.70           | 08 Dec 2003        |                 |
| 228.21         | M257 +0.11                     | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 231.44         | M260 +0.32                     | C   | UH   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.01           | 08 Dec 2003        |                 |

**U 060 at M260+0.32**

**M260+0.32 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M260+0.33**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M260+0.33 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 231.45         | M260 +0.33                     | C   | UH   | <a href="#">Projects spanning M260 to M261</a> | AC            | AC         | 3                   | 8             | 48                   | 8     | 0.01           | 08 Dec 2003        |                 |
| 231.46         |                                | C   | UH   |  | AC            | AC         | 3                   | 8             | 48                   | 8     | 0.02           | 29 Aug 2001        |                 |
| 231.47         | +0.35                          | C   | UH   |  | AC            | AC         | 3                   | 1             | 48                   | 3     | 0.96           | 29 Aug 2001        |                 |
| 232.43         | M261 +0.28                     | C   | UH   | <a href="#">Projects spanning M261 to M262</a> | AC            | AC         | 3                   | 1             | 36                   | 3     | 0.11           | 29 Aug 2001        |                 |
| 232.54         | +0.39                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.23           | 29 Aug 2001        |                 |
| 232.77         | +0.62                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.20           | 29 Aug 2001        |                 |
| 232.97         | +0.82                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.37           | 29 Aug 2001        |                 |
| 233.34         | M262 +0.21                     | C   | UH   | <a href="#">Projects spanning M262 to M263</a> | AC            | AC         | 3                   | 3             | 48                   | 1     | 0.41           | 29 Aug 2001        |                 |
| 233.75         | +0.62                          | C   | UH   |  | AC            | AC         | 3                   | 3             | 42                   | 1     | 0.03           | 29 Aug 2001        |                 |
| 233.78         | +0.65                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.05           | 29 Aug 2001        |                 |
| 233.83         | +0.69                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.21           | 29 Aug 2001        |                 |
| 235.04         | M263 +0.91                     | C   | UH   | <a href="#">Projects spanning M263 to M264</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 4.33           | 89                 |                 |
| 239.37         | M268 +0.24                     | C   | UH   | <a href="#">Projects spanning M268 to M269</a> | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.06           | 89                 |                 |
| 239.43         | +0.29                          | C   | UH   |  | AC            | MBH        | 3                   | 2             | 42                   | 2     | 0.03           | 89                 |                 |
| 239.47         | +0.33                          | C   | UH   |  | AC            | MBH        | 3                   | 2             | 48                   | 2     | 0.81           | 89                 |                 |
| 240.28         | M269 +0.14                     | C   | UH   | <a href="#">Projects spanning M269 to M270</a> | AC            | MBH        | 3                   | 2             | 42                   | 2     | 0.17           | 89                 |                 |
| 240.45         | +0.31                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 30                   | 8     | 0.01           | 89                 |                 |
| 240.46         | +0.33                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 3.08           | 89                 |                 |
| 243.54         | M272 +0.41                     | C   | EQ   | MP 272+0.41 Back Equals MP 275+0.33 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M272 to M273</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.48           | 16 Mar 1998        |                 |
| 244.02         | M275 +0.47                     | C   | UH   | <a href="#">Projects spanning M275 to M276</a> | AC            | MBH        | 2                   | 5.5           | 24                   | 5.5   | 0.06           | 16 Mar 1998        |                 |
| 244.08         | +0.53                          | C   | UH   |  | AC            | MBH        | 2                   | 3             | 36                   | 3     | 2.88           | 16 Mar 1998        |                 |
| 246.96         | M278 +0.74                     | C   | UH   | <a href="#">Projects spanning M278 to M279</a> | AC            | MBH        | 2                   | 5.5           | 24                   | 3     | 0.14           | 16 Mar 1998        |                 |
| 247.09         | +0.88                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 1.67           | 16 Mar 1998        |                 |
| 248.76         | M280 +0.54                     | C   | UH   | <a href="#">Projects spanning M280 to M281</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.10           | 16 Mar 1998        |                 |
| 248.87         | +0.65                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.07           | 16 Mar 1998        |                 |
| 248.93         | +0.72                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 16 Mar 1998        |                 |
| 248.98         | +0.76                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.09           |                    |                 |
|                |                                | C   | J    | To Timber Camp -- [L2]                         |               |            |                     |               |                      |       |                |                    |                 |
| 248.99         | +0.77                          | C   | UH   | <a href="#">Projects spanning M280 to M281</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.07           | 16 Mar 1998        |                 |
| 249.06         | +0.85                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.85           | 16 Mar 1998        |                 |
| 249.92         | M281 +0.70                     | C   | UH   | <a href="#">Projects spanning M281 to M282</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 2.14           | 16 Mar 1998        |                 |
| 252.06         | M283 +0.85                     | C   | UH   | <a href="#">Projects spanning M283 to M284</a> | AC            | MBH        | 2                   | 5.5           | 24                   | 5.5   | 0.15           | 16 Mar 1998        |                 |
| 252.21         | M284 +0.00                     | C   | UH   | <a href="#">Projects spanning M284 to M285</a> | AC            | MBH        | 2                   | 3             | 36                   | 3     | 2.28           | 16 Mar 1998        |                 |
| 252.88         | +0.66                          | C   | JB   | Leave Tontot NF, Enter San Carlos IR           |               |            |                     |               |                      |       |                |                    |                 |
| 253.78         | M285 +0.52                     | C   | JB   | Reenter Tonto NF, Temp Leave San Carlos IR     |               |            |                     |               |                      |       |                |                    |                 |
| 254.29         | M286 +0.08                     | C   | JB   | Reenter San Carlos IR, Leave Tonto NF          |               |            |                     |               |                      |       |                |                    |                 |
| 254.49         | +0.28                          | C   | UH   | <a href="#">Projects spanning M286 to M287</a> | AC            | MBH        | 2                   | 5.5           | 24                   | 5.5   | 0.06           | 16 Mar 1998        |                 |
| 254.55         | +0.34                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.08           | 16 Mar 1998        |                 |

**U 060 at M286+0.34**

**M286+0.34 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M286+0.42**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M286+0.42 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 254.63         | M286 +0.42                     | C   | UH   | <a href="#">Projects spanning M286 to M287</a> | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.99           | 21 Oct 2002        |                 |
| 255.37         | M287 +0.16                     | C   | X    | Seneca   |               |            |                     |               |                      |       |                |                    |                 |
| 255.44         | +0.23                          | C   | SVP  | (EB) Paved 260' long 75' wide                  |               |            |                     |               |                      |       | 0.05           | 21 Oct 2002        |                 |
| 255.62         | +0.41                          | C   | UH   | <a href="#">Projects spanning M287 to M288</a> | AC            | MBH        | 2                   | 4.5           | 24                   | 4.5   | 0.13           | 21 Oct 2002        |                 |
| 255.76         | +0.54                          | C   | UH   |  | AC            | MBH        | 2                   | 3             | 24                   | 3     | 0.29           | 21 Oct 2002        |                 |
| 255.88         | +0.66                          | C   | J    | Seneca Rd -- [L2]                              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable 10-0 ft Painted Median                |               |            |                     |               | 5                    |       | 0.14           |                    |                 |
| 255.94         | +0.72                          | C   | J    | Regal Mine Rd -- [L]                           |               |            |                     |               |                      |       |                |                    |                 |
| 256.05         | +0.84                          | C   | UH   | <a href="#">Projects spanning M287 to M288</a> | AC            | MBH        | 2                   | 4.5           | 24                   | 4.5   | 0.15           | 21 Oct 2002        |                 |
| 256.17         | +0.96                          | C   | SVP  | (EB) Paved 960' long 50' wide                  |               |            |                     |               |                      |       | 0.19           | 21 Oct 2002        |                 |
| 256.20         | M288 +0.00                     | C   | UH   | <a href="#">Projects spanning M288 to M289</a> | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.58           | 21 Oct 2002        |                 |
| 256.38         | +0.17                          | C   | X    | Entering Salt River Canyon                     |               |            |                     |               |                      |       |                |                    |                 |
| 256.78         | +0.58                          | C   | UH   | <a href="#">Projects spanning M288 to M289</a> | AC            | MBH        | 2                   | 4             | 24                   | 4     | 0.01           | 21 Oct 2002        |                 |
| 256.79         |                                | C   | UH   |  | AC            | MBH        | 2                   | 4             | 30                   | 4     | 0.22           | 21 Oct 2002        |                 |
| 257.01         | +0.81                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 30                   | 2     | 0.01           | 21 Oct 2002        |                 |
| 257.02         | +0.82                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 36                   | 2     | 0.68           | 21 Oct 2002        |                 |
| 257.67         | M289 +0.46                     | C   | SVP  | WB Paved 140' long 50' wide                    |               |            |                     |               |                      |       | 0.03           | 21 Oct 2002        |                 |
| 257.70         | +0.49                          | C   | UH   | <a href="#">Projects spanning M289 to M290</a> | AC            | MBH        | 2                   | 2             | 30                   | 2     | 0.01           | 21 Oct 2002        |                 |
| 257.71         | +0.50                          | C   | UH   |  | AC            | MBH        | 2                   | 4             | 30                   | 4     | 0.08           | 21 Oct 2002        |                 |
| 257.79         | +0.58                          | C   | UH   |  | AC            | MBH        | 2                   | 4             | 24                   | 4     | 0.02           | 21 Oct 2002        |                 |
| 257.81         | +0.60                          | C   | UH   |  | AC            | MBH        | 2                   | 6             | 24                   | 6     | 1.05           | 21 Oct 2002        |                 |
| 257.88         | +0.66                          | C   | SVP  | (WB) Paved 135' long 50' wide                  |               |            |                     |               |                      |       | 0.03           | 21 Oct 2002        |                 |
| 258.05         | +0.84                          | C   | SVP  | (WB) Paved 235' long 75' wide                  |               |            |                     |               |                      |       | 0.03           | 21 Oct 2002        |                 |
| 258.23         | M290 +0.03                     | C   | SVP  | (WB) Paved 165' long 40' wide                  |               |            |                     |               |                      |       | 0.03           | 21 Oct 2002        |                 |
| 258.48         | +0.28                          | C   | SVP  | (WB) Paved 335' long 80' wide                  |               |            |                     |               |                      |       | 0.05           | 21 Oct 2002        |                 |
| 258.74         | +0.54                          | C   | CG   | Embankment Curb to Left                        |               |            |                     |               |                      |       | 0.03           | 08 Jul 2005        |                 |
| 258.83         | +0.63                          | C   | SVP  | (WB) Paved 175' long 70' wide                  |               |            |                     |               |                      |       | 0.02           | 21 Oct 2002        |                 |
| 258.86         | +0.65                          | C   | UH   | <a href="#">Projects spanning M290 to M291</a> | AC            | AC         | 2                   | 6             | 24                   | 8     | 0.03           | 21 Oct 2002        |                 |
| 258.89         | +0.68                          | C   | UH   |  | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.21           | 21 Oct 2002        |                 |
| 259.10         | +0.90                          | C   | UH   |  | AC            | MBH        | 2                   | 4             | 24                   | 4     | 0.01           | 21 Oct 2002        |                 |
| 259.11         | +0.91                          | C   | UH   |  | AC            | MBH        | 2                   | 4             | 30                   | 4     | 0.17           | 21 Oct 2002        |                 |
| 259.14         | +0.94                          | C   | SVP  | (EB) Paved 200' long 35' wide                  |               |            |                     |               |                      |       | 0.04           | 21 Oct 2002        |                 |
| 259.20         | M291 +0.00                     | C   | CG   | Embankment Curb to Right                       |               |            |                     |               |                      |       | 0.10           | 08 Jul 2005        |                 |
| 259.28         | +0.08                          | C   | UH   | <a href="#">Projects spanning M291 to M292</a> | AC            | MBH        | 2                   | 4             | 36                   | 4     | 0.01           | 21 Oct 2002        |                 |
| 259.29         | +0.09                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 36                   | 4     | 0.61           | 21 Oct 2002        |                 |
| 259.31         | +0.10                          | C   | CG   | Embankment Curb to Right                       |               |            |                     |               |                      |       | 0.06           | 08 Jul 2005        |                 |
| 259.38         | +0.17                          | C   | CG   | Embankment Curb to Right                       |               |            |                     |               |                      |       |                | 08 Jul 2005        |                 |
| 259.91         | +0.70                          | C   | UH   | <a href="#">Projects spanning M291 to M292</a> | AC            | MBH        | 2                   | 2             | 30                   | 4     | 0.01           | 21 Oct 2002        |                 |
|                | +0.71                          | C   | UH   |  | AC            | MBH        | 2                   | 4             | 30                   | 4     | 0.07           | 21 Oct 2002        |                 |

**U 060 at M291+0.71**

**M291+0.71 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M291+0.77**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M291+0.77 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 259.98         | M291 +0.77                     | C   | UH   | <a href="#">Projects spanning M291 to M292</a> | AC            | MBH        | 2                   | 4             | 24                   | 4     | 0.01           |                    | 21 Oct 2002     |
| 259.99         | +0.79                          | C   | UH   |  | AC            | MBH        | 2                   | 6             | 24                   | 6     | 1.03           |                    | 21 Oct 2002     |
| 260.03         | +0.83                          | C   | SVP  | (EB) Paved 95' long 30' wide                   |               |            |                     |               |                      |       | 0.08           |                    | 21 Oct 2002     |
| 260.55         | M292 +0.36                     | C   | SVP  | (WB) Paved 110' long 50' wide                  |               |            |                     |               |                      |       | 0.02           |                    | 21 Oct 2002     |
| 260.66         | +0.47                          | C   | SVP  | (EB) Paved 170' long 75' wide                  |               |            |                     |               |                      |       | 0.02           |                    | 21 Oct 2002     |
| 260.97         | +0.78                          | C   | MD   | Variable 0-14 ft Painted Median                |               |            |                     | 6             |                      |       | 0.02           |                    |                 |
| 260.98         | +0.79                          | C   | SVP  | (EB) Paved 140' long 20' wide                  |               |            |                     |               |                      |       | 0.08           |                    | 21 Oct 2002     |
| 260.99         |                                | C   | RA   | EB Rest Area                                   | AC            | AC         | 1                   | 10            | 12                   | 10    | 0.08           |                    |                 |
|                | +0.80                          | C   | MD   | 14 ft Painted Median                           |               |            |                     |               | 14                   |       | 0.07           |                    |                 |
| 261.02         | +0.82                          | C   | UH   | <a href="#">Projects spanning M292 to M293</a> | AC            | AC         | 2                   | 6             | 24                   | 6     | 0.29           |                    | 21 Oct 2002     |
| 261.06         | +0.87                          | C   | MD   | Variable 14-0 ft Painted Median                |               |            |                     | 7             |                      |       | 0.04           |                    |                 |
| 261.13         | +0.93                          | C   | BR   | Salt River                                     |               |            |                     |               |                      |       |                | 1994               | 380 ft Steel    |
|                | +0.94                          | C   | JB   | Enter Fort Apache IR, Leaving San Carlos IR    |               |            |                     |               |                      |       |                |                    |                 |
| 261.18         | M293 +0.00                     | C   | J    | Road to Salt River Falls                       |               |            |                     |               |                      |       |                |                    |                 |
| 261.31         | +0.12                          | C   | UH   | <a href="#">Projects spanning M293 to M294</a> | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.33           |                    | 21 Oct 2002     |
| 261.64         | +0.46                          | C   | UH   |  | AC            | MBH        | 2                   | 4             | 24                   | 4     | 0.05           |                    | 21 Oct 2002     |
| 261.69         | +0.51                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 36                   | 2     | 0.81           |                    | 21 Oct 2002     |
| 261.82         | +0.64                          | C   | SVP  | (EB) Paved 230' long 50' wide                  |               |            |                     |               |                      |       | 0.05           |                    | 21 Oct 2002     |
| 262.11         | +0.92                          | C   | SVP  | (WB) Paved 285' long 65' wide                  |               |            |                     |               |                      |       | 0.04           |                    | 21 Oct 2002     |
| 262.51         | M294 +0.37                     | C   | UH   | <a href="#">Projects spanning M294 to M295</a> | AC            | MBH        | 2                   | 4             | 24                   | 4     | 0.17           |                    | 21 Oct 2002     |
| 262.57         | +0.43                          | C   | SVP  | (EB) Paved 290' long 80' wide                  |               |            |                     |               |                      |       | 0.05           |                    | 21 Oct 2002     |
| 262.68         | +0.54                          | C   | UH   | <a href="#">Projects spanning M294 to M295</a> | AC            | MBH        | 2                   | 6             | 24                   | 6     | 1.06           |                    | 21 Oct 2002     |
| 263.25         | M295 +0.09                     | C   | SVP  | (EB) Paved 320' long 50' wide                  |               |            |                     |               |                      |       | 0.06           |                    | 21 Oct 2002     |
| 263.35         | +0.18                          | C   | SVP  | (WB) Paved 150' long 40' wide                  |               |            |                     |               |                      |       | 0.06           |                    | 21 Oct 2002     |
| 263.73         | +0.57                          | C   | UH   | <a href="#">Projects spanning M295 to M296</a> | AC            | MBH        | 2                   | 4             | 24                   | 4     | 0.06           |                    | 21 Oct 2002     |
| 263.79         | +0.63                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 36                   | 2     | 0.77           |                    | 21 Oct 2002     |
| 263.80         | +0.64                          | C   | SVP  | (EB) Paved 150' long 65' wide                  |               |            |                     |               |                      |       | 0.03           |                    | 21 Oct 2002     |
| 264.47         | M296 +0.31                     | C   | SVP  | (EB) Paved 250' long 50' wide                  |               |            |                     |               |                      |       | 0.05           |                    | 21 Oct 2002     |
| 264.56         | +0.40                          | C   | UH   | <a href="#">Projects spanning M296 to M297</a> | AC            | MBH        | 2                   | 4             | 24                   | 4     | 0.16           |                    | 21 Oct 2002     |
| 264.68         | +0.51                          | C   | SVP  | (WB) Paved 335' long 30' wide                  |               |            |                     |               |                      |       | 0.05           |                    | 21 Oct 2002     |
| 264.72         | +0.56                          | C   | UH   | <a href="#">Projects spanning M296 to M297</a> | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.31           |                    | 21 Oct 2002     |
| 265.03         | +0.87                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 24                   | 5     | 5.42           |                    | 12 Feb 2000     |
|                |                                | C   | SVP  | (EB) Paved 158' long 50' wide                  |               |            |                     |               |                      |       | 0.04           |                    | 12 Feb 2000     |
| 265.25         | M297 +0.09                     | C   | SVP  | (EB) Paved 180' long 30' wide                  |               |            |                     |               |                      |       | 0.06           |                    | 12 Feb 2000     |
| 265.41         | +0.25                          | C   | SVP  | (EB) Paved 100' long 30' wide                  |               |            |                     |               |                      |       | 0.02           |                    | 12 Feb 2000     |
| 265.89         | +0.73                          | C   | SVP  | (EB) Paved 260' long 81' wide                  |               |            |                     |               |                      |       | 0.05           |                    | 12 Feb 2000     |
| 266.30         | M298 +0.13                     | C   | SVP  | (WB) Paved 340' long 23' wide                  |               |            |                     |               |                      |       | 0.07           |                    | 12 Feb 2000     |
| 266.40         | +0.23                          | C   | SVP  | (WB) Paved 600' long 81' wide                  |               |            |                     |               |                      |       | 0.11           |                    | 12 Feb 2000     |
| 266.53         | +0.36                          | C   | SVP  | (EB) Paved 270' long 18' wide                  |               |            |                     |               |                      |       | 0.04           |                    | 12 Feb 2000     |

**U 060 at M298+0.36**

**M298+0.36 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M299+0.59**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M299+0.59 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 267.75         | M299 +0.59                     | C   | SVP (EB) Paved 160' long 28' wide                 |              |               |            |                     |               |                      | 0.02  | 12 Feb 2000    |                    |                 |
| 268.22         | M300 +0.12                     | C   | SVP (EB) Paved 160' long 20' wide                 |              |               |            |                     |               |                      | 0.02  | 12 Feb 2000    |                    |                 |
| 269.10         | +1.00                          | C   | SVP (EB) Paved 180' long 25' wide                 |              |               |            |                     |               |                      | 0.04  | 12 Feb 2000    |                    |                 |
| 269.60         | M301 +0.44                     | C   | SVP (EB) Paved 200' long 30' wide                 |              |               |            |                     |               |                      | 0.04  | 12 Feb 2000    |                    |                 |
| 270.04         | +0.88                          | C   | SVP (EB) Paved 120' long 60' wide                 |              |               |            |                     |               |                      | 0.03  | 12 Feb 2000    |                    |                 |
| 270.45         | M302 +0.30                     | C   | UH <a href="#">Projects spanning M302 to M303</a> | AC           | MBH           | 2          | 5                   | 36            | 5                    | 0.03  | 12 Feb 2000    |                    |                 |
| 270.48         | +0.33                          | C   | UH  | AC           | MBH           | 2          | 5                   | 36            | 5                    | 0.96  | 06 Oct 2000    |                    |                 |
| 271.44         | M303 +0.28                     | C   | UH <a href="#">Projects spanning M303 to M304</a> | AC           | MBH           | 2          | 5                   | 24            | 5                    | 0.71  | 06 Oct 2000    |                    |                 |
| 271.81         | +0.66                          | C   | SVP (EB) Paved 173' long 55' wide                 |              |               |            |                     |               |                      | 0.03  | 12 Feb 2000    |                    |                 |
| 272.15         | M304 +0.00                     | C   | UH <a href="#">Projects spanning M304 to M305</a> | AC           | MBH           | 2          | 5                   | 36            | 5                    | 0.90  | 06 Oct 2000    |                    |                 |
| 272.30         | +0.15                          | C   | J Road to Cibecue -- [L23]                        |              |               |            |                     |               |                      |       |                |                    |                 |
| 272.44         | +0.29                          | C   | SVP (EB) Paved 200' long 60' wide                 |              |               |            |                     |               |                      | 0.03  | 12 Feb 2000    |                    |                 |
| 272.54         | +0.39                          | C   | SVP (WB) Paved 140' long 30' wide                 |              |               |            |                     |               |                      | 0.03  | 12 Feb 2000    |                    |                 |
| 273.05         | +0.90                          | C   | UH <a href="#">Projects spanning M304 to M305</a> | AC           | MBH           | 2          | 5                   | 24            | 5                    | 4.39  | 06 Oct 2000    |                    |                 |
| 275.14         | M306 +0.99                     | C   | SVP (EB) Paved 230' long 30' wide                 |              |               |            |                     |               |                      | 0.06  | 12 Feb 2000    |                    |                 |
| 276.26         | M308 +0.11                     | C   | SVP (WB) Paved 345' long 81' wide                 |              |               |            |                     |               |                      | 0.05  | 12 Feb 2000    |                    |                 |
| 276.48         | M309 +0.04                     | C   | SVP (EB) Paved 280' long 45' wide                 |              |               |            |                     |               |                      | 0.05  | 12 Feb 2000    |                    |                 |
| 276.51         | +0.07                          | C   | EQ MP 308+0.29 Back Equals MP 309+0.00 Ahead      |              |               |            |                     |               |                      |       |                |                    |                 |
| 277.44         | M310 +0.00                     | C   | UH <a href="#">Projects spanning M310 to M311</a> | AC           | MBH           | 2          | 5                   | 36            | 5                    | 0.76  | 06 Oct 2000    |                    |                 |
| 278.20         | +0.76                          | C   | UH  | AC           | MBH           | 2          | 5                   | 24            | 5                    | 1.18  | 06 Oct 2000    |                    |                 |
| 279.04         | M311 +0.62                     | C   | MD Variable 0-12 ft Painted Median                |              |               |            |                     | 6             |                      | 0.07  |                |                    |                 |
| 279.11         | +0.68                          | C   | MD 12 ft Painted Median                           |              |               |            |                     | 12            |                      | 0.07  |                |                    |                 |
| 279.17         | +0.75                          | C   | J Summer Pines -- [R4]                            |              |               |            |                     |               |                      |       |                |                    |                 |
| 279.19         | +0.76                          | C   | MD Variable 12-0 ft Painted Median                |              |               |            |                     | 6             |                      | 0.06  |                |                    |                 |
| 279.38         | +0.96                          | C   | UH <a href="#">Projects spanning M311 to M312</a> | AC           | MBH           | 2          | 5                   | 36            | 5                    | 0.59  | 06 Oct 2000    |                    |                 |
| 279.98         | M312 +0.54                     | C   | UH <a href="#">Projects spanning M312 to M313</a> | AC           | MBH           | 2          | 5                   | 48            | 5                    | 0.16  | 06 Oct 2000    |                    |                 |
| 280.14         | +0.70                          | C   | UH  | AC           | MBH           | 2          | 5                   | 36            | 5                    | 0.44  | 06 Oct 2000    |                    |                 |
| 280.58         | M313 +0.14                     | C   | UH <a href="#">Projects spanning M313 to M314</a> | AC           | MBH           | 2          | 5                   | 24            | 5                    | 0.08  | 06 Oct 2000    |                    |                 |
| 280.65         | +0.21                          | C   | UH  | AC           | MBH           | 2          | 5                   | 24            | 5                    | 2.16  | 12 Feb 2000    |                    |                 |
| 282.61         | M315 +0.18                     | C   | SVP (WB) Paved 270' long 60' wide                 |              |               |            |                     |               |                      | 0.10  | 12 Feb 2000    |                    |                 |
| 282.81         | +0.38                          | C   | UH <a href="#">Projects spanning M315 to M316</a> | AC           | MBH           | 2          | 5                   | 24            | 5                    | 0.10  | 81             |                    |                 |
| 282.91         | +0.48                          | C   | UH  | AC           | MBH           | 2          | 8                   | 24            | 8                    | 0.02  | 81             |                    |                 |
| 282.93         | +0.50                          | C   | UH  | AC           | AC            | 2          | 8                   | 24            | 8                    | 0.39  | 1998           |                    |                 |
| 283.01         | +0.58                          | C   | BR Carrizo Creek                                  |              |               |            |                     |               |                      |       | 1976           | 461 ft Concrete    |                 |
| 283.32         | +0.89                          | C   | UH <a href="#">Projects spanning M315 to M316</a> | AC           | AC            | 2          | 5                   | 24            | 5                    | 0.11  | 1998           |                    |                 |
| 283.43         | M316 +0.00                     | C   | UH <a href="#">Projects spanning M316 to M317</a> | AC           | AC            | 2          | 5                   | 24            | 5                    | 0.45  | 08 Aug 2005    |                    |                 |
| 283.60         | +0.16                          | C   | J C-20 Dr -- [L23]                                |              |               |            |                     |               |                      |       | 08 Aug 2005    |                    |                 |
|                |                                | C   | MD Variable 12-0 ft Painted Median                |              |               |            |                     | 6             |                      | 0.08  |                |                    |                 |
| 283.88         | +0.44                          | C   | UH <a href="#">Projects spanning M316 to M317</a> | AC           | AC            | 2          | 5                   | 24            | 5                    | 1.17  | 1998           |                    |                 |

**U 060 at M316+0.44**

**M316+0.44 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M316+0.83**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M316+0.83 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 284.27         | M316+0.83                      | C   | JB   | Navajo County                                  |               |            |                     |               |                      |       |                |                    |                 |
| 285.05         | M317+0.61                      | C   | UH   | <a href="#">Projects spanning M317 to M318</a> | AC            | AC         | 3                   | 5             | 36                   | 5     | 0.89           | 1998               |                 |
| 285.58         | M318+0.14                      | C   | J    | S 073 North to Fort Apache                     |               |            |                     |               |                      |       |                |                    |                 |
| 285.67         | +0.23                          | C   | J    | Unknown Rd -- [R14]                            |               |            |                     |               |                      |       |                |                    |                 |
| 285.73         | +0.29                          | C   | J    | Unknown Rd -- [R4]                             |               |            |                     |               |                      |       |                |                    |                 |
| 285.94         | +0.50                          | C   | UH   | <a href="#">Projects spanning M318 to M319</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.04           | 1994               |                 |
| 285.98         | +0.54                          | C   | UH   |  | AC            | MBH        | 2                   | 3             | 24                   | 3     | 0.27           | 79                 |                 |
| 286.25         | +0.81                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.81           | 1998               |                 |
| 288.06         | M320+0.62                      | C   | UH   | <a href="#">Projects spanning M320 to M321</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.51           | 07 Sep 2001        |                 |
| 288.57         | M321+0.13                      | C   | UH   | <a href="#">Projects spanning M321 to M322</a> | AC            | AC         | 2                   | 5             | 36                   | 5     | 0.16           | 07 Sep 2001        |                 |
| 288.72         | +0.28                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 36                   | 3     | 0.11           | 07 Sep 2001        |                 |
| 288.83         | +0.39                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 40                   | 3     | 0.09           | 15 May 2004        |                 |
| 288.92         | +0.48                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 36                   | 3     | 0.50           | 07 Sep 2001        |                 |
| 289.42         | M322+0.02                      | C   | UH   | <a href="#">Projects spanning M322 to M323</a> | AC            | AC         | 2                   | 3             | 36                   | 3     | 0.96           | 25 Jun 2003        |                 |
| 290.39         | +0.98                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.16           | 25 Jun 2003        |                 |
| 290.54         | M323+0.15                      | C   | UH   | <a href="#">Projects spanning M323 to M324</a> | AC            | AC         | 2                   | 3             | 24                   | 2     | 0.04           | 25 Jun 2003        |                 |
| 290.59         | +0.19                          | C   | UH   |  | AC            | AC         | 2                   | 5.5           | 24                   | 5     | 0.02           | 25 Jun 2003        |                 |
| 290.61         | +0.21                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.79           | 25 Jun 2003        |                 |
| 291.00         | +0.60                          | C   | BR   | Cedar Canyon                                   |               |            |                     |               |                      |       |                | 1938               | 283 ft Steel    |
| 291.39         | M324+0.00                      | C   | UH   | <a href="#">Projects spanning M324 to M325</a> | AC            | AC         | 2                   | 5.5           | 24                   | 5     | 0.03           | 25 Jun 2003        |                 |
| 291.42         | +0.03                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 2     | 1.94           | 25 Jun 2003        |                 |
| 293.36         | M326+0.00                      | C   | UH   | <a href="#">Projects spanning M326 to M327</a> | AC            | AC         | 2                   | 9             | 24                   | 2     | 0.15           | 25 Jun 2003        |                 |
| 293.51         | +0.14                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 36                   | 2     | 1.22           | 25 Jun 2003        |                 |
| 294.73         | M327+0.37                      | C   | UH   | <a href="#">Projects spanning M327 to M328</a> | AC            | AC         | 2                   | 9             | 24                   | 2     | 0.05           | 25 Jun 2003        |                 |
| 294.78         | +0.42                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 2     | 0.35           | 25 Jun 2003        |                 |
| 295.13         | +0.77                          | C   | UH   |  | AC            | AC         | 2                   | 5.5           | 24                   | 5     | 0.07           | 25 Jun 2003        |                 |
| 295.20         | +0.84                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.96           | 25 Jun 2003        |                 |
| 295.62         | M328+0.28                      | C   | BR   | Corduroy Creek                                 |               |            |                     |               |                      |       |                | 1993               | 340 ft Concrete |
| 296.06         | +0.73                          | C   | SVP  | WB Paved Safety Pullout 392' long 15' wide     |               |            |                     |               |                      |       | 0.07           | 25 Jun 2003        |                 |
|                |                                | C   | SVP  | EB Paved Safety Pullout 419' long 15' wide     |               |            |                     |               |                      |       | 0.07           | 25 Jun 2003        |                 |
| 296.16         | +0.83                          | C   | UH   | <a href="#">Projects spanning M328 to M329</a> | AC            | AC         | 2                   | 5.5           | 24                   | 5     | 0.04           | 25 Jun 2003        |                 |
| 296.20         | +0.87                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 2     | 0.05           | 25 Jun 2003        |                 |
| 296.25         | +0.92                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 8.5   | 0.06           | 25 Jun 2003        |                 |
| 296.31         | +0.98                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 36                   | 3     | 0.89           | 25 Jun 2003        |                 |
| 297.20         | M329+0.87                      | C   | UH   | <a href="#">Projects spanning M329 to M330</a> | AC            | AC         | 2                   | 3             | 24                   | 8.5   | 0.16           | 25 Jun 2003        |                 |
| 297.36         | M330+0.04                      | C   | UH   | <a href="#">Projects spanning M330 to M331</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 1.76           | 25 Jun 2003        |                 |
| 299.12         | M331+0.81                      | C   | UH   | <a href="#">Projects spanning M331 to M332</a> | AC            | MBH        | 2                   | 3             | 24                   | 3     | 0.11           | 79                 |                 |
| 299.23         | +0.92                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.03           | 79                 |                 |
| 299.26         | +0.95                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 2.14           | 1998               |                 |

**U 060 at M331+0.95**

**M331+0.95 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M334+0.10**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M334+0.10 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 301.40         | M334 +0.10                     | C   | UH   | <a href="#">Projects spanning M334 to M335</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           |                    | 01 Nov 2001     |
| 301.46         | +0.16                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 36                   | 5     | 1.20           |                    | 01 Nov 2001     |
| 302.66         | M335 +0.36                     | C   | UH   | <a href="#">Projects spanning M335 to M336</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.92           |                    | 01 Nov 2001     |
| 304.14         | M336 +0.83                     | C   | JB   | SCL Show Low Elev 6631 & Enter Sitgreaves NF   |               |            |                     |               |                      |       |                |                    |                 |
| 304.57         | M337 +0.28                     | C   | UH   | <a href="#">Projects spanning M337 to M338</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 2.24           |                    | 1998            |
| 305.29         | M338 +0.00                     | C   | J    | Road to Fools Hollow                           |               |            |                     |               |                      |       |                |                    |                 |
| 305.89         | +0.59                          | C   | JB   | Leave Sitgreaves NF                            |               |            |                     |               |                      |       |                |                    |                 |
| 306.29         | M339 +0.00                     | C   | X    | Street Lights (Both Sides)                     |               |            |                     |               |                      |       |                |                    |                 |
| 306.64         | +0.35                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.31           |                    |                 |
| 306.81         | +0.52                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.28           |                    | 1998            |
| 307.01         | +0.72                          | C   | J    | S 260 West to Payson -- [B234]                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | SUB Show Low                                   |               |            |                     |               |                      |       |                |                    |                 |
| 307.05         | +0.76                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 2.51           |                    |                 |
| 307.09         | +0.80                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | AC         | 3                   | 0             | 36                   | 4     | 0.07           |                    | 1998            |
| 307.13         | +0.84                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 2.70           |                    |                 |
| 307.16         | +0.87                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.06           |                    | 1998            |
| 307.19         | +0.90                          | C   | VMS  | (WB) Variable Message Sign #337 (Operational)  |               |            |                     |               |                      |       |                |                    | 09 Dec 2000     |
|                |                                | C   | VMS  | (EB) Variable Message Sign #334 (Operational)  |               |            |                     |               |                      |       |                |                    | 09 Dec 2000     |
| 307.22         | +0.93                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 1.69           |                    | 1996            |
| 308.03         | M340 +0.73                     | C   | J    | McNeil St (Signalized) -- [B24]                |               |            |                     |               |                      |       |                |                    | 01 Sep 2004     |
| 308.91         | M341 +0.61                     | C   | UH   | <a href="#">Projects spanning M341 to M342</a> | AC            | AC         | 4                   | 0             | 62                   | 0     | 0.08           |                    | 01 Nov 2004     |
| 308.99         | +0.69                          | C   | J    | S 260 East to Pinetop (Signalized) -- [R14]    |               |            |                     |               |                      |       |                |                    | 08 Feb 2005     |
|                |                                | C   | UH   | <a href="#">Projects spanning M341 to M342</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.14           |                    | 01 Nov 2004     |
| 309.04         | +0.74                          | C   | J    | Local Rd -- [R1]                               |               |            |                     |               |                      |       |                |                    | 08 Feb 2005     |
| 309.09         | +0.79                          | C   | UB   | EUB Show Low                                   |               |            |                     |               |                      |       |                |                    |                 |
| 309.13         | +0.83                          | C   | UH   | <a href="#">Projects spanning M341 to M342</a> | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.67           |                    | 1996            |
| 309.62         | M342 +0.25                     | C   | J    | S 077 North to Snowflake -- [B124]             |               |            |                     |               |                      |       |                |                    |                 |
| 309.80         | +0.43                          | C   | UH   | <a href="#">Projects spanning M342 to M343</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.54           |                    | 1993            |
| 310.34         | +0.97                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 28                   | 5     | 5.13           |                    | 17 Oct 2005     |
| 310.48         | M343 +0.14                     | C   | J    | Rd to Show Low Airport                         |               |            |                     |               |                      |       |                |                    |                 |
| 310.66         | +0.31                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               |                      |       | 0.07           |                    |                 |
| 310.93         | +0.59                          | C   | J    | Pellet Mill Entrance -- [R4]                   |               |            |                     |               |                      |       |                |                    |                 |
| 310.94         | +0.60                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 311.07         | +0.72                          | C   | J    | Thunder Raceway -- [R14]                       |               |            |                     |               |                      |       |                |                    | 20051710        |
| 311.26         | +0.91                          | C   | JB   | ECL Show Low Enter Sitgreaves NF               |               |            |                     |               |                      |       |                |                    |                 |
| 311.74         | M344 +0.40                     | C   | J    | First Knoll Rd -- [R]                          |               |            |                     |               |                      |       |                |                    | 17 Oct 2005     |
| 312.24         | +0.89                          | C   | J    | Little Mormon lake Rd -- [L23]                 |               |            |                     |               |                      |       |                |                    | 17 Oct 2005     |
| 312.25         | +0.91                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      |       | 0.14           |                    |                 |
| 312.34         | M345 +0.00                     | C   | VMS  | (WB) Variable Message Sign #398 (Proposed)     |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M345+0.00**

**M345+0.00 on U 060**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M345+0.09**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M345+0.09 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 312.43         | M345 +0.09                     | C   | J    | Little Morman Lake Rd -- [L23]                  |               |            |                     |               |                      |       |                |                    |                 |
| 313.88         | M346 +0.58                     | C   | J    | Unknown Rd -- [R]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J    | 2nd Knoll Pit Rd -- [R]                         |               |            |                     |               |                      |       | 17 Oct 2005    |                    |                 |
| 314.25         | +0.94                          | C   | CG   | Empankment Curb to left and right               |               |            |                     |               |                      | 0.14  | 17 Oct 2005    |                    |                 |
| 314.33         | M347 +0.04                     | C   | BR   | Rocky Arroyo                                    |               |            |                     |               |                      |       | 1952           | 108 ft Concrete    |                 |
| 314.46         | +0.17                          | C   | MD   | Variable 12-0 ft Painted Median                 |               |            |                     |               |                      | 0.10  |                |                    |                 |
| 314.49         | +0.20                          | C   | J    | Bourden Ranch Rd -- [L23]                       |               |            |                     |               |                      |       |                |                    |                 |
| 315.43         | M348 +0.14                     | C   | J    | Unknown Rd -- [L]                               |               |            |                     |               |                      |       |                |                    |                 |
| 315.47         | +0.17                          | C   | UH   | <a href="#">Projects spanning M348 to M349</a>  | AC            | MBH        | 2                   | 5             | 28                   | 5     | 0.13           | 17 Oct 2005        |                 |
| 315.61         | +0.31                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 28                   | 5     | 3.91           | 17 Oct 2005        |                 |
| 319.50         | M352 +0.20                     | C   | JB   | Leave Apache-Sitgreaves NF, Enter Apache County |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J    | Unknown Rd -- [R]                               |               |            |                     |               |                      |       |                |                    |                 |
| 319.52         | +0.21                          | C   | UH   | <a href="#">Projects spanning M352 to M353</a>  | AC            | MBH        | 2                   | 5             | 28                   | 5     | 0.29           | 28 Nov 2005        |                 |
| 319.75         | +0.44                          | C   | J    | Local Rd -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 319.81         | +0.51                          | C   | UH   | <a href="#">Projects spanning M352 to M353</a>  | AC            | AC         | 2                   | 5             | 28                   | 5     | 0.38           | 28 Nov 2005        |                 |
| 319.84         | +0.53                          | C   | SVP  | EB School Bus Pullout Paved 220ft long 16' wide |               |            |                     |               |                      |       | 0.05           | 2005               |                 |
| 319.90         | +0.59                          | C   | J    | Local Rd -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 320.09         | +0.78                          | C   | TI   | One-Way (WB) S 061 Exit 352 C-ramp              |               |            |                     |               |                      |       |                |                    |                 |
| 320.10         | +0.79                          | C   | J    | Local Rd -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 320.19         | +0.89                          | C   | UH   | <a href="#">Projects spanning M352 to M353</a>  | AC            | AC         | 2                   | 6             | 24                   | 1     | 1.30           | 1995               |                 |
| 320.48         | M353 +0.16                     | C   | J    | S 061 North to Concho -- [L23]                  |               |            |                     |               |                      |       |                |                    |                 |
| 321.49         | M354 +0.19                     | C   | UH   | <a href="#">Projects spanning M354 to M355</a>  | AC            | AC         | 2                   | 1             | 24                   | 1     | 12.79          | 1995               |                 |
| 325.85         | M358 +0.54                     | C   | J    | Waste Station -- [B24]                          |               |            |                     |               |                      |       |                |                    |                 |
| 328.24         | M360 +0.93                     | C   | BR   | Sepulveda Wash                                  |               |            |                     |               |                      |       |                | 1993               | 90 ft Concrete  |
| 328.76         | M361 +0.50                     | C   | J    | Vernon & McNary Rd                              |               |            |                     |               |                      |       |                |                    |                 |
| 332.89         | M365 +0.51                     | C   | BR   | Unknown Wash                                    |               |            |                     |               |                      |       |                | 1993               | 24 ft Concrete  |
| 334.28         | M366 +0.98                     | C   | UH   | <a href="#">Projects spanning M366 to M367</a>  | AC            | AC         | 2                   | 3             | 30                   | 3     | 0.07           | 10 Sep 2004        |                 |
| 334.35         | M367 +0.04                     | C   | UH   | <a href="#">Projects spanning M367 to M368</a>  | AC            | AC         | 2                   | 3             | 36                   | 3     | 0.54           | 10 Sep 2004        |                 |
| 334.89         | +0.58                          | C   | UH   |   | AC            | AC         | 2                   | 3             | 42                   | 3     | 0.15           | 10 Sep 2004        |                 |
| 335.04         | +0.73                          | C   | UH   |   | AC            | AC         | 2                   | 3             | 48                   | 3     | 0.18           | 10 Sep 2004        |                 |
| 335.15         | +0.85                          | C   | SVP  | (WB) Paved 377' long variable width             |               |            |                     |               |                      |       | 0.07           | 10 Sep 2004        |                 |
| 335.22         | +0.91                          | C   | UH   | <a href="#">Projects spanning M367 to M368</a>  | AC            | AC         | 2                   | 3             | 42                   | 3     | 0.15           | 10 Sep 2004        |                 |
| 335.37         | M368 +0.04                     | C   | UH   | <a href="#">Projects spanning M368 to M369</a>  | AC            | AC         | 2                   | 3             | 36                   | 3     | 1.17           | 10 Sep 2004        |                 |
| 335.42         | +0.09                          | C   | X    | Cerro Montoso Summit Elev 7550                  |               |            |                     |               |                      |       |                |                    |                 |
| 336.54         | M369 +0.20                     | C   | UH   | <a href="#">Projects spanning M369 to M370</a>  | AC            | AC         | 2                   | 3             | 30                   | 3     | 0.06           | 10 Sep 2004        |                 |
| 336.60         | +0.26                          | C   | UH   |   | AC            | AC         | 2                   | 3             | 24                   | 3     | 13.86          | 15 Oct 2002        |                 |
| 339.04         | M371 +0.74                     | C   | BR   | Wildcat Wash                                    |               |            |                     |               |                      |       |                | 1964               | 133 ft Concrete |
| 340.77         | M373 +0.45                     | C   | SVP  | (EB) Paved 140' long 30' wide                   |               |            |                     |               |                      |       | 0.05           | 15 Oct 2002        |                 |
| 342.05         | M374 +0.73                     | C   | SVP  | (EB) Paved 180' long 20' wide                   |               |            |                     |               |                      |       | 0.02           | 15 Oct 2002        |                 |

**U 060 at M374+0.73**

**M374+0.73 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M378+0.29**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M378+0.29 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 345.60         | M378 +0.29                     | C   | SVP  | (WB) Paved 250' long 15' wide                  |               |            |                     |               |                      | 0.05  | 15 Oct 2002    |                    |                 |
| 350.46         | M383 +0.14                     | C   | UH   | <a href="#">Projects spanning M383 to M384</a> | AC            | AC         | 2                   | 5.5           | 24                   | 5.5   | 0.16           | 15 Oct 2002        |                 |
| 350.62         | +0.30                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.10           | 15 Oct 2002        |                 |
| 350.72         | +0.40                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.10           | 72                 |                 |
| 350.82         | +0.50                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.77           | 02 Dec 2004        |                 |
| 351.39         | M384 +0.07                     | C   | JB   | WCL Springerville Elev 6968                    |               |            |                     |               |                      |       |                |                    |                 |
| 351.58         | +0.26                          | C   | UH   | <a href="#">Projects spanning M384 to M385</a> | AC            | AC         | 2                   | 11            | 24                   | 8     | 0.02           | 02 Dec 2004        |                 |
| 351.60         | +0.28                          | C   | UH   |  | AC            | AC         | 2                   | 11            | 24                   | 14    | 0.11           | 02 Dec 2004        |                 |
| 351.71         | +0.39                          | C   | UH   |  | AC            | AC         | 2                   | 18            | 24                   | 14    | 0.01           | 02 Dec 2004        |                 |
| 351.72         | +0.40                          | C   | UH   |  | AC            | AC         | 2                   | 18            | 24                   | 14    | 0.05           | 02 Dec 2004        |                 |
| 351.77         | +0.45                          | C   | J    | U 180 North to St. Johns                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M384 to M385</a> | AC            | AC         | 2                   | 7.8           | 24                   | 14    | 0.09           | 02 Dec 2004        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      |       | 0.14           |                    |                 |
| 351.86         | +0.54                          | C   | TI   | WB U 180 Y-ramp (off)                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M384 to M385</a> | AC            | AC         | 2                   | 8             | 24                   | 13    | 0.08           | 02 Dec 2004        |                 |
| 351.94         | +0.62                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.79           | 02 Dec 2004        |                 |
| 352.73         | M385 +0.44                     | C   | UH   | <a href="#">Projects spanning M385 to M386</a> | AC            | AC         | 2                   | 8             | 24                   | 2     | 0.07           | 02 Dec 2004        |                 |
| 352.80         | +0.50                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.15           | 02 Dec 2004        |                 |
| 352.86         | +0.56                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 352.95         | +0.65                          | C   | UH   | <a href="#">Projects spanning M385 to M386</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.92           | 02 Dec 2004        |                 |
| 353.27         | +0.98                          | C   | J    | Rest Area Entrance -- [R2]                     |               |            |                     |               |                      |       |                |                    |                 |
| 353.86         | M386 +0.54                     | C   | UH   | <a href="#">Projects spanning M386 to M387</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.04           | 02 Dec 2004        |                 |
| 353.90         | +0.58                          | C   | IS   | Inspection Station Left (off)                  | Unk           | Unk        | 2                   | 4             | 38                   | 8     | 0.16           |                    |                 |
|                |                                | C   | IS   | Inspection Station Left (on)                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M386 to M387</a> | AC            | AC         | 2                   | 8             | 34                   | 4.5   | 0.01           | 02 Dec 2004        |                 |
| 353.91         | +0.59                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 40                   | 4.5   | 0.03           | 02 Dec 2004        |                 |
| 353.94         | +0.62                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 40                   | 1     | 0.08           | 02 Dec 2004        |                 |
| 354.03         | +0.70                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 34                   | 4.5   | 0.04           | 02 Dec 2004        |                 |
| 354.06         | +0.74                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 4.5   | 0.01           | 02 Dec 2004        |                 |
| 354.07         | +0.75                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.01           | 02 Dec 2004        |                 |
| 354.09         | +0.76                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.88           | 02 Dec 2004        |                 |
| 354.10         | +0.77                          | C   | BR   | Little Colorado River                          |               |            |                     |               |                      |       |                | 1954               | 81 ft Concrete  |
| 354.83         | M387 +0.50                     | C   | CG   | Curb to Left                                   |               |            |                     |               |                      |       | 0.13           |                    |                 |
| 354.96         | +0.64                          | C   | CG   | Curb to Left Right                             |               |            |                     |               |                      |       | 0.50           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M387 to M388</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 1.04           | 02 Dec 2004        |                 |
| 354.99         | +0.67                          | C   | J    | Apache St -- [L]                               |               |            |                     |               |                      |       |                |                    |                 |
| 355.08         | +0.76                          | C   | J    | Apache St (B) -- [L]                           |               |            |                     |               |                      |       |                |                    |                 |
| 355.15         | +0.83                          | C   | J    | South Mountain Ave ( Old SS260) -- [R4]        |               |            |                     |               |                      |       |                |                    |                 |
| 355.18         | +0.86                          | C   | J    | Supai St -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M387+0.86**

**M387+0.86 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M387+0.93**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M387+0.93 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 355.25         | M387 +0.93                     | C   | J    | Papago St -- [L]                               |               |            |                     |               |                      |       |                |                    |                 |
| 355.28         | +0.96                          | C   | J    | Papago St -- [R]                               |               |            |                     |               |                      |       |                |                    |                 |
| 355.46         | M388 +0.09                     | C   | CG   | Curb to Right                                  |               |            |                     |               |                      | 0.18  |                |                    |                 |
| 355.53         | +0.16                          | C   | J    | Pima St -- [B]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 355.76         | +0.39                          | C   | J    | Chiricahua St -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 355.84         | +0.47                          | C   | J    | Pinal St -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 355.85         | +0.49                          | C   | CG   | End Curb to Left and Right                     |               |            |                     |               |                      | 0.10  |                |                    |                 |
| 356.00         | +0.64                          | C   | UH   | <a href="#">Projects spanning M388 to M389</a> | AC            | MBH        | 4                   | 8             | 48                   | 8     | 0.11           | 02 Dec 2004        |                 |
| 356.05         | +0.69                          | C   | J    | U 180 South to Alpine                          |               |            |                     |               |                      |       |                |                    |                 |
| 356.10         | +0.74                          | C   | UH   | <a href="#">Projects spanning M388 to M389</a> | AC            | MBH        | 4                   | 8             | 48                   | 8     | 0.09           | 57                 |                 |
| 356.19         | +0.83                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 13.11          | 62                 |                 |
| 356.54         | M389 +0.19                     | C   | J    | C St (Springerville)                           |               |            |                     |               |                      |       |                |                    |                 |
| 357.28         | +0.93                          | C   | JB   | ECL Springerville                              |               |            |                     |               |                      |       |                |                    |                 |
| 367.32         | M400 +0.00                     | C   | VMS  | WB Variable Message Sign #336 (Proposed)       |               |            |                     |               |                      |       |                |                    |                 |
| 369.30         | M401 +0.97                     | C   | J    | End U 060 at AZ/NM State Line                  |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M401+0.97**

**M401+0.97 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M030+0.63**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M030+0.63 on U 060**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |         |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|---------|
| <b>U 060 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |         |
| 30.65   | M030 +0.63                     | N   | UP   | (WB) U 060 WB to S 202 SB Under S 202 NB to U 060 WB Ramp |               |            |                     |               |                      |       |                | 23 Jan 2005        |                 | 16'-06" |
| 81.91   | M112 +0.84                     | N   | WB   | <a href="#">Projects spanning M112 to M113</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.58           | 1994               |                 |         |
| 82.87   | M113 +0.80                     | N   | VMS  | (WB) Variable Message Sign #383 (Operational)             |               |            |                     |               |                      |       |                |                    |                 |         |
| 83.49   | M114 +0.44                     | N   | WB   | <a href="#">Projects spanning M114 to M115</a>            | AC            | AC         | 2                   | 10            | 24                   | 2     | 0.78           | 1994               |                 |         |
| 84.27   | M115 +0.23                     | N   | WB   | <a href="#">Projects spanning M115 to M116</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.31           | 1994               |                 |         |
| 84.54   | +0.49                          | N   | BR   | (WB) Monarch Wash   |               |            |                     |               |                      |       |                | 1938               | 134 ft Concrete |         |
| 84.58   | +0.54                          | N   | WB   | <a href="#">Projects spanning M115 to M116</a>            | AC            | AC         | 2                   | 10            | 24                   | 2     | 2.21           | 1994               |                 |         |
| 86.79   | M117 +0.73                     | N   | WB   | <a href="#">Projects spanning M117 to M118</a>            | AC            | MBH        | 2                   | 10            | 24                   | 2     | 0.07           | 1994               |                 |         |
| 86.86   | +0.80                          | N   | WB   |   | AC            | AC         | 2                   | 10            | 24                   | 2     | 0.02           | 1997               |                 |         |
| 86.88   | +0.82                          | N   | WB   |   | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.87           | 1997               |                 |         |
| 87.75   | M118 +0.76                     | N   | WB   | <a href="#">Projects spanning M118 to M119</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.29           | 1998               |                 |         |
| 88.05   | M119 +0.00                     | N   | WB   | <a href="#">Projects spanning M119 to M120</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 2.63           | 1997               |                 |         |
| 90.68   | M121 +0.63                     | N   | WB   | <a href="#">Projects spanning M121 to M122</a>            | AC            | AC         | 2                   | 10            | 24                   | 10    | 0.35           | 1997               |                 |         |
| 91.03   | +0.98                          | N   | WB   |   | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.02           | 1997               |                 |         |
| 91.05   | M122 +0.00                     | N   | WB   | <a href="#">Projects spanning M122 to M123</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 0.15           | 1998               |                 |         |
|   |                                | N   | VMS  | (WB) Variable Message Sign #426 (Proposed)                |               |            |                     |               |                      |       |                |                    |                 |         |
| 91.20   | +0.15                          | N   | OP   | (WB) Burlington Northern Santa Fe RR                      |               |            |                     |               |                      |       |                | 1965               | 260 ft Steel    |         |
|   |                                | N   | WB   | <a href="#">Projects spanning M122 to M123</a>            | AC            | AC         | 2                   | 10            | 24                   | 2     | 0.20           | 1998               |                 |         |
| 91.40   | +0.35                          | N   | WB   |   | AC            | MBH        | 2                   | 10            | 24                   | 2     | 0.06           | 1998               |                 |         |
| 91.46   | +0.41                          | N   | WB   |   | AC            | AC         | 2                   | 10            | 24                   | 2     | 1.00           | 1998               |                 |         |
| 92.11   | M123 +0.06                     | N   | BR   | (WB) Iona Wash  |               |            |                     |               |                      |       |                | 1941               | 116 ft Concrete |         |
| 92.46   | +0.41                          | N   | WB   | <a href="#">Projects spanning M123 to M124</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 7.19           | 01 Sep 2003        |                 |         |
| 94.17   | M125 +0.18                     | N   | BR   | (WB) Trilby Wash  |               |            |                     |               |                      |       |                | 1947               | 174 ft Concrete |         |
| 97.96   | M128 +0.98                     | N   | BR   | (WB) Wittman Wash   |               |            |                     |               |                      |       |                | 1983               | 108 ft Concrete |         |
| 99.65   | M130 +0.66                     | N   | WB   | <a href="#">Projects spanning M130 to M131</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 6.10           | 15 Oct 2002        |                 |         |
| 100.76  | M131 +0.77                     | N   | BR   | (WB) Unnamed Wash   |               |            |                     |               |                      |       |                | 2002               | 172 ft Concrete |         |
| 100.95  | +0.96                          | N   | BR   | (WB) Hayden-Rhodes Aqueduct                               |               |            |                     |               |                      |       |                | 1978               | 85 ft Concrete  |         |
| 105.75  | M136 +0.76                     | N   | WB   | <a href="#">Projects spanning M136 to M137</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 2.05           | 2002               |                 |         |
| 107.00  | M138 +0.00                     | N   | BR   | (WB) Beardsley Canal                                      |               |            |                     |               |                      |       |                |                    | Unknown         |         |
| 107.07  | +0.07                          | N   | BR   | (WB) McMicken Dam Floodway                                |               |            |                     |               |                      |       |                | 1956               | 112 ft Concrete |         |
| 107.51  | +0.51                          | N   | UP   | (WB) S 303 Estrella Pkwy                                  |               |            |                     |               |                      |       |                | 2002               |                 | ??'-??" |
| 107.80  | +0.80                          | N   | WB   | <a href="#">Projects spanning M138 to M139</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 6.37           | 1994               |                 |         |
| 114.17  | M145 +0.18                     | N   | WB   | <a href="#">Projects spanning M145 to M146</a>            | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.38           | 1993               |                 |         |
| 115.55  | M146 +0.57                     | N   | WB   | <a href="#">Projects spanning M146 to M147</a>            | AC            | MBH        | 2                   | 6             | 24                   | 0     | 0.73           | 90                 |                 |         |
| 116.28  | M147 +0.30                     | N   | WB   | <a href="#">Projects spanning M147 to M148</a>            | AC            | MBH        | 2                   | 8             | 24                   | 8     | 1.70           | 90                 |                 |         |
| 117.74  | M148 +0.74                     | N   | BR   | (WB) New River  |               |            |                     |               |                      |       |                | 1948               | 363 ft Concrete |         |
| 117.99  | M149 +0.03                     | N   | WB   | <a href="#">Projects spanning M149 to M150</a>            | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.02           | 90                 |                 |         |

**U 060 at M149+0.03**

**M149+0.03 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M149+0.04**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M149+0.04 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 118.00         | M149+0.04                      | N   | WB   | <a href="#">Projects spanning M149 to M150</a> | AC            | MBH        | 3                   | 1             | 36                   | 1     | 1.44           | 90                 |                 |
| 119.33         | M150+0.36                      | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.64           |                    |                 |
| 119.44         | +0.48                          | N   | WB   | <a href="#">Projects spanning M150 to M151</a> | AC            | MBH        | 3                   | 1             | 36                   | 0     | 0.56           | 80                 |                 |
| 120.00         | M151+0.02                      | N   | WB   | <a href="#">Projects spanning M151 to M152</a> | AC            | AC         | 3                   | 0             | 36                   | 0     | 1.71           | 30 Jul 2004        |                 |
| 120.91         | +0.93                          | N   | TI   | (WB) 75th Ave (on)                             | AC            | AC         | 1                   |               | 12                   |       | 0.02           | 30 Jul 2004        |                 |
| 120.97         | +0.99                          | N   | UP   | (WB) Olive Ave                                 |               |            |                     |               |                      |       |                | 30 Jul 2004        | 23'-07"         |
|                |                                | N   | CG   | Curb and Sidewalk to Left, Curb to Right       |               |            |                     |               |                      |       | 0.18           | 30 Jul 2004        |                 |
| 121.15         | M152+0.16                      | N   | CG   | Low Profile Gutter to Left and Right           |               |            |                     |               |                      |       | 0.07           | 30 Jul 2004        |                 |
| 121.16         |                                | N   | UP   | (WB) Burlington Northern Santa Fe RR           |               |            |                     |               |                      |       |                | Feb 2001           | 16'-07"         |
| 121.22         | +0.23                          | N   | CG   | Curb to Left and Low Profile Gutter to Right   |               |            |                     |               |                      |       | 0.15           | 30 Jul 2004        |                 |
| 121.37         | +0.38                          | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.05           | 30 Jul 2004        |                 |
| 121.55         | +0.56                          | N   | J    | 71st Ave -- [L2]                               |               |            |                     |               |                      |       |                | 30 Jul 2004        |                 |
| 121.57         | +0.58                          | N   | CG   | Curb to Left                                   |               |            |                     |               |                      |       | 0.10           | 30 Jul 2004        |                 |
| 121.66         | +0.67                          | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.40           | 30 Jul 2004        |                 |
| 121.71         | +0.72                          | N   | WB   | <a href="#">Projects spanning M152 to M153</a> | AC            | Unk        | 3                   | 0             | 36                   | 0     | 0.23           | 30 Jul 2004        |                 |
| 121.94         | +0.95                          | N   | WB   |  | AC            | Unk        | 3                   | 0             | 34.98                | 0     | 0.09           | 30 Jul 2004        |                 |
| 122.03         | M153+0.01                      | N   | WB   | <a href="#">Projects spanning M153 to M154</a> | AC            | Unk        | 3                   | 0             | 34.98                | 0     | 0.04           | 1998               |                 |
| 122.06         | +0.05                          | N   | WB   |  | AC            | AC         | 3                   | 0             | 34.98                | 0     | 0.06           | 1998               |                 |
| 122.07         |                                | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.06           | 30 Jun 2005        |                 |
| 122.13         | +0.11                          | N   | WB   | <a href="#">Projects spanning M153 to M154</a> | AC            | Unk        | 3                   | 0             | 34.98                | 0     | 0.02           | 1998               |                 |
|                |                                | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.02           | 30 Jul 2004        |                 |
| 122.15         | +0.13                          | N   | WB   | <a href="#">Projects spanning M153 to M154</a> | AC            | AC         | 3                   | 0             | 34.98                | 0     | 0.07           | 1998               |                 |
|                |                                | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.07           | 30 Jun 2005        |                 |
| 122.22         | +0.21                          | N   | WB   | <a href="#">Projects spanning M153 to M154</a> | AC            | Unk        | 3                   | 0             | 34.98                | 0     | 0.06           | 1998               |                 |
|                |                                | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.06           | 30 Jul 2004        |                 |
| 122.28         | +0.27                          | N   | WB   | <a href="#">Projects spanning M153 to M154</a> | AC            | AC         | 3                   | 0             | 34.98                | 0     | 0.06           | 1998               |                 |
|                |                                | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.06           | 30 Jun 2005        |                 |
| 122.31         | +0.30                          | N   | UP   | (WB) 67th Ave                                  |               |            |                     |               |                      |       |                | 30 Jun 2005        | 16'-09"         |
| 122.34         | +0.33                          | N   | WB   | <a href="#">Projects spanning M153 to M154</a> | AC            | Unk        | 3                   | 0             | 34.98                | 0     | 0.01           | 1998               |                 |
|                |                                | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.39           | 30 Jul 2004        |                 |
| 122.35         | +0.34                          | N   | WB   | <a href="#">Projects spanning M153 to M154</a> | AC            | Unk        | 3                   | 0             | 33.99                | 0     | 0.07           | 1998               |                 |
| 122.42         | +0.41                          | N   | WB   |  | AC            | Unk        | 3                   | 0             | 36                   | 0     | 0.09           | 1998               |                 |
| 122.51         | +0.50                          | N   | WB   |  | AC            | MBH        | 3                   | 2             | 36                   | 2     | 1.88           | 88                 |                 |
| 122.73         | +0.72                          | N   | CG   | Curb to Left and Right, Sidewalk to Left       |               |            |                     |               |                      |       | 1.65           | 22 Oct 2004        |                 |
| 124.38         | M155+0.39                      | N   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 1.66           |                    |                 |
| 124.39         |                                | N   | WB   | <a href="#">Projects spanning M155 to M156</a> | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.04           | 88                 |                 |
| 124.40         | +0.40                          | N   | J    | 55th Ave-Maryland Ave Connector -- [L]         |               |            |                     |               |                      |       |                |                    |                 |
| 124.42         | +0.43                          | N   | WB   | <a href="#">Projects spanning M155 to M156</a> | AC            | AC         | 3                   | 2             | 48                   | 2     | 0.11           | 88                 |                 |
| 124.45         | +0.45                          | N   | J    | 55th Ave -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |

**U 060 at M155+0.45**

**M155+0.45 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M155+0.54**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M155+0.54 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance       |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------------|
| 124.53         | M155 +0.54                     | N   | WB   | <a href="#">Projects spanning M155 to M156</a>                         | AC            | AC         | 3                   | 2             | 42                   | 2     | 0.02           | 88                 |                       |
| 124.56         | +0.56                          | N   | WB   |  | AC            | MBH        | 3                   | 2             | 42                   | 2     | 0.01           | 88                 |                       |
| 124.57         | +0.57                          | N   | WB   |  | AC            | MBH        | 3                   | 2             | 36                   | 2     | 0.86           | 88                 |                       |
| 125.12         | M156 +0.16                     | N   | UP   | (WB) 51st Ave  |               |            |                     |               |                      |       |                | 10 Dec 2004        | 16'-06"               |
| 125.43         | +0.47                          | N   | WB   | <a href="#">Projects spanning M156 to M157</a>                         | AC            | Unk        | 3                   | 0             | 36                   | 0     | 0.07           | 1998               |                       |
| 125.50         | +0.54                          | N   | WB   |  | AC            | MBH        | 3                   | 2             | 36                   | 2     | 0.01           | 88                 |                       |
| 125.51         | +0.55                          | N   | WB   |  | AC            | Unk        | 3                   | 0             | 36                   | 0     | 0.54           | 1998               |                       |
| 126.04         | M157 +0.06                     | N   | WB   | <a href="#">Projects spanning M157 to M158</a>                         | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.10           | 10 Dec 2005        |                       |
|                |                                | N   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.95           | 10 Dec 2004        |                       |
| 126.14         | +0.16                          | N   | WB   | <a href="#">Projects spanning M157 to M158</a>                         | AC            | AC         | 3                   | 0             | 42                   | 0     | 0.08           | 10 Dec 2005        |                       |
| 126.22         | +0.24                          | N   | WB   |  | AC            | AC         | 3                   | 0             | 48                   | 0     | 0.01           | 10 Dec 2005        |                       |
| 126.23         | +0.25                          | N   | WB   |  | AC            | AC         | 3                   | 0             | 48                   | 5.8   | 0.08           | 10 Dec 2005        |                       |
| 126.31         | +0.33                          | N   | WB   |  | AC            | AC         | 3                   | 0             | 36                   | 5.8   | 0.15           | 10 Dec 2005        |                       |
|                |                                | N   | TI   | (WB) 43rd Ave & Camelback Rd Crossing                                  | AC            | AC         | 1                   | 9             | 12                   | 0     | 0.01           | 10 Dec 2004        |                       |
| 126.32         | +0.34                          | N   | TI   | (WB) 43rd Ave & Camelback Rd Crossing                                  | AC            | AC         | 1                   | 9             | 12                   | 1.5   | 0.01           | 10 Dec 2004        |                       |
| 126.37         | +0.38                          | N   | TI   | (WB) 43rd Ave & Camelback Rd Crossing                                  | AC            | AC         | 1                   | 9             | 12                   | 3     | 0.04           | 10 Dec 2004        |                       |
| 126.44         | +0.46                          | N   | TI   | (WB) 43rd Ave & Camelback Rd Crossing                                  | AC            | AC         | 1.5                 | 9             | 18                   | 3     | 0.08           | 10 Dec 2004        |                       |
| 126.45         | +0.47                          | N   | WB   | <a href="#">Projects spanning M157 to M158</a>                         | AC            | AC         | 3                   | 10            | 36                   | 5.8   | 0.36           | 10 Dec 2005        |                       |
| 126.48         | +0.49                          | N   | TI   | (WB) 43rd Ave & Camelback Rd Crossing                                  | AC            | AC         | 2                   | 9             | 24                   | 3     | 0.05           | 10 Dec 2004        |                       |
| 126.57         | +0.59                          | N   | OP   | (WB) Exit #157 43rd Ave / Camelback Rd                                 |               |            |                     |               |                      |       |                | 10 Dec 2004        | 603 ft Concrete/Steel |
| 126.73         | +0.75                          | N   | TI   | (WB) 43rd Ave & Camelback Rd Crossing                                  | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.07           | 10 Dec 2004        |                       |
| 126.78         | +0.80                          | N   | TI   | (WB) 43rd Ave & Camelback Rd Crossing                                  | AC            | AC         | 2.5                 | 3             | 30                   | 4     | 0.05           | 10 Dec 2004        |                       |
| 126.80         | +0.82                          | N   | TI   | (WB) 43rd Ave & Camelback Rd Crossing                                  | AC            | AC         | 1.5                 | 3             | 21                   | 4     | 0.02           | 10 Dec 2004        |                       |
| 126.81         | +0.83                          | N   | TI   | (WB) 43rd Ave & Camelback Rd Crossing                                  | AC            | AC         | 1                   | 4             | 14                   | 0     | 0.02           | 10 Dec 2004        |                       |
|                |                                | N   | WB   | <a href="#">Projects spanning M157 to M158</a>                         | AC            | AC         | 3                   | 10            | 48                   | 5.8   | 0.07           | 10 Dec 2005        |                       |
| 126.89         | +0.91                          | N   | WB   |  | AC            | AC         | 3                   | 10            | 42                   | 5.8   | 0.04           | 10 Dec 2005        |                       |
| 126.93         | +0.95                          | N   | WB   |  | AC            | AC         | 3                   | 10            | 36                   | 5.8   | 0.01           | 10 Dec 2005        |                       |
| 126.94         | +0.96                          | N   | WB   |  | AC            | AC         | 3                   | 0             | 36                   | 5.8   | 0.06           | 10 Dec 2005        |                       |
| 127.00         | +1.01                          | N   | WB   |  | AC            | Unk        | 3                   | 0             | 36                   | 0     | 1.06           | 1998               |                       |
|                |                                | N   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 2.06           |                    |                       |
| 127.31         | +1.33                          | N   | SVP  | (WB) Paved 198' long   |               |            |                     |               |                      |       | 0.04           |                    |                       |
| 127.96         | +1.97                          | N   | UP   | (WB) Indian School Rd  |               |            |                     |               |                      |       |                | 1978               | 18'-00"               |
| 128.05         | M159 +0.07                     | N   | WB   | <a href="#">Projects spanning M159 to M160</a>                         | AC            | MBH        | 3                   | 2             | 36                   | 2     | 0.96           | 63                 |                       |
| 129.01         | +1.03                          | N   | WB   |  | AC            | AC         | 3                   | 8             | 36                   | 4     | 0.04           | 63                 |                       |
| 129.05         | +1.07                          | N   | J    | (WB) Segment End U 060 at Entrance from Thomas Rd, 27th Ave, and UX060 |               |            |                     |               |                      |       |                |                    |                       |
| 129.30         | +1.31                          | N   | TI   | (WB) Exit # 160 Thomas Rd / 27th Ave (on)                              | Unk           | Unk        | 1                   | 2             | 12                   | 6     | 0.23           | 2003               |                       |
| 142.94         | M171 +0.91                     | N   | J    | Continue U 060 WB in Tempe at I 010                                    |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | N   | WB   | <a href="#">Projects spanning M171 to M172</a>                         | PCC           | PCC        | 3                   | 10            | 36                   | 6     | 0.37           | Sep 2000           |                       |
| 143.15         | M172 +0.10                     | N   | TI   | (WB) I 010 EB and Baseline Rd (off)                                    | PCC           | PCC        | 2                   |               | 24                   |       | 0.33           |                    |                       |

**U 060 at M172+0.10**

**M172+0.10 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M172+0.16**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M172+0.16 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 143.20         | M172 +0.16                     | N   | TI (WB) I 010 EB (off)                            | PCC          | PCC           | 1          |            | 12            |                      | 0.07  |                |                    |                 |
| 143.31         | +0.27                          | N   | WB <a href="#">Projects spanning M172 to M173</a> | PCC          | PCC           | 3          | 15.5       | 36            | 6                    | 0.06  | Sep 2000       |                    |                 |
| 143.36         | +0.32                          | N   | TI (WB) I 010 EB (off)                            | PCC          | PCC           | 1          |            | 12            |                      | 0.46  |                |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M172 to M173</a> | PCC          | PCC           | 3          | 15.5       | 48            | 8                    | 0.09  | Sep 2000       |                    |                 |
| 143.45         | +0.41                          | N   | WB PCC  | PCC          | PCC           | 3          | 21         | 48            | 8                    | 0.01  | Sep 2000       |                    |                 |
|                |                                | N   | OP (WB) Priest Rd                                 |              |               |            |            |               |                      |       | 1995           | 134 ft Concrete    |                 |
| 143.46         | +0.42                          | N   | WB <a href="#">Projects spanning M172 to M173</a> | PCC          | PCC           | 3          | 21         | 48            | 8                    | 0.01  | Jun 2002       |                    |                 |
| 143.47         | +0.43                          | N   | WB AC/PCC   | AC/PCC       | AC/PCC        | 3          | 21         | 48            | 8                    | 0.24  | Jun 2002       |                    |                 |
| 143.48         | +0.44                          | N   | TI (WB) HOV to I-10 WB (off)                      | PCC          | PCC           | 1          | 6          | 12            | 4                    | 0.75  | 2002           |                    |                 |
| 143.50         | +0.46                          | N   | TI (WB) Priest Dr (off)                           | AC/PCC       | AC/PCC        | 3          | 2          | 36            | 2                    | 0.05  | 2002           |                    |                 |
| 143.57         | +0.53                          | N   | TI (WB) Priest Dr (off)                           | AC/PCC       | AC/PCC        | 2          | 2          | 24            | 2                    | 0.07  | 2002           |                    |                 |
| 143.71         | +0.67                          | N   | WB <a href="#">Projects spanning M172 to M173</a> | AC/PCC       | AC/PCC        | 3          | 21         | 42            | 8                    | 0.02  | Jun 2002       |                    |                 |
| 143.73         | +0.69                          | N   | TI (WB) Priest Dr (off)                           | AC/PCC       | AC/PCC        | 1          | 2          | 12            | 2                    | 0.16  | 2002           |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M172 to M173</a> | AC/PCC       | AC/PCC        | 3          | 12         | 54            | 8                    | 0.05  | Jun 2002       |                    |                 |
| 143.78         | +0.74                          | N   | WB AC/PCC   | AC/PCC       | AC/PCC        | 3          | 12         | 48            | 8                    | 0.02  | Jun 2002       |                    |                 |
| 143.80         | +0.76                          | N   | WB AC/PCC   | AC/PCC       | AC/PCC        | 4          | 12         | 60            | 10                   | 0.75  | Jun 2002       |                    |                 |
|                |                                | N   | TI (WB) HOV to I-10 WB (off)                      | AC/PCC       | AC/PCC        | 1          | 6          | 12            | 4                    | 0.33  | 2002           |                    |                 |
| 144.22         | M173 +0.19                     | N   | VMS (WB) Variable Message Sign #15 (Existing)     |              |               |            |            |               |                      |       |                |                    |                 |
| 144.55         | +0.52                          | N   | WB <a href="#">Projects spanning M173 to M174</a> | AC/PCC       | AC/PCC        | 4          | 12         | 48            | 10                   | 0.01  | Jun 2002       |                    |                 |
| 144.56         |                                | N   | WB AC/PCC   | AC/PCC       | AC/PCC        | 4          | 12         | 54            | 10                   | 0.15  | Jun 2002       |                    |                 |
| 144.70         | +0.66                          | N   | TI (WB) Mill Ave (on)                             | AC/PCC       | AC/PCC        | 2          | 4          | 24            | 2                    | 0.15  | 2002           |                    |                 |
| 144.71         | +0.68                          | N   | WB <a href="#">Projects spanning M173 to M174</a> | AC/PCC       | AC/PCC        | 4          | 12         | 54            | 10                   | 0.12  | Jun 2002       |                    |                 |
| 144.75         | +0.72                          | N   | TI (WB) Mill Ave (off)                            | AC/PCC       | AC/PCC        | 3          | 7          | 36            | 4                    | 0.04  | 2002           |                    |                 |
| 144.81         | +0.78                          | N   | TI (WB) Mill Ave (off)                            | AC/PCC       | AC/PCC        | 2          | 7          | 24            | 4                    | 0.06  | 2002           |                    |                 |
| 144.83         | +0.80                          | N   | WB <a href="#">Projects spanning M173 to M174</a> | AC/PCC       | AC/PCC        | 4          | 12         | 60            | 10                   | 0.42  | Jun 2002       |                    |                 |
| 144.88         | +0.84                          | N   | TI (WB) Mill Ave (off)                            | AC/PCC       | AC/PCC        | 1          | 7          | 12            | 4                    | 0.06  | 2002           |                    |                 |
| 145.25         | M174 +0.21                     | N   | WB <a href="#">Projects spanning M174 to M175</a> | AC/PCC       | AC/PCC        | 4          | 12         | 48            | 10                   | 0.11  | Jun 2002       |                    |                 |
| 145.36         | +0.32                          | N   | WB AC/PCC   | AC/PCC       | AC/PCC        | 4          | 12         | 54            | 10                   | 0.15  | Jun 2002       |                    |                 |
| 145.45         | +0.41                          | N   | TI (WB) Rural Rd (On)                             | AC/PCC       | AC/PCC        | 2          | 4          | 24            | 2                    | 0.20  | 2002           |                    |                 |
| 145.51         | +0.47                          | N   | WB <a href="#">Projects spanning M174 to M175</a> | AC/PCC       | AC/PCC        | 4          | 12         | 60            | 10                   | 0.18  | Jun 2002       |                    |                 |
| 145.52         | +0.48                          | N   | TI (WB) Rural Rd (off)                            | AC/PCC       | AC/PCC        | 3          | 10         | 36            | 4                    | 0.05  | 2002           |                    |                 |
| 145.56         | +0.52                          | N   | TI (WB) Rural Rd (off)                            | AC/PCC       | AC/PCC        | 2          | 10         | 24            | 4                    | 0.05  | 2002           |                    |                 |
| 145.69         | +0.65                          | N   | TI (WB) Rural Rd (off)                            | AC/PCC       | AC/PCC        | 1          | 10         | 12            | 4                    | 0.13  | 2002           |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M174 to M175</a> | AC/PCC       | AC/PCC        | 4          | 12         | 60            | 10                   | 0.29  | Jun 2002       |                    |                 |
| 145.98         | +0.94                          | N   | WB AC/PCC   | AC/PCC       | AC/PCC        | 4          | 12         | 66            | 10                   | 0.11  | Jun 2002       |                    |                 |
| 146.10         | M175 +0.05                     | N   | WB <a href="#">Projects spanning M175 to M176</a> | AC/PCC       | AC/PCC        | 4          | 12         | 72            | 10                   | 0.15  | Jun 2002       |                    |                 |
| 146.25         | +0.21                          | N   | WB AC/PCC   | AC/PCC       | AC/PCC        | 4          | 12         | 60            | 10                   | 0.04  | Jun 2002       |                    |                 |
| 146.28         | +0.24                          | N   | VMS (WB) Variable Message Sign #14 (Existing)     |              |               |            |            |               |                      |       |                |                    |                 |
| 146.29         |                                | N   | WB <a href="#">Projects spanning M175 to M176</a> | AC/PCC       | AC/PCC        | 4          | 10         | 66            | 10                   | 0.09  | Jun 2002       |                    |                 |

**U 060 at M175+0.24**

**M175+0.24 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M175+0.34**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M175+0.34 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 146.38         | M175 +0.34                     | N   | WB   | <a href="#">Projects spanning M175 to M176</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 72                   | 10    | 0.15           |                    | Jun 2002        |
| 146.45         | +0.40                          | N   | TI   | (WB) McClintock Rd (on)                        | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 4     | 0.20           |                    | 2002            |
| 146.53         | +0.49                          | N   | TI   | (WB) McClintock Rd (off)                       | AC/PCC        | AC/PCC     | 3                   | 8             | 36                   | 2     | 0.06           |                    | 1999            |
| 146.54         |                                | N   | WB   | <a href="#">Projects spanning M175 to M176</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 78                   | 10    | 0.08           |                    | Jun 2002        |
| 146.58         | +0.54                          | N   | TI   | (WB) McClintock Rd (off)                       | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 2     | 0.05           |                    | 1999            |
| 146.62         | +0.57                          | N   | WB   | <a href="#">Projects spanning M175 to M176</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 84                   | 10    | 0.08           |                    | Jun 2002        |
| 146.70         | +0.66                          | N   | TI   | (WB) McClintock Rd (off)                       | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.12           |                    | 1999            |
|                |                                | N   | WB   | <a href="#">Projects spanning M175 to M176</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 72                   | 10    | 0.22           |                    | Jun 2002        |
|                |                                | N   | TI   | (WB) Exit # 176A from S 101 SB (on)            |               |            |                     |               |                      |       |                |                    |                 |
| 146.92         | +0.88                          | N   | WB   | <a href="#">Projects spanning M175 to M176</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 72                   | 10    | 0.27           |                    | Oct 2002        |
| 147.19         | M176 +0.15                     | N   | WB   | <a href="#">Projects spanning M176 to M177</a> | AC/PCC        | AC/PCC     | 4                   | 12            | 48                   | 10    | 0.06           |                    | Oct 2002        |
|                |                                | N   | TI   | (WB) Exit # 176B from S 101 NB (on)            |               |            |                     |               |                      |       |                |                    |                 |
| 147.25         | +0.20                          | N   | WB   | <a href="#">Projects spanning M176 to M177</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.19           |                    | Oct 2002        |
| 147.31         | +0.26                          | N   | TI   | (WB) McClintock Rd (off)                       | AC/PCC        | AC/PCC     | 2                   | 8             | 24                   | 2     | 0.61           |                    | 1999            |
| 147.44         | +0.39                          | N   | WB   | <a href="#">Projects spanning M176 to M177</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.05           |                    | Oct 2002        |
|                |                                | N   | TI   | (WB) McClintock Rd (off)                       | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.13           |                    | 1999            |
| 147.48         | +0.44                          | N   | WB   | <a href="#">Projects spanning M176 to M177</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 54                   | 10    | 0.03           |                    | Oct 2002        |
| 147.52         | +0.47                          | N   | WB   |  | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.19           |                    | Oct 2002        |
| 147.56         | +0.52                          | N   | TI   | (WB) S 101 NB (off)                            | PCC           | PCC        | 2                   | 4             | 24                   | 8     | 0.59           |                    | 1993            |
| 147.70         | +0.66                          | N   | WB   | <a href="#">Projects spanning M176 to M177</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 60                   | 10    | 0.55           |                    | Oct 2002        |
|                |                                | N   | TI   | (WB) S 101 SB (off)                            | AC/PCC        | AC/PCC     | 1                   | 8             | 12                   | 2     | 0.43           |                    | 24 May 2004     |
| 148.06         | +1.02                          | N   | BR   | (WB) Mesa Canal                                |               |            |                     |               |                      |       |                |                    | 1977            |
|                |                                |     |      |  |               |            |                     |               |                      |       |                | 108 ft Concrete    |                 |
| 148.25         | +1.21                          | N   | WB   | <a href="#">Projects spanning M176 to M177</a> | AC/PCC        | AC/PCC     | 4                   | 10            | 48                   | 10    | 0.26           |                    | Oct 2002        |
| 148.44         | +1.40                          | N   | TI   | (WB) Dobson Rd (on)                            | Unk           | Unk        | 2                   | 4             | 24                   | 4     | 0.19           |                    | 2002            |
| 148.51         | +1.46                          | N   | TI   | (WB) S 101 NB (off)                            | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 8     | 0.98           |                    | 1993            |
|                |                                | N   | WB   | <a href="#">Projects spanning M176 to M177</a> | AC/PCC        | AC/PCC     | 6                   | 12            | 72                   | 10    | 0.18           |                    | Oct 2002        |
| 148.54         | +1.49                          | N   | TI   | (WB) Dobson Rd (off)                           | AC/PCC        | AC/PCC     | 3                   | 10            | 36                   | 2     | 0.07           |                    | 2002            |
| 148.61         | +1.57                          | N   | TI   | (WB) Dobson Rd (off)                           | AC/PCC        | AC/PCC     | 2                   | 10            | 24                   | 2     | 0.08           |                    | 2002            |
| 148.69         | +1.64                          | N   | TI   | (WB) Dobson Rd (off)                           | AC/PCC        | AC/PCC     | 1                   | 10            | 12                   | 2     | 0.08           |                    | 2002            |
|                | +1.65                          | N   | WB   | <a href="#">Projects spanning M176 to M177</a> | AC/PCC        | AC/PCC     | 6                   | 12            | 84                   | 10    | 0.50           |                    | Oct 2002        |
| 149.19         | M178 +0.14                     | N   | WB   | <a href="#">Projects spanning M178 to M179</a> | AC/PCC        | AC/PCC     | 6                   | 12            | 72                   | 10    | 0.56           |                    | Oct 2002        |
| 149.44         | +0.39                          | N   | TI   | (WB) Alma School Rd (on)                       | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 2     | 0.25           |                    | 2002            |
| 149.53         | +0.48                          | N   | TI   | (WB) Alma School Rd (off)                      | PCC           | PCC        | 3                   | 10            | 36                   | 2     | 0.06           |                    | 2002            |
| 149.60         | +0.56                          | N   | TI   | (WB) Alma School Rd (off)                      | PCC           | PCC        | 2                   | 10            | 24                   | 2     | 0.08           |                    | 2002            |
| 149.75         | +0.70                          | N   | TI   | (WB) Alma School Rd (off)                      | AC/PCC        | AC/PCC     | 1.5                 | 10            | 18                   | 2     | 0.15           |                    | 2002            |
|                |                                | N   | WB   | <a href="#">Projects spanning M178 to M179</a> | AC/PCC        | AC/PCC     | 6                   | 12            | 84                   | 10    | 0.50           |                    | Oct 2002        |
| 149.96         | +0.92                          | N   | VMS  | (WB) Variable Message Sign #42 (Operational)   |               |            |                     |               |                      |       |                |                    |                 |
| 150.25         | M179 +0.20                     | N   | WB   | <a href="#">Projects spanning M179 to M180</a> | AC/PCC        | AC/PCC     | 6                   | 12            | 72                   | 10    | 0.43           |                    | Oct 2002        |
| 150.44         | +0.39                          | N   | TI   | (WB) Country Club Dr (on)                      | AC/PCC        | AC/PCC     | 2                   | 4             | 24                   | 2     | 0.19           |                    | 2002            |

**U 060 at M179+0.39**

**M179+0.39 on U 060**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M179+0.47**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M179+0.47 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 150.52         | M179 +0.47                     | N   | TI (WB) Country Club Dr (off)                     | PCC          | PCC           | 3          | 10         | 36            | 2                    | 0.06  | 2002           |                    |                 |
| 150.60         | +0.56                          | N   | TI (WB) Country Club Dr (off)                     | PCC          | PCC           | 2          | 10         | 24            | 2                    | 0.08  | 2002           |                    |                 |
| 150.68         | +0.63                          | N   | TI (WB) Country Club Dr (off)                     | AC/PCC       | AC/PCC        | 1          | 10         | 12            | 2                    | 0.08  | 2002           |                    |                 |
|                | +0.64                          | N   | WB <a href="#">Projects spanning M179 to M180</a> | AC/PCC       | AC/PCC        | 6          | 12         | 84            | 10                   | 0.58  | Oct 2002       |                    |                 |
| 151.27         | M180 +0.22                     | N   | WB <a href="#">Projects spanning M180 to M181</a> | AC/PCC       | AC/PCC        | 6          | 12         | 72            | 10                   | 0.38  | Oct 2002       |                    |                 |
| 151.43         | +0.39                          | N   | TI (WB) Mesa Dr (on)                              | AC/PCC       | AC/PCC        | 2          | 4          | 24            | 2                    | 0.17  | 2002           |                    |                 |
| 151.52         | +0.47                          | N   | TI (WB) Mesa Dr (off)                             | PCC          | PCC           | 3          | 10         | 36            | 2                    | 0.06  | 2002           |                    |                 |
| 151.60         | +0.55                          | N   | TI (WB) Mesa Dr (off)                             | PCC          | PCC           | 2          | 10         | 24            | 2                    | 0.08  | 2002           |                    |                 |
| 151.64         | +0.60                          | N   | TI (WB) Mesa Dr (off)                             | AC/PCC       | AC/PCC        | 1          | 10         | 12            | 2                    | 0.05  | 2002           |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M180 to M181</a> | AC/PCC       | AC/PCC        | 6          | 12         | 84            | 10                   | 0.62  | Oct 2002       |                    |                 |
| 152.26         | M181 +0.22                     | N   | WB <a href="#">Projects spanning M181 to M182</a> | AC/PCC       | AC/PCC        | 6          | 12         | 72            | 10                   | 0.37  | Oct 2002       |                    |                 |
| 152.44         | +0.40                          | N   | TI (WB) Stapley Rd (on)                           | AC/PCC       | AC/PCC        | 2          | 4          | 24            | 2                    | 0.18  | 2002           |                    |                 |
| 152.52         | +0.48                          | N   | TI (WB) Stapley Rd (off)                          | PCC          | PCC           | 3          | 10         | 36            | 2                    | 0.07  | 2002           |                    |                 |
| 152.60         | +0.55                          | N   | TI (WB) Stapley Rd (off)                          | PCC          | PCC           | 2          | 10         | 24            | 2                    | 0.08  | 2002           |                    |                 |
| 152.63         | +0.59                          | N   | TI (WB) Stapley Rd (off)                          | AC/PCC       | AC/PCC        | 1          | 10         | 12            | 2                    | 0.03  | 2002           |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M181 to M182</a> | AC/PCC       | AC/PCC        | 6          | 12         | 84            | 10                   | 0.61  | Oct 2002       |                    |                 |
| 153.25         | M182 +0.20                     | N   | WB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 6          | 12         | 72            | 10                   | 0.20  | Oct 2002       |                    |                 |
| 153.28         | +0.23                          | N   | VMS (WB) Variable Message Sign #41 (Existing)     |              |               |            |            |               |                      |       |                |                    |                 |
| 153.43         | +0.39                          | N   | TI (WB) Gilbert Rd (on)                           | AC/PCC       | AC/PCC        | 2          | 4          | 24            | 2                    | 0.19  | 2002           |                    |                 |
| 153.45         | +0.40                          | N   | WB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 6          | 12         | 72            | 11                   | 0.09  | Oct 2002       |                    |                 |
| 153.52         | +0.47                          | N   | TI (WB) Gilbert Rd (off)                          | PCC          | PCC           | 3          | 8          | 36            | 2                    | 0.06  | 2002           |                    |                 |
| 153.54         | +0.49                          | N   | WB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 5          | 12         | 66            | 11                   | 0.04  | Oct 2002       |                    |                 |
| 153.58         | +0.53                          | N   | WB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 5          | 8          | 66            | 11                   | 0.01  | Oct 2002       |                    |                 |
|                | +0.54                          | N   | WB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 5          | 8          | 60            | 11                   | 0.09  | Oct 2002       |                    |                 |
| 153.59         | +0.55                          | N   | TI (WB) Gilbert Rd (off)                          | PCC          | PCC           | 2          | 8          | 24            | 2                    | 0.08  | 2002           |                    |                 |
| 153.67         | +0.63                          | N   | WB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 5          | 8          | 72            | 11                   | 0.20  | Oct 2002       |                    |                 |
|                |                                | N   | TI (WB) Gilbert Rd (off)                          | AC/PCC       | AC/PCC        | 1          | 8          | 12            | 2                    | 0.08  | 2002           |                    |                 |
| 153.87         | +0.82                          | N   | WB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 5          | 8          | 66            | 11                   | 0.03  | Oct 2002       |                    |                 |
| 153.89         | +0.85                          | N   | WB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 5          | 10         | 66            | 11                   | 0.01  | Oct 2002       |                    |                 |
| 153.90         |                                | N   | WB <a href="#">Projects spanning M182 to M183</a> | AC/PCC       | AC/PCC        | 5          | 10         | 60            | 11                   | 0.45  | Oct 2002       |                    |                 |
| 154.35         | M183 +0.30                     | N   | WB <a href="#">Projects spanning M183 to M184</a> | AC/PCC       | AC/PCC        | 5          | 24         | 60            | 11                   | 0.44  | Oct 2002       |                    |                 |
| 154.79         | +0.74                          | N   | WB <a href="#">Projects spanning M183 to M184</a> | AC/PCC       | AC/PCC        | 5          | 10         | 60            | 11                   | 0.41  | Oct 2002       |                    |                 |
| 155.20         | M184 +0.15                     | N   | WB <a href="#">Projects spanning M184 to M185</a> | AC/PCC       | AC/PCC        | 4          | 10         | 48            | 11                   | 0.24  | Oct 2002       |                    |                 |
| 155.43         | +0.38                          | N   | TI (WB) Val Vista Dr (on)                         | AC/PCC       | AC/PCC        | 2          | 2          | 24            | 2                    | 0.23  | 2002           |                    |                 |
| 155.44         | +0.39                          | N   | WB <a href="#">Projects spanning M184 to M185</a> | AC/PCC       | AC/PCC        | 3          | 10         | 42            | 16                   | 0.19  | Oct 2002       |                    |                 |
| 155.50         | +0.45                          | N   | TI (WB) Val Vista Dr (off)                        | PCC          | PCC           | 3          | 8          | 36            | 2                    | 0.06  | 1983           |                    |                 |
| 155.57         | +0.52                          | N   | TI (WB) Val Vista Dr (off)                        | PCC          | PCC           | 2          | 8          | 24            | 2                    | 0.07  | 1983           |                    |                 |
| 155.63         | +0.58                          | N   | TI (WB) Val Vista Dr (off)                        | PCC          | PCC           | 1          | 8          | 12            | 2                    | 0.05  | 1983           |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M184 to M185</a> | PCC          | PCC           | 3          | 10         | 36            | 10                   | 1.09  | 1996           |                    |                 |

**U 060 at M184+0.58**

**M184+0.58 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M185+0.15**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M185+0.15 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 156.20         | M185 +0.15                     | N   | VMS (WB) Variable Message Sign #71 (Existing)     |              |               |            |                     |               |                      |       |                |                    |                 |
| 156.26         | +0.21                          | N   | TI (WB) Greenfield Rd (on)                        | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.09  | 85             |                    |                 |
| 156.33         | +0.28                          | N   | BR (WB) Eastern Canal                             |              |               |            |                     |               |                      |       | 1985           | 139 ft Concrete    |                 |
| 156.35         | +0.30                          | N   | TI (WB) Greenfield Rd (on)                        | PCC          | PCC           | 1.5        | 8                   | 18            | 2                    | 0.09  | 85             |                    |                 |
| 156.42         | +0.38                          | N   | TI (WB) Greenfield Rd (on)                        | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.08  | 85             |                    |                 |
| 156.50         | +0.45                          | N   | TI (WB) Greenfield Rd (off)                       | PCC          | PCC           | 3          | 8                   | 36            | 2                    | 0.06  | 85             |                    |                 |
| 156.64         | +0.59                          | N   | TI (WB) Greenfield Rd (off)                       | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.14  | 85             |                    |                 |
| 156.71         | +0.67                          | N   | TI (WB) Greenfield Rd (off)                       | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.08  | 85             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M185 to M186</a> | PCC          | PCC           | 3          | 10                  | 48            | 10                   | 0.08  | 1996           |                    |                 |
| 156.80         | +0.75                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 42            | 10                   | 0.04  | 1996           |                    |                 |
| 156.84         | +0.79                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 36            | 10                   | 0.03  | 1996           |                    |                 |
| 156.87         | +0.82                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 42            | 10                   | 0.20  | 1996           |                    |                 |
| 157.07         | M186 +0.02                     | N   | WB <a href="#">Projects spanning M186 to M187</a> | PCC          | PCC           | 3          | 10                  | 48            | 10                   | 0.18  | 1996           |                    |                 |
| 157.25         | +0.20                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 36            | 10                   | 0.37  | 1996           |                    |                 |
| 157.33         | +0.28                          | N   | TI (WB) Higley Rd (on)                            | PCC          | PCC           | 1.5        | 8                   | 18            | 2                    | 0.08  | 85             |                    |                 |
| 157.42         | +0.37                          | N   | TI (WB) Higley Rd (on)                            | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.09  | 85             |                    |                 |
| 157.50         | +0.45                          | N   | TI (WB) Higley Rd (off)                           | PCC          | PCC           | 3          | 8                   | 36            | 2                    | 0.06  | 85             |                    |                 |
| 157.58         | +0.54                          | N   | TI (WB) Higley Rd (off)                           | PCC          | PCC           | 2          | 8                   | 24            | 2                    | 0.09  | 85             |                    |                 |
| 157.62         | +0.57                          | N   | TI (WB) Higley Rd (off)                           | PCC          | PCC           | 1          | 8                   | 12            | 2                    | 0.04  | 85             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M186 to M187</a> | PCC          | PCC           | 3          | 10                  | 48            | 10                   | 0.09  | 1996           |                    |                 |
| 157.71         | +0.67                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 42            | 10                   | 0.04  | 1996           |                    |                 |
| 157.75         | +0.70                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 36            | 10                   | 0.72  | 1996           |                    |                 |
| 158.47         | M187 +0.43                     | N   | WB <a href="#">Projects spanning M187 to M188</a> | PCC          | PCC           | 3          | 10                  | 42            | 10                   | 0.17  | 1996           |                    |                 |
| 158.64         | +0.59                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 48            | 10                   | 0.18  | 1996           |                    |                 |
| 158.83         | +0.78                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 36            | 10                   | 0.02  | 1996           |                    |                 |
| 158.84         | +0.80                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 42            | 10                   | 0.20  | 1996           |                    |                 |
| 158.87         | +0.82                          | N   | TI (WB) Superstition Springs Blvd (on)            | PCC          | PCC           | 1.5        | 12                  | 18            | 2                    | 0.04  | 89             |                    |                 |
| 158.91         | +0.86                          | N   | TI (WB) Superstition Springs Blvd (on)            | PCC          | PCC           | 2          | 12                  | 24            | 2                    | 0.05  | 89             |                    |                 |
| 159.05         | M188 +0.00                     | N   | WB <a href="#">Projects spanning M188 to M189</a> | PCC          | PCC           | 3          | 10                  | 48            | 10                   | 0.03  | 1996           |                    |                 |
| 159.08         | +0.03                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 48            | 10                   | 0.17  | 89             |                    |                 |
| 159.25         | +0.20                          | N   | WB  | PCC          | PCC           | 3          | 10                  | 36            | 10                   | 0.02  | 89             |                    |                 |
| 159.27         | +0.22                          | N   | WB  | PCC          | PCC           | 3          | 11                  | 36            | 10                   | 0.30  | 90             |                    |                 |
| 159.41         | +0.36                          | N   | TI (WB) Power Rd (on)                             | PCC          | PCC           | 2          | 12                  | 24            | 2                    | 0.16  | 85             |                    |                 |
| 159.49         | +0.44                          | N   | TI (WB) Power Rd (off)                            | PCC          | PCC           | 3          | 12                  | 36            | 2                    | 0.05  | 85             |                    |                 |
| 159.57         | +0.52                          | N   | WB <a href="#">Projects spanning M188 to M189</a> | PCC          | PCC           | 3          | 1                   | 36            | 1                    | 0.03  | 92             |                    |                 |
| 159.58         | +0.53                          | N   | TI (WB) Power Rd (off)                            | PCC          | PCC           | 2          | 12                  | 24            | 2                    | 0.09  | 85             |                    |                 |
| 159.60         | +0.56                          | N   | TI (WB) Power Rd (off)                            | PCC          | PCC           | 1          | 12                  | 12            | 2                    | 0.02  | 85             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M188 to M189</a> | PCC          | PCC           | 3          | 1                   | 48            | 1                    | 0.10  | 92             |                    |                 |
| 159.70         | +0.66                          | N   | WB  | PCC          | PCC           | 3          | 1                   | 42            | 1                    | 0.03  | 92             |                    |                 |

**U 060 at M188+0.66**

**M188+0.66 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M188+0.69**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M188+0.69 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance       |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------------|
| 159.73         | M188 +0.69                     | N   | WB   | <a href="#">Projects spanning M188 to M189</a>                | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.18           |                    | 92                    |
| 159.92         | +0.87                          | N   | WB   |   | PCC           | PCC        | 3                   | 1             | 42                   | 1     | 0.11           |                    | 92                    |
| 160.03         | +0.98                          | N   | WB   |   | PCC           | PCC        | 3                   | 1             | 48                   | 1     | 0.22           |                    | 92                    |
| 160.25         | M189 +0.20                     | N   | WB   | <a href="#">Projects spanning M189 to M190</a>                | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.16           |                    | 92                    |
| 160.30         | +0.25                          | N   | TI   | (WB) Sossaman Rd (on)   | PCC           | PCC        | 1                   | 11            | 12                   | 2     | 0.05           |                    | 89                    |
| 160.35         | +0.30                          | N   | TI   | (WB) Sossaman Rd (on)   | PCC           | PCC        | 1.5                 | 11            | 18                   | 2     | 0.05           |                    | 89                    |
| 160.41         | +0.37                          | N   | WB   | <a href="#">Projects spanning M189 to M190</a>                | PCC           | PCC        | 3                   | 48            | 42                   | 10    | 0.14           | 14 Jun 2004        |                       |
|                |                                | N   | CG   | Low Profile Gutter to Right                                   |               |            |                     |               |                      |       | 1.71           | 14 Jun 2004        |                       |
| 160.42         |                                | N   | TI   | (WB) Sossaman Rd (on)   | PCC           | PCC        | 2                   | 11            | 24                   | 2     | 0.07           |                    | 89                    |
| 160.56         | +0.51                          | N   | WB   | <a href="#">Projects spanning M189 to M190</a>                | PCC           | PCC        | 3                   | 48            | 48                   | 10    | 0.34           | 14 Jun 2004        |                       |
| 160.89         | +0.84                          | N   | WB   |   | PCC           | PCC        | 3                   | 42            | 36                   | 10    | 0.47           | 14 Jun 2004        |                       |
| 161.36         | M190 +0.31                     | N   | WB   | <a href="#">Projects spanning M190 to M191</a>                | PCC           | PCC        | 3                   | 22            | 36                   | 11    | 0.04           | 14 Jun 2004        |                       |
| 161.40         | +0.36                          | N   | WB   |   | PCC           | PCC        | 3                   | 22            | 36                   | 12    | 0.30           | 14 Jun 2004        |                       |
| 161.49         | +0.44                          | N   | TI   | (WB) S 202 NB (on)  |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | N   | UP   | (WB) Ramp U 060 EB to S 202 NB                                |               |            |                     |               |                      |       |                | 23 Jan 2005        | 31'-10"               |
|                |                                | N   | UP   | (WB) Ramp S 202 NB to U 060 WB                                |               |            |                     |               |                      |       |                | 23 Jan 2005        | ??'-??"               |
| 161.61         | +0.56                          | N   | UP   | (WB) Ramp S 202 SB to U 060 EB                                |               |            |                     |               |                      |       |                | 24 Jan 2005        | ??'-??"               |
| 161.64         | +0.59                          | N   | UP   | (WB) Ramp U 060 WB to S 202 SB                                |               |            |                     |               |                      |       |                | 24 Jan 2005        | 29'-04"               |
|                |                                | N   | OP   | (WB) Ramp U 060 WB to S 202 SB over mainlines, ramps (CLOSED) |               |            |                     |               |                      |       |                | 24 Jan 2005        | 666 ft Concrete/Steel |
| 161.71         | +0.66                          | N   | WB   | <a href="#">Projects spanning M190 to M191</a>                | PCC           | PCC        | 3                   | 22            | 42                   | 12    | 0.15           | 14 Jun 2004        |                       |
| 161.85         | +0.81                          | N   | WB   |   | PCC           | PCC        | 3                   | 22            | 48                   | 12    | 0.38           | 14 Jun 2004        |                       |
| 161.92         | +0.58                          | N   | UP   | (WB) U 060 WB to S 202 SB Under S 202 SB to U 060 EB Ramp     |               |            |                     |               |                      |       |                | 24 Jan 2005        | 21'-05"               |
| 162.12         | M191 +0.07                     | N   | CG   | Low Profile Gutter to Right                                   |               |            |                     |               |                      |       | 0.16           | 14 Jun 2004        |                       |
| 162.23         | +0.19                          | N   | WB   | <a href="#">Projects spanning M191 to M192</a>                | PCC           | PCC        | 3                   | 22            | 48                   | 11    | 0.02           | 14 Jun 2004        |                       |
| 162.25         | +0.21                          | N   | WB   |   | PCC           | PCC        | 3                   | 1             | 36                   | 11    | 0.02           | 14 Jun 2004        |                       |
| 162.27         | +0.23                          | N   | WB   |   | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.01           | 14 Jun 2004        |                       |
| 162.28         |                                | N   | WB   |   | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.37           |                    | 92                    |
| 162.30         | +0.25                          | N   | TI   | (WB) Ellsworth Rd (on)  | PCC           | PCC        | 1                   | 11            | 12                   | 2     | 0.04           |                    | 89                    |
| 162.34         | +0.29                          | N   | TI   | (WB) Ellsworth Rd (on)  | PCC           | PCC        | 1.5                 | 11            | 18                   | 2     | 0.04           |                    | 89                    |
| 162.43         | +0.38                          | N   | TI   | (WB) Ellsworth Rd (on)  | PCC           | PCC        | 2                   | 11            | 24                   | 2     | 0.09           |                    | 89                    |
| 162.50         | +0.45                          | N   | TI   | (WB) Ellsworth Rd (off)                                       | PCC           | PCC        | 2                   | 11            | 24                   | 2     | 0.06           |                    | 89                    |
| 162.64         | +0.60                          | N   | TI   | (WB) Ellsworth Rd (off)                                       | PCC           | PCC        | 1.5                 | 11            | 18                   | 2     | 0.15           |                    | 89                    |
|                |                                | N   | WB   | <a href="#">Projects spanning M191 to M192</a>                | PCC           | PCC        | 3                   | 1             | 48                   | 1     | 0.57           |                    | 92                    |
| 163.22         | M192 +0.16                     | N   | WB   | <a href="#">Projects spanning M192 to M193</a>                | PCC           | PCC        | 3                   | 1             | 36                   | 1     | 0.47           |                    | 92                    |
| 163.30         | +0.24                          | N   | TI   | (WB) Crismon Rd (on)  | PCC           | PCC        | 1                   | 2             | 12                   | 11    | 0.08           |                    | 89                    |
| 163.37         | +0.32                          | N   | TI   | (WB) Crismon Rd (on)  | PCC           | PCC        | 1.5                 | 2             | 18                   | 11    | 0.08           |                    | 89                    |
| 163.43         | +0.38                          | N   | TI   | (WB) Crismon Rd (on)  | PCC           | PCC        | 2                   | 2             | 24                   | 11    | 0.06           |                    | 89                    |
| 163.51         | +0.46                          | N   | TI   | (WB) Crismon Rd (off)   | PCC           | PCC        | 3                   | 11            | 36                   | 2     | 0.07           |                    | 89                    |
| 163.64         | +0.58                          | N   | TI   | (WB) Crismon Rd (off)   | PCC           | PCC        | 2                   | 11            | 24                   | 2     | 0.12           |                    | 89                    |

**U 060 at M192+0.58**

**M192+0.58 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 060 at M192+0.63**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M192+0.63 on U 060**

| GIS Route Mile | Distance from Reference Marker | Sym | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|---|--------------|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |   |              |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 163.68         | M192 +0.63                     | N   | TI (WB) Crismon Rd (off)                          | PCC          | PCC           | 1          | 11         | 12            | 2                    | 0.04  | 89             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M192 to M193</a> | PCC          | PCC           | 3          | 1          | 48            | 1                    | 0.08  | 92             |                    |                 |
| 163.76         | +0.71                          | N   | WB  | PCC          | PCC           | 3          | 1          | 42            | 1                    | 0.05  | 92             |                    |                 |
| 163.81         | +0.76                          | N   | WB  | PCC          | PCC           | 3          | 1          | 36            | 1                    | 0.05  | 92             |                    |                 |
| 163.86         | +0.81                          | N   | WB  | PCC          | PCC           | 3          | 1          | 42            | 1                    | 0.14  | 92             |                    |                 |
| 164.00         | +0.95                          | N   | WB  | PCC          | PCC           | 3          | 1          | 48            | 1                    | 0.22  | 92             |                    |                 |
| 164.22         | M193 +0.18                     | N   | WB <a href="#">Projects spanning M193 to M194</a> | PCC          | PCC           | 3          | 1          | 36            | 1                    | 0.24  | 92             |                    |                 |
| 164.33         | +0.28                          | N   | TI (WB) Signal Butte (on)                         | PCC          | PCC           | 1          | 11         | 12            | 2                    | 0.10  | 89             |                    |                 |
| 164.38         | +0.34                          | N   | TI (WB) Signal Butte (on)                         | PCC          | PCC           | 1.5        | 11         | 18            | 2                    | 0.06  | 89             |                    |                 |
| 164.44         | +0.39                          | N   | TI (WB) Signal Butte (on)                         | PCC          | PCC           | 2          | 11         | 24            | 2                    | 0.05  | 89             |                    |                 |
| 164.46         | +0.42                          | N   | WB <a href="#">Projects spanning M193 to M194</a> | PCC          | PCC           | 2          | 1          | 24            | 1                    | 0.11  | 92             |                    |                 |
| 164.52         | +0.48                          | N   | TI (WB) Signal Butte (off)                        | PCC          | PCC           | 3          | 11         | 36            | 2                    | 0.07  | 89             |                    |                 |
| 164.57         | +0.53                          | N   | WB <a href="#">Projects spanning M193 to M194</a> | PCC          | PCC           | 2          | 1          | 24            | 1                    | 0.05  | 92             |                    |                 |
| 164.59         | +0.55                          | N   | TI (WB) Signal Butte (off)                        | PCC          | PCC           | 2          | 11         | 24            | 2                    | 0.07  | 89             |                    |                 |
| 164.62         | +0.58                          | N   | WB <a href="#">Projects spanning M193 to M194</a> | PCC          | PCC           | 2          | 10         | 24            | 8                    | 0.06  | 91             |                    |                 |
| 164.68         | +0.63                          | N   | TI (WB) Signal Butte (off)                        | PCC          | PCC           | 1          | 11         | 12            | 2                    | 0.09  | 89             |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M193 to M194</a> | PCC          | PCC           | 2          | 10         | 36            | 8                    | 0.08  | 91             |                    |                 |
| 164.76         | +0.71                          | N   | WB  | PCC          | PCC           | 2          | 10         | 30            | 8                    | 0.05  | 91             |                    |                 |
| 164.80         | +0.76                          | N   | WB  | PCC          | PCC           | 2          | 10         | 24            | 8                    | 5.24  | 91             |                    |                 |
| 165.96         | M194 +0.92                     | N   | VMS (WB) Variable Message Sign #423 (Existing)    |              |               |            |            |               |                      |       | 2004           |                    |                 |
| 166.45         | M195 +0.41                     | N   | TI (WB) Ironwood Dr (on)                          | Unk          | Unk           | 1          | 11         | 12            | 2                    | 0.23  | 90             |                    |                 |
| 166.68         | +0.64                          | N   | TI (WB) Ironwood Dr (off)                         | Unk          | Unk           | 1          | 11         | 12            | 2                    | 0.24  | 90             |                    |                 |
| 167.45         | M196 +0.41                     | N   | TI (WB) Idaho Rd (on)                             | Unk          | Unk           | 2          | 10         | 24            | 4                    | 0.25  | 90             |                    |                 |
| 167.69         | +0.65                          | N   | TI (WB) Idaho Rd (off)                            | Unk          | Unk           | 2          | 10         | 24            | 4                    | 0.24  | 90             |                    |                 |
| 168.04         | M197 +0.00                     | N   | VMS (WB) Variable Message Sign #423 (Existing)    |              |               |            |            |               |                      |       |                |                    |                 |
| 168.45         | +0.41                          | N   | TI (WB) Tomahawk Dr (on)                          | Unk          | Unk           | 1          | 11         | 12            | 2                    | 0.23  | 90             |                    |                 |
| 168.70         | +0.66                          | N   | TI (WB) Tomahawk Dr (off)                         | Unk          | Unk           | 1          | 11         | 12            | 2                    | 0.25  | 90             |                    |                 |
| 169.46         | M198 +0.42                     | N   | TI (WB) Goldfield Rd (on)                         | Unk          | Unk           | 1          | 2          | 12            | 11                   | 0.26  | 91             |                    |                 |
| 169.71         | +0.67                          | N   | TI (WB) Goldfield Rd (off)                        | Unk          | Unk           | 1          | 11         | 12            | 2                    | 0.26  | 91             |                    |                 |
| 170.04         | M199 +0.00                     | N   | WB <a href="#">Projects spanning M199 to M200</a> | PCC          | PCC           | 2          | 10         | 24            | 8                    | 0.12  | 89             |                    |                 |
| 170.05         | +0.01                          | N   | TI (EB) SS060 to Apache Junction                  |              |               |            |            |               |                      |       |                |                    |                 |
| 170.16         | +0.12                          | N   | BR (WB) Siphon Draw                               |              |               |            |            |               |                      |       |                | 201 ft Concrete    |                 |
| 170.17         |                                | N   | WB <a href="#">Projects spanning M199 to M200</a> | PCC          | PCC           | 2          | 10         | 24            | 8                    | 0.02  | 89             |                    |                 |
| 170.19         | +0.14                          | N   | WB  | PCC          | PCC           | 2          | 10         | 24            | 8                    | 0.02  | 1998           |                    |                 |
| 170.21         | +0.17                          | N   | WB  | AC           | AC            | 2          | 10         | 24            | 8                    | 0.02  | 1998           |                    |                 |
| 170.23         | +0.18                          | N   | WB  | AC           | AC            | 2          | 10         | 30            | 6                    | 0.15  | 1998           |                    |                 |
| 170.38         | +0.33                          | N   | WB  | AC           | AC            | 2          | 10         | 36            | 4                    | 0.11  | 1998           |                    |                 |
| 170.49         | +0.44                          | N   | J Mountain View Rd (Signalized) -- [L23]          |              |               |            |            |               |                      |       | 25 Sep 2003    |                    |                 |
|                |                                | N   | WB <a href="#">Projects spanning M199 to M200</a> | AC           | AC            | 2          | 9.5        | 24            | 6.5                  | 0.11  | 1998           |                    |                 |

**U 060 at M199+0.44**

**M199+0.44 on U 060**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 060 at M199+0.55**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M199+0.55 on U 060**

| GIS Route Mile                                | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type     | Vert. Clearance            |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|------------------------|----------------------------|
| 170.59  | M199+0.55                      | N   | WB   | <a href="#">Projects spanning M199 to M200</a> | AC            | AC            | 2                   | 9             | 24                   | 9             | 1.10           |                        | 1998                       |
| 171.69  | M200+0.82                      | N   | WB   | <a href="#">Projects spanning M200 to M201</a> | AC            | AC            | 2                   | 9             | 30                   | 9             | 0.18           |                        | 1998                       |
| 171.87  | M201 +0.04                     | N   | WB   | <a href="#">Projects spanning M201 to M202</a> | AC            | AC            | 2                   | 9             | 36                   | 9             | 0.13           |                        | 1998                       |
| 172.00  | +0.17                          | N   | WB   |  | AC            | AC            | 2                   | 9             | 24                   | 9             | 1.26           |                        | 1998                       |
| 173.26  | M202+0.41                      | N   | WB   | <a href="#">Projects spanning M202 to M203</a> | AC            | AC            | 2                   | 9             | 30                   | 9             | 0.22           |                        | 1998                       |
| 173.48  | +0.63                          | N   | WB   |  | AC            | AC            | 2                   | 9             | 36                   | 9             | 0.06           |                        | 1998                       |
| 173.54  | +0.70                          | N   | WB   |  | AC            | AC            | 2                   | 9             | 24                   | 9             | 5.66           |                        | 1998                       |
| 176.24  | M205+0.38                      | N   | BR   | (WB) Unknown Wash                              |               |               |                     |               |                      |               |                |                        | 1955 117 ft Concrete       |
| 179.20  | M208+0.32                      | N   | WB   | <a href="#">Projects spanning M208 to M209</a> | AC            | MBH           | 2                   | 10            | 24                   | 4             | 0.03           |                        | 84                         |
| 179.23  | +0.35                          | N   | WB   |  | AC            | AC            | 2                   | 10            | 24                   | 4             | 2.60           | 14 Jan 1999            |                            |
| 179.60  | +0.73                          | N   | BR   | (WB) Sand Tank Wash                            |               |               |                     |               |                      |               |                |                        | 1965 88 ft Concrete        |
| 181.75  | M210+0.89                      | N   | BR   | (WB) Queen Creek                               |               |               |                     |               |                      |               |                |                        | 1964 302 ft Concrete       |
| 181.83  | +0.98                          | N   | WB   | <a href="#">Projects spanning M210 to M211</a> | AC            | AC            | 2                   | 10            | 24                   | 4             | 2.08           | 26 Sep 2003            |                            |
| 183.12  | M212+0.26                      | N   | OP   | (WB) Exit #212 at S 079                        |               |               |                     |               |                      |               |                |                        | 26 Sep 2003 203 ft Unknown |
|   | +0.27                          | N   | TI   | (WB) S 079 (on)                                | Unk           | Unk           | 1                   | 4             | 14                   | 10            | 0.39           | 26 Sep 2003            |                            |
| 183.57  | +0.71                          | N   | TI   | (WB) S 079 (off)                               | Unk           | Unk           | 1                   | 2             | 12                   | 8             | 0.42           | 26 Sep 2003            |                            |
| 183.91  | M213+0.07                      | N   | WB   | <a href="#">Projects spanning M213 to M214</a> | AC            | AC            | 2                   | 10            | 24                   | 6             | 0.57           | 26 Sep 2003            |                            |
| 184.48  | +0.64                          | N   | J    | U 060 return to single centerline              |               |               |                     |               |                      |               |                |                        |                            |
| 215.40  | M244+0.73                      | N   | J    | Continue U 060 WB in Miami                     |               |               |                     |               |                      |               |                |                        |                            |
|   |                                | N   | WB   | <a href="#">Projects spanning M244 to M245</a> | AC            | AC            | 2                   | 7             | 24                   | 3.5           | 0.11           | 15 May 2002            |                            |
| 215.50  | +0.83                          | N   | WB   |  | AC            | AC            | 2                   | 7             | 24                   | 2             | 0.76           | 15 May 2002            |                            |
| 216.26  | M245+0.59                      | N   | WB   | <a href="#">Projects spanning M245 to M246</a> | AC            | AC            | 2                   | 7             | 36                   | 2             | 0.01           | 15 May 2002            |                            |
|   |                                | N   | TI   | (WB) New St (off)                              | Unk           | Unk           | 1                   | 4             | 12                   | 4             | 0.01           | 15 May 2002            |                            |
| 216.27  | +0.60                          | N   | WB   | <a href="#">Projects spanning M245 to M246</a> | AC            | AC            | 2                   | 7             | 30                   | 2             | 0.01           | 15 May 2002            |                            |
| 216.28  |                                | N   | WB   |  | AC            | AC            | 2                   | 7             | 24                   | 2             | 1.34           | 15 May 2002            |                            |
| 217.61  | M246+0.94                      | N   | WB   | <a href="#">Projects spanning M246 to M247</a> | AC            | AC            | 2                   | 7             | 24                   | 2             | 0.10           | 1993                   |                            |
| 217.71  | M247+0.00                      | N   | WB   | <a href="#">Projects spanning M247 to M248</a> | AC            | AC            | 2                   | 7             | 24                   | 2             | 0.04           | 90                     |                            |
| 217.75  | +0.04                          | N   | WB   |  | AC            | AC            | 2                   | 2             | 24                   | 2             | 0.07           | 90                     |                            |
| 217.77  | +0.06                          | N   | TI   | (WB) S 188 (off)                               | Unk           | Unk           | 1                   | 5             | 12                   | 4             | 0.02           | 2000                   |                            |
| 217.82  | +0.11                          | N   | WB   | <a href="#">Projects spanning M247 to M248</a> | AC            | AC            | 2                   | 2             | 24                   | 2             | 0.09           | 21 Dec 2000            |                            |
| 217.91  | +0.21                          | N   | J    | U 060 return to single centerline              |               |               |                     |               |                      |               |                |                        |                            |
| <b>Cardinal Mainline Averages/Totals:</b>     |                                |     |      |  |               | <b>818.36</b> | <b>5.34</b>         | <b>29.33</b>  | <b>6.17</b>          | <b>355.45</b> | <b>1995.1</b>  | 102.85 Miles of Median |                            |
| <b>Non-Cardinal Mainline Averages/Totals:</b> |                                |     |      |  |               | <b>238.41</b> | <b>9.14</b>         | <b>33.03</b>  | <b>5.46</b>          | <b>91.23</b>  | <b>1997.3</b>  |                        |                            |
| <b>Frontage Roads Averages/Totals:</b>        |                                |     |      |  |               | <b>13.50</b>  | <b>3.49</b>         | <b>24.78</b>  | <b>3.49</b>          | <b>6.80</b>   |                |                        |                            |

**U 060 at M247+0.21**

**M247+0.21 on U 060**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 064 at M465+0.40**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M465+0.40 on U 064**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| <b>U 064 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |             |                |                    |                      |
| 0.00   | M465 +0.40                     | C   | J    | Begin U 064 at U 160                           |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | JB   | Inside Apache County                           |               |            |                     |               |                      |             |                |                    |                      |
|  |                                | C   | UH   | <a href="#">Projects spanning M465 to M466</a> | AC            | AC         | 2                   | 5             | 24                   | 5           | 4.14           | Oct 2000           |                      |
| 0.15   | +0.55                          | C   | X    | Tec Nos Pos Trading Post                       |               |            |                     |               |                      |             |                |                    |                      |
| 4.14   | M469 +0.57                     | C   | J    | End U 064 at AZ/NM State Line                  |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               |            | <b>8.28</b>         | <b>5.00</b>   | <b>24.00</b>         | <b>5.00</b> | <b>4.14</b>    | <b>2000.0</b>      | 0.00 Miles of Median |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 070 at M252+0.14**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M252+0.14 on U 070**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>U 070 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M252 +0.14                     | C   | J    | Begin U 070 at U 060 in Globe                  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Globe/Miami Urbanized Area              |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Globe Elev 3540, Gila County            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.96           | 81                 |                 |
|  |                                | C   | MD   | Variable 3-12 ft Concrete Curbed Median        |               |            |                     |               |                      |       | 0.06           |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.17           |                    |                 |
| 0.06   | +0.19                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 1.18           |                    |                 |
| 0.17   | +0.31                          | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.79           |                    |                 |
| 0.87   | +1.00                          | C   | J    | Crestline Dr                                   |               |            |                     |               |                      |       |                |                    |                 |
| 0.96   | +1.10                          | C   | UH   | <a href="#">Projects spanning M252 to M253</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.32           | 81                 |                 |
| 0.98   | M253 +0.00                     | C   | EQ   | MP 252+1.19 Back Equals MP 253+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 1.28   | +0.30                          | C   | UH   | <a href="#">Projects spanning M253 to M254</a> | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.14           | 81                 |                 |
| 1.42   | +0.44                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.19           | 81                 |                 |
| 1.43   | +0.45                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6             |                      |       | 0.04           |                    |                 |
| 1.50   | +0.52                          | C   | UP   | Arizona Eastern RR                             |               |            |                     |               |                      |       |                | 1959               | 15'-10"         |
| 1.61   | +0.63                          | C   | UH   | <a href="#">Projects spanning M253 to M254</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.35           | 81                 |                 |
| 1.62   | +0.64                          | C   | JB   | Enter Tonto NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 1.68   | +0.69                          | C   | UB   | EUB Globe/Miami                                |               |            |                     |               |                      |       |                |                    |                 |
| 1.96   | M254 +0.00                     | C   | UH   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.14           | 17 Nov 2000        |                 |
| 2.01   | +0.04                          | C   | MD   | Variable 0-12-0 ft Painted Median              |               |            |                     | 6             |                      |       | 0.05           |                    |                 |
| 2.02   | +0.06                          | C   | TI   | EB To S-77 SB (off)                            | AC            | AC         | 1                   | 12            |                      |       | 0.07           |                    |                 |
| 2.06   | +0.10                          | C   | J    | S 077 South to Winkelman                       |               |            |                     |               |                      |       |                |                    |                 |
| 2.10   | +0.14                          | C   | UH   | <a href="#">Projects spanning M254 to M255</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.11           | 17 Nov 2000        |                 |
| 3.21   | M255 +0.19                     | C   | UH   | <a href="#">Projects spanning M255 to M256</a> | AC            | AC         | 2                   | 6             | 24                   | 6     | 3.73           | 17 Nov 2000        |                 |
| 3.32   | +0.31                          | C   | JB   | Enter San Carlos IR                            |               |            |                     |               |                      |       |                |                    |                 |
| 6.94   | M259 +0.01                     | C   | UH   | <a href="#">Projects spanning M259 to M260</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 2.12           | 17 Nov 2000        |                 |
| 7.39   | +0.46                          | C   | J    | BIA 6 to Cutter                                |               |            |                     |               |                      |       |                |                    |                 |
| 7.47   | +0.54                          | C   | BR   | Gilson Wash                                    |               |            |                     |               |                      |       |                | 1953               | 231 ft Concrete |
| 9.06   | M261 +0.14                     | C   | UH   | <a href="#">Projects spanning M261 to M262</a> | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.11           | 17 Nov 2000        |                 |
| 9.16   | +0.25                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 36                   | 5     | 0.13           | 17 Nov 2000        |                 |
| 9.29   | +0.38                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.11           | 17 Nov 2000        |                 |
| 9.40   | +0.48                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 8.89           | 17 Nov 2000        |                 |
| 18.29  | M270 +0.36                     | C   | UH   | <a href="#">Projects spanning M270 to M271</a> | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.03           | 17 Nov 2000        |                 |
| 18.32  | +0.39                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.05           | 17 Nov 2000        |                 |
| 18.37  | +0.44                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.25           | 17 Nov 2000        |                 |
| 18.63  | +0.70                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 5     | 0.29           | 29 Mar 2005        |                 |
| 18.79  | +0.86                          | C   | J    | Road A -- [L23]                                |               |            |                     |               |                      |       |                | 29 Mar 2005        |                 |

**U 070 at M270+0.86**

**M270+0.86 on U 070**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 070 at M270+0.86**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M270+0.86 on U 070**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.79          | M270 +0.86                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.22  |                |                    |                 |
| 18.91          | M271 +0.02                     | C   | UH   | <a href="#">Projects spanning M271 to M272</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.17           | 29 Mar 2005        |                 |
| 18.92          | +0.03                          | C   | J    | Bashas' Driveway -- [L3]                       |               |            |                     |               |                      |       |                | 29 Mar 2005        |                 |
| 18.99          | +0.10                          | C   | J    | Bashas' Driveway -- [L3]                       |               |            |                     |               |                      |       |                | 29 Mar 2005        |                 |
| 19.08          | +0.19                          | C   | J    | S 170 -- [L23]                                 |               |            |                     |               |                      |       |                | 29 Mar 2005        |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M271 to M272</a> | AC            | AC         | 2                   | 5             | 24                   | 4     | 0.72           | 29 Mar 2005        |                 |
|                |                                | C   | TI   | Two way ramp North to S 170                    | AC            | AC         | 2                   | 3             | 24                   | 2     | 0.15           | 15 Nov 2004        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6             |                      | 0.08  |                |                    |                 |
| 19.19          | +0.29                          | C   | OP   | Arizona Eastern RR/Bia 3                       |               |            |                     |               |                      |       |                | 1956               | 204 ft Steel    |
| 19.45          | +0.56                          | C   | JB   | Graham County                                  |               |            |                     |               |                      |       |                |                    |                 |
| 19.46          | +0.57                          | C   | BR   | San Carlos River                               |               |            |                     |               |                      |       |                | 01 Oct 2002        | 785 ft Steel    |
| 19.81          | +0.91                          | C   | UH   | <a href="#">Projects spanning M271 to M272</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.04           | 29 Mar 2005        |                 |
| 19.84          | +0.95                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.08           | 29 Mar 2005        |                 |
| 19.87          | +0.98                          | C   | J    | Cultural Center -- [L]                         |               |            |                     |               |                      |       |                | 29 Mar 2005        |                 |
| 19.92          | M272 +0.01                     | C   | J    | Peridot Siding left Rodeo Lane Right -- [B134] |               |            |                     |               |                      |       |                | 29 Mar 2005        |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M272 to M273</a> | AC            | AC         | 2                   | 2             | 24                   | 2.5   | 0.07           | 29 Mar 2005        |                 |
| 19.99          | +0.07                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 2.5   | 0.03           | 29 Mar 2005        |                 |
| 20.02          | +0.10                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.18           | 29 Mar 2005        |                 |
| 20.19          | +0.27                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 4     | 0.06           | 29 Mar 2005        |                 |
| 20.26          | +0.34                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.07           | 29 Mar 2005        |                 |
| 20.33          | +0.41                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 4     | 0.08           | 29 Mar 2005        |                 |
| 20.36          | +0.44                          | C   | J    | Moonbase Rd left Hallelujah Right -- [B1234]   |               |            |                     |               |                      |       |                | 29 Mar 2005        |                 |
| 20.41          | +0.49                          | C   | UH   | <a href="#">Projects spanning M272 to M273</a> | AC            | AC         | 2                   | 3             | 24                   | 5     | 0.03           | 29 Mar 2005        |                 |
| 20.44          | +0.53                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 2.48           | 29 Mar 2005        |                 |
| 20.49          | +0.57                          | C   | J    | Geronimo Rd -- [L23]                           |               |            |                     |               |                      |       |                | 29 Mar 2005        |                 |
| 22.93          | M275 +0.00                     | C   | UH   | <a href="#">Projects spanning M275 to M276</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.57           | 90                 |                 |
| 23.50          | +0.57                          | C   | UH   |  | AC            | MBH        | 2                   | 12            | 24                   | 4     | 0.70           | 90                 |                 |
| 24.20          | M276 +0.28                     | C   | UH   | <a href="#">Projects spanning M276 to M277</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 3.00           | 90                 |                 |
| 27.20          | M279                           | C   | UH   | <a href="#">Projects spanning M279 to M280</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 8.00           | 1995               |                 |
| 35.20          | M287 +0.27                     | C   | UH   | <a href="#">Projects spanning M287 to M288</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 8.78           | 20 Apr 2000        |                 |
| 37.29          | M289 +0.35                     | C   | BR   | Five Mile Wash RCB                             |               |            |                     |               |                      |       |                | 1957               | 75 ft Concrete  |
| 39.78          | M291 +0.85                     | C   | SVP  | WB Paved                                       |               |            |                     |               |                      | 0.11  |                |                    |                 |
| 40.52          | M292 +0.60                     | C   | BR   | Gila River                                     |               |            |                     |               |                      |       |                | 1957               | 1829 ft Steel   |
| 41.34          | M293 +0.38                     | C   | J    | Coolidge Dam Rd South                          |               |            |                     |               |                      |       |                |                    |                 |
| 43.98          | M296 +0.08                     | C   | UH   | <a href="#">Projects spanning M296 to M297</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.04           | 12 Nov 2004        |                 |
| 43.99          |                                | C   | RA   | Bylas Rest Area Left                           | Unk           | Unk        | 1                   |               | 12                   |       | 0.19           | 19 Sep 2003        |                 |
| 44.02          | +0.11                          | C   | UH   | <a href="#">Projects spanning M296 to M297</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.17           | 12 Nov 2004        |                 |
| 44.14          | +0.23                          | C   | J    | Bylas Rest Area -- [B1234]                     |               |            |                     |               |                      |       |                |                    |                 |
| 44.19          | +0.29                          | C   | UH   | <a href="#">Projects spanning M296 to M297</a> | AC            | AC         | 2                   | 5             | 24                   | 4     | 0.01           | 12 Nov 2004        |                 |

**U 070 at M296+0.29**

**M296+0.29 on U 070**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 070 at M296+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M296+0.30 on U 070**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 44.20          | M296 +0.30                     | C   | UH   | <a href="#">Projects spanning M296 to M297</a>     | AC            | AC         | 2                   | 5             | 24                   | 5     | 3.69           | 20 Apr 2000        |                 |
| 47.89          | M299 +0.97                     | C   | UH   | <a href="#">Projects spanning M299 to M300</a>     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.12           | 20 Apr 2000        |                 |
| 48.01          | M300 +0.09                     | C   | UH   | <a href="#">Projects spanning M300 to M301</a>     | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.36           | 04 Oct 2001        |                 |
| 48.02          | +0.10                          | C   | JB   | Leaving San Carlos IR                              |               |            |                     |               |                      |       |                |                    |                 |
| 49.37          | M301 +0.44                     | C   | UH   | <a href="#">Projects spanning M301 to M302</a>     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.99           | 21 Feb 2002        |                 |
| 49.45          | +0.53                          | C   | J    | Geronimo Elev 2712                                 |               |            |                     |               |                      |       |                |                    |                 |
| 49.80          | +0.88                          | C   | BR   | Goodwin Wash                                       |               |            |                     |               |                      |       |                | 21 Feb 2002        | 170 ft Concrete |
| 50.36          | M302 +0.43                     | C   | UH   | <a href="#">Projects spanning M302 to M303</a>     | AC            | AC         | 2                   | 8             | 24                   | 8     | 11.27          | 04 Oct 2001        |                 |
| 54.17          | M306 +0.25                     | C   | J    | Black Rock Rd (Fort Thomas Elev 2705)              |               |            |                     |               |                      |       |                |                    |                 |
| 54.41          | +0.49                          | C   | UP   | Fort Thomas Pedestrian OP                          |               |            |                     |               |                      |       |                | 1995               |                 |
| 54.69          | +0.77                          | C   | BR   | Black Rock Wash                                    |               |            |                     |               |                      |       |                | 1959               | 206 ft Concrete |
| 60.25          | M312 +0.31                     | C   | J    | Eden Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 61.30          | M313 +0.37                     | C   | MD   | 0-12ft Variable Painted Median                     |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 61.38          | +0.45                          | C   | J    | Klondyke Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 61.63          | +0.69                          | C   | UH   | <a href="#">Projects spanning M313 to M314</a>     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.02           | 04 Oct 2001        |                 |
| 61.64          | +0.71                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 5.20           | 10 Dec 1999        |                 |
| 62.83          | M326 +0.00                     | C   | EQ   | MP 314+0.92 Back Equals MP 326+0.00 Ahead          |               |            |                     |               |                      |       |                |                    |                 |
| 63.08          | +0.24                          | C   | BR   | Matthews Wash                                      |               |            |                     |               |                      |       |                | 1953               | 200 ft Concrete |
| 64.59          | M327 +0.77                     | C   | MD   | Variable 0-12ft Painted Median                     |               |            |                     |               |                      |       | 0.09           |                    |                 |
| 66.70          | M329 +0.87                     | C   | JB   | WCL Pima Elev 2846                                 |               |            |                     |               |                      |       |                |                    |                 |
| 66.71          |                                | C   | J    | Local Rd -- [B124]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 66.84          | +1.00                          | C   | UH   | <a href="#">Projects spanning M329 to M330</a>     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.06           | 10 Dec 1999        |                 |
| 66.90          | M330 +0.03                     | C   | UH   | <a href="#">Projects spanning M330 to M331</a>     | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.23           | 10 Dec 1999        |                 |
| 67.03          | +0.16                          | C   | BR   | Cottonwood Wash                                    |               |            |                     |               |                      |       |                | 1948               | 273 ft Concrete |
| 67.12          | +0.25                          | C   | MD   | Variable 0-12 ft Painted Median                    |               |            |                     |               | 6                    |       | 0.04           |                    |                 |
| 67.13          | +0.26                          | C   | UH   | <a href="#">Projects spanning M330 to M331</a>     | AC            | AC         | 2                   | 0             | 24                   | 0     | 0.02           | 20 May 2003        |                 |
| 67.15          | +0.28                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 0     | 1.08           | 20 May 2003        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     |               | 12                   |       | 0.38           |                    |                 |
| 67.18          | +0.31                          | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       | 0.41           |                    |                 |
| 67.19          | +0.32                          | C   | J    | 3rd St West -- [B]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 67.32          | +0.45                          | C   | J    | 2nd St West -- [B]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 67.44          | +0.57                          | C   | J    | 1st St West -- [B]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 67.57          | +0.70                          | C   | J    | Main St -- [B24]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 67.59          | +0.72                          | C   | CG   | Curb to Left and Right, Sidewalk to Left           |               |            |                     |               |                      |       | 0.01           |                    |                 |
| 67.60          | +0.73                          | C   | CG   | Curb to Left and Right, Sidewalk to Left and Right |               |            |                     |               |                      |       | 0.67           |                    |                 |
| 67.61          | +0.74                          | C   | MD   | 12 ft Painted Median                               |               |            |                     |               | 12                   |       | 0.51           |                    |                 |
| 67.70          | +0.83                          | C   | J    | 1st St East/Center St -- [B]                       |               |            |                     |               |                      |       |                |                    |                 |
| 67.82          | M331 +0.01                     | C   | J    | 2nd St East -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 67.95          | +0.14                          | C   | BR   | Ash Creek  |               |            |                     |               |                      |       |                |                    | 29 ft Concrete  |

**U 070 at M331+0.14**

**M331+0.14 on U 070**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 070 at M331+0.29**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M331+0.29 on U 070**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 68.11          | M331 +0.29                     | C   | J    | 2nd St South -- [R4]                               |               |            |                     |               |                      |       |                |                    |                 |
| 68.16          | +0.34                          | C   | MD   | 12 ft Painted Median                               |               |            |                     | 12            |                      | 0.05  |                |                    |                 |
| 68.23          | +0.41                          | C   | J    | 3rd St South -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M331 to M332</a>     | AC            | AC         | 4                   | 8             | 48                   | 8     | 1.50           | 20 May 2003        |                 |
| 68.31          | +0.49                          | C   | MD   | 12 ft Painted Median                               |               |            |                     | 12            |                      | 4.17  |                |                    |                 |
| 68.41          | +0.59                          | C   | CG   | Curb to Left                                       |               |            |                     |               |                      | 0.40  |                |                    |                 |
| 68.61          | +0.80                          | C   | J    | Alder Ln -- [B]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 68.70          | +0.88                          | C   | JB   | ECL Pima   |               |            |                     |               |                      |       |                |                    |                 |
| 69.73          | M332 +0.91                     | C   | J    | Norton Rd -- [B]                                   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M332 to M333</a>     | AC            | AC         | 4                   | 1             | 48                   | 8     | 0.18           | 20 May 2003        |                 |
| 69.77          | +0.95                          | C   | CG   | Curb to Left                                       |               |            |                     |               |                      | 0.14  |                |                    |                 |
| 69.91          | M333 +0.08                     | C   | UH   | <a href="#">Projects spanning M333 to M334</a>     | AC            | AC         | 4                   | 8             | 48                   | 8     | 2.38           | 20 May 2003        |                 |
| 70.22          | +0.39                          | C   | J    | Shiflet Ave -- [L]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 70.41          | +0.58                          | C   | CG   | Curb to Left                                       |               |            |                     |               |                      | 0.21  |                |                    |                 |
| 70.42          |                                | C   | J    | Central Rd -- [B]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 70.82          | +0.98                          | C   | J    | Local Rd -- [R4]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 71.21          | M334 +0.38                     | C   | J    | Webster Rd -- [B]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 71.94          | M335 +0.11                     | C   | UB   | WUB Safford/Thatcher                               |               |            |                     |               |                      |       |                |                    |                 |
| 72.17          | +0.35                          | C   | CG   | Curb to Right                                      |               |            |                     |               |                      | 0.01  |                |                    |                 |
| 72.19          | +0.36                          | C   | CG   | Curb to Left and Right, Sidewalk to Right          |               |            |                     |               |                      | 0.02  |                |                    |                 |
| 72.20          | +0.37                          | C   | CG   | Curb to Left and Right, Sidewalk to Left and Right |               |            |                     |               |                      | 0.24  |                |                    |                 |
| 72.30          | +0.47                          | C   | UH   | <a href="#">Projects spanning M335 to M336</a>     | AC            | AC         | 4                   | 8             | 48                   | 0     | 0.18           | 20 May 2003        |                 |
| 72.32          | +0.49                          | C   | J    | Main St (Thatcher)/Palmer Ln -- [R]                |               |            |                     |               |                      |       |                |                    |                 |
| 72.34          | +0.51                          | C   | JB   | WCL Thatcher Elev 2929                             |               |            |                     |               |                      |       |                |                    |                 |
| 72.45          | +0.62                          | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      | 3.79  |                |                    |                 |
| 72.47          | +0.64                          | C   | J    | Reay Ln -- [B]                                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M335 to M336</a>     | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.70           | 1997               |                 |
|                |                                | C   | MD   | 11 ft Painted Median                               |               |            |                     |               | 11                   |       | 0.19           |                    |                 |
| 72.71          | +0.88                          | C   | J    | Stadium Ave (Signalized) -- [B24]                  |               |            |                     |               |                      |       |                |                    |                 |
| 72.74          | +0.91                          | C   | MD   | 11 ft Painted Median                               |               |            |                     |               | 11                   |       | 0.55           |                    |                 |
| 73.17          | M336 +0.33                     | C   | UH   | <a href="#">Projects spanning M336 to M337</a>     | AC            | AC         | 4                   | 8             | 48                   | 1     | 0.01           | 1997               |                 |
| 73.18          | +0.34                          | C   | UH   |  | AC            | AC         | 4                   | 5             | 48                   | 1     | 0.02           | 1997               |                 |
| 73.20          | +0.36                          | C   | UH   |  | AC            | AC         | 4                   | 5             | 48                   | 2     | 0.10           | 89                 |                 |
| 73.30          | +0.45                          | C   | MD   | 12 ft Painted Median                               |               |            |                     |               | 12                   |       | 1.10           |                    |                 |
|                | +0.46                          | C   | UH   | <a href="#">Projects spanning M336 to M337</a>     | AC            | AC         | 4                   | 5             | 48                   | 4     | 1.51           | Nov 2002           |                 |
| 73.47          | +0.63                          | C   | J    | First Ave  |               |            |                     |               |                      |       |                |                    |                 |
| 74.40          | M337 +0.56                     | C   | J    | Wal-Mart Dr (Signalized) -- [B124]                 |               |            |                     |               |                      |       |                |                    |                 |
| 74.46          | +0.62                          | C   | MD   | 12 ft Painted Median                               |               |            |                     |               | 12                   |       | 0.34           |                    |                 |
| 74.72          | +0.87                          | C   | JB   | ECL Thatcher & WCL Safford Elev 2900               |               |            |                     |               |                      |       |                |                    |                 |

**U 070 at M337+0.87**

**M337+0.87 on U 070**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 070 at M337+0.96**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M337+0.96 on U 070**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 74.80          | M337 +0.96                     | C   | J    | 20th Ave (Signalized) -- [B1234]               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M337 to M338</a> | AC            | AC         | 4                   | 10            | 48                   | 0     | 0.06           |                    | Nov 2002        |
| 74.84          | +0.99                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.92           |                    |                 |
| 74.87          | M338 +0.02                     | C   | UH   | <a href="#">Projects spanning M338 to M339</a> | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.46           |                    | Nov 2002        |
| 75.32          | +0.47                          | C   | UH   |  | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.50           |                    | 1994            |
| 75.40          | +0.55                          | C   | J    | 11th Ave -- [R4]                               |               |            |                     |               |                      |       |                |                    |                 |
| 75.50          | +0.65                          | C   | J    | 10th Ave -- [R4]                               |               |            |                     |               |                      |       |                |                    |                 |
| 75.74          | +0.89                          | C   | J    | 7th Ave -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 75.81          | +0.96                          | C   | J    | 8th Ave - River Rd -- [B24]                    |               |            |                     |               |                      |       |                |                    |                 |
| 75.82          | +0.97                          | C   | J    | 6th Ave -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 75.83          |                                | C   | UH   | <a href="#">Projects spanning M338 to M339</a> | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.06           |                    | 27 Nov 2000     |
| 75.84          | M339 +0.00                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.14           |                    |                 |
| 75.89          | +0.05                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.92           |                    | 1994            |
|                |                                | C   | J    | 5th Ave -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 75.96          | +0.12                          | C   | J    | 4th Ave -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 76.03          | +0.19                          | C   | J    | 3rd Ave -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 76.07          | +0.23                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.19           |                    |                 |
| 76.09          | +0.25                          | C   | J    | 2nd Ave -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 76.29          | +0.45                          | C   | J    | U 191 South to I 010                           |               |            |                     |               |                      |       |                |                    |                 |
| 76.34          | +0.50                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.47           |                    |                 |
| 76.41          | +0.57                          | C   | J    | Gila Ave -- [R4]                               |               |            |                     |               |                      |       |                |                    |                 |
| 76.51          | +0.67                          | C   | J    | Main St -- [R4]                                |               |            |                     |               |                      |       |                |                    |                 |
| 76.69          | +0.85                          | C   | J    | Pine Ave -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 76.81          | +0.97                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.01           |                    | 89              |
|                |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      |       | 0.01           |                    |                 |
| 76.82          | +0.98                          | C   | UH   | <a href="#">Projects spanning M339 to M340</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.44           |                    | 1994            |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 1.37           |                    |                 |
| 76.90          | M340 +0.04                     | C   | J    | Hollywood Dr                                   |               |            |                     |               |                      |       |                |                    |                 |
| 77.10          | +0.24                          | C   | JB   | ECL Safford                                    |               |            |                     |               |                      |       |                |                    |                 |
| 77.89          | M341 +0.04                     | C   | SVP  | WB Paved                                       |               |            |                     |               |                      |       | 0.04           |                    |                 |
| 78.08          | +0.23                          | C   | J    | Montierth Rd -- [B2]                           |               |            |                     |               |                      |       |                |                    |                 |
| 78.22          | +0.37                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.35           |                    |                 |
| 78.26          | +0.41                          | C   | J    | Lone Star Ln Cutoff -- [R4]                    |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M341 to M342</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.39           |                    | 1994            |
| 78.56          | +0.71                          | C   | J    | Lone Star Ln                                   |               |            |                     |               |                      |       |                |                    |                 |
| 78.57          | +0.72                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 12            |                      |       | 0.05           |                    |                 |
| 78.65          | +0.80                          | C   | UH   | <a href="#">Projects spanning M341 to M342</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.24           |                    | 12 Jan 2001     |
| 78.85          | M342 +0.00                     | C   | VMS  | (WB) Variable Message Sign #116 (Proposed)     |               |            |                     |               |                      |       |                |                    |                 |
| 78.88          | +0.02                          | C   | UH   | <a href="#">Projects spanning M342 to M343</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.04           |                    | 12 Jan 2001     |

**U 070 at M342+0.02**

**M342+0.02 on U 070**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 070 at M342+0.06**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M342+0.06 on U 070**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 78.92          | M342 +0.06                     | C   | UH   | <a href="#">Projects spanning M342 to M343</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 4.08           | 12 Jan 2001        |                 |
| 79.23          | +0.37                          | C   | UB   | EUB Safford/Thatcher                           |               |            |                     |               |                      |       |                |                    |                 |
| 80.21          | M343 +0.36                     | C   | BR   | San Simon River                                |               |            |                     |               |                      |       |                | 1948               | 153 ft Concrete |
| 81.07          | M344 +0.22                     | C   | J    | Bowie Ave -- [B24]                             |               |            |                     |               |                      |       |                |                    |                 |
| 81.22          | +0.37                          | C   | J    | Upper Solomon Rd                               |               |            |                     |               |                      |       |                |                    |                 |
| 81.80          | +0.95                          | C   | J    | Clifton Ave -- [R4]                            |               |            |                     |               |                      |       |                |                    |                 |
| 81.86          | M345 +0.01                     | C   | MD   | Variable 0-12ft Painted Median                 |               |            |                     |               |                      | 0.09  |                |                    |                 |
| 83.01          | M346 +0.17                     | C   | UH   | <a href="#">Projects spanning M346 to M347</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.01           | 12 Jan 2001        |                 |
|                |                                | C   | UH   |  | AC            | AC         | 2                   | 15            | 30                   | 15    | 0.07           | 12 Jan 2001        |                 |
| 83.08          | +0.25                          | C   | UH   |  | AC            | AC         | 2                   | 15.5          | 30                   | 18    | 0.07           | 19 Aug 2002        |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.17           |                    |                 |
| 83.15          | +0.31                          | C   | UH   | <a href="#">Projects spanning M346 to M347</a> | AC            | AC         | 2                   | 15.5          | 30                   | 14    | 0.02           | 19 Aug 2002        |                 |
| 83.17          | +0.33                          | C   | UH   |  | AC            | AC         | 2                   | 15.5          | 36                   | 14    | 0.08           | 19 Aug 2002        |                 |
| 83.25          | +0.41                          | C   | UH   |  | AC            | AC         | 2                   | 15.5          | 24                   | 12.5  | 0.02           | 19 Aug 2002        |                 |
| 83.26          | +0.42                          | C   | J    | San Jose Rd -- [L23]                           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.01           |                    |                 |
| 83.27          | +0.43                          | C   | UH   | <a href="#">Projects spanning M346 to M347</a> | AC            | AC         | 2                   | 15.5          | 24                   | 11    | 0.07           | 19 Aug 2002        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.07           |                    |                 |
| 83.34          | +0.50                          | C   | UH   | <a href="#">Projects spanning M346 to M347</a> | AC            | AC         | 2                   | 15.5          | 24                   | 9.5   | 0.04           | 19 Aug 2002        |                 |
| 83.38          | +0.54                          | C   | UH   |  | AC            | AC         | 2                   | 8.5           | 24                   | 8     | 0.09           | 19 Aug 2002        |                 |
| 83.47          | +0.63                          | C   | UH   |  | AC            | AC         | 2                   | 6.5           | 24                   | 8     | 2.46           | 19 Aug 2002        |                 |
| 84.06          | M347 +0.19                     | C   | SVP  | WB Retired Inspection Station                  |               |            |                     |               |                      |       | 0.18           |                    |                 |
| 85.93          | M349 +0.07                     | C   | UH   | <a href="#">Projects spanning M349 to M350</a> | AC            | AC         | 2                   | 6.5           | 36                   | 8     | 0.07           | 19 Aug 2002        |                 |
| 86.00          | +0.14                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.02           | 19 Aug 2002        |                 |
| 86.02          | +0.15                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.16           | 19 Aug 2002        |                 |
| 86.18          | +0.31                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.18           | 19 Aug 2002        |                 |
|                | +0.32                          | C   | TI   | WB U 191 Y-ramp (on)                           |               |            |                     |               |                      |       |                |                    |                 |
| 86.34          | +0.47                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.10           |                    |                 |
|                | +0.48                          | C   | J    | U 191 North to Clifton -- [L2]                 |               |            |                     |               |                      |       |                |                    |                 |
| 86.36          | +0.49                          | C   | UH   | <a href="#">Projects spanning M349 to M350</a> | AC            | AC         | 2                   | 8             | 24                   | 6.5   | 0.21           | 19 Aug 2002        |                 |
| 86.56          | +0.70                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 6.19           | 19 Aug 2002        |                 |
| 92.76          | M355 +0.89                     | C   | UH   | <a href="#">Projects spanning M355 to M356</a> | AC            | AC         | 2                   | 6             | 24                   | 6     | 1.97           | 19 Aug 2002        |                 |
| 94.67          | M357 +0.81                     | C   | BR   | Slick Rock Wash                                |               |            |                     |               |                      |       |                | 1938               | 151 ft Concrete |
| 94.72          | +0.87                          | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 7.87           | 19 Aug 2002        |                 |
| 100.43         | M363 +0.56                     | C   | BR   | Shoat Tank Wash                                |               |            |                     |               |                      |       |                | 1938               | 126 ft Concrete |
| 102.60         | M365 +0.73                     | C   | UH   | <a href="#">Projects spanning M365 to M366</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.23           | 19 Aug 2002        |                 |
| 103.41         | M366 +0.54                     | C   | JB   | Greenlee County                                |               |            |                     |               |                      |       |                |                    |                 |
| 103.83         | +0.96                          | C   | UH   | <a href="#">Projects spanning M366 to M367</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 7.75           | 16 Nov 2004        |                 |
| 105.08         | M368 +0.22                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |

**U 070 at M368+0.22**

**M368+0.22 on U 070**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 070 at M368+0.33**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M368+0.33 on U 070**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 105.19         | M368 +0.33                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 105.81         | M369 +0.00                     | C   | EQ   | MP 368+0.95 Back Equals MP 369+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 106.78         | M370                           | C   | EQ   | MP 369+0.97 Back Equals MP 370+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 107.86         | M371                           | C   | EQ   | MP 370+1.07 Back Equals MP 371+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 108.85         | +0.99                          | C   | J    | Sanders Rd -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 108.88         | M372 +0.00                     | C   | EQ   | MP 371+1.02 Back Equals MP 372+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 110.86         | M374                           | C   | EQ   | MP 373+0.95 Back Equals MP 374+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 111.58         | +0.72                          | C   | UH   | <a href="#">Projects spanning M374 to M375</a> | AC            | AC         | 2                   | 6.5           | 24                   | 6.5   | 0.19           | 16 Nov 2004        |                 |
| 111.77         | +0.90                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 3.32           | 16 Nov 2004        |                 |
| 111.85         | M375 +0.00                     | C   | EQ   | MP 374+0.99 Back Equals MP 375+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 112.83         | +0.97                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 113.31         | M376 +0.45                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 113.42         | +0.56                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 113.51         | +0.65                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 113.81         | +0.95                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 113.90         | M377 +0.05                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 114.19         | +0.34                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 114.37         | +0.52                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 114.87         | M378 +0.00                     | C   | EQ   | MP 377+1.03 Back Equals MP 378+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 114.88         | +0.01                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 114.90         | +0.03                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 115.02         | +0.15                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 115.04         | +0.17                          | C   | JB   | WCL Duncan Elev 3535                           |               |            |                     |               |                      |       |                |                    |                 |
| 115.08         | +0.21                          | C   | UH   | <a href="#">Projects spanning M378 to M379</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.21           | 16 Nov 2004        |                 |
| 115.17         | +0.30                          | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 0.15           |                    |                 |
| 115.30         | +0.43                          | C   | UH   | <a href="#">Projects spanning M378 to M379</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 6.82           | 03 Feb 1999        |                 |
| 115.32         | +0.45                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.23           |                    |                 |
| 115.34         | +0.47                          | C   | J    | Wilson St                                      |               |            |                     |               |                      |       |                |                    |                 |
| 115.55         | +0.68                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.41           |                    |                 |
| 115.77         | +0.90                          | C   | J    | S 075 N to Clifton                             |               |            |                     |               |                      |       |                |                    |                 |
| 115.96         | M379 +0.09                     | C   | RA   | Town of Duncan Rest Area Right                 | Unk           | Unk        | 2                   | 0             | 24                   | 0     | 0.03           |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.68           |                    |                 |
| 116.08         | +0.21                          | C   | MD   | Variable 0-12ft Painted Median                 |               |            |                     |               |                      |       | 0.03           |                    |                 |
| 116.68         | +0.81                          | C   | J    | 7th St   |               |            |                     |               |                      |       |                |                    |                 |
| 116.95         | M380 +0.14                     | C   | JB   | ECL Duncan                                     |               |            |                     |               |                      |       |                |                    |                 |
| 118.80         | M381 +0.93                     | C   | BR   | Railroad Wash                                  |               |            |                     |               |                      |       |                | 1965               | 86 ft Concrete  |
| 121.85         | M385 +0.00                     | C   | VMS  | (WB) Variable Message Sign #30 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 121.86         | +0.01                          | C   | BR   | RCB  |               |            |                     |               |                      |       |                | 1993               | 48 ft Concrete  |

**U 070 at M385+0.01**

**M385+0.01 on U 070**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 070 at M385+0.25**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M385+0.25 on U 070**

| GIS<br>Route<br>Mile                      | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type               | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles       | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance    |  |
|---|--------------------------------------|-----|------|-------------------------------|------------------|---------------|---------------------------|------------------|----------------------------|-------------|----------------|-----------------------|-----------------------|--|
| 122.10                                    | M385 +0.25                           | C   | J    | End U 070 at AZ/NM State Line |                  |               |                           |                  |                            |             |                |                       |                       |  |
| <b>Cardinal Mainline Averages/Totals:</b> |                                      |     |      |                               |                  |               | <b>265.80</b>             | <b>6.25</b>      | <b>26.19</b>               | <b>6.20</b> | <b>122.14</b>  | <b>1999.9</b>         | 12.93 Miles of Median |  |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 089 at M418+0.58**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M418+0.58 on U 089**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>U 089 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M418 +0.58                     | C   | J    | Begin U 089 at SB040(4)                            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Flagstaff Urbanized Area                    |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Flagstaff Elev 6905, Coconino County        |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | AC   | AC            | 2          | 1                   | 24            | 8                    | 0.32  | Sep 2002       |                    |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median                    |               |            |                     |               |                      |       |                |                    |                 |
| 0.22   | +0.80                          | C   | CG   | Curb to Left                                       |               |            |                     |               |                      |       |                |                    |                 |
| 0.32   | +0.89                          | C   | NB   | AC   | AC            | 3          | 1                   | 36            | 1                    | 0.21  | Sep 2002       |                    |                 |
|  |                                | C   | TI   | (EB) SB040(4) NB(on)                               |               |            |                     |               |                      |       |                |                    |                 |
| 0.39   | +0.97                          | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       |                |                    |                 |
| 0.43   | M419 +0.00                     | A   | J    | Cummings St -- [L2]                                |               |            |                     |               |                      |       |                |                    |                 |
| 0.52   | +0.11                          | A   | J    | Mall Entrance (Signalized) -- [B24]                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | X    | U 089 Transferred to City of Flagstaff in Jan 2005 |               |            |                     |               |                      |       |                |                    |                 |
| 1.79   | +1.37                          | C   | JB   | NCL Flagstaff                                      |               |            |                     |               |                      |       |                |                    |                 |
| 1.80   | M420 +0.38                     | C   | J    | Continue U 089 Near Trailsend Dr                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC   | MBH           | 4          | 0                   | 52            | 0                    | 0.04  | 04 Nov 2004    |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb and Sidewalk to Left and Right                |               |            |                     |               |                      |       |                |                    |                 |
| 1.83   | +0.41                          | C   | UH   | AC   | AC            | 4          | 0                   | 52            | 0                    | 0.19  | 04 Nov 2004    |                    |                 |
| 2.03   | +0.61                          | C   | UH   | AC   | AC            | 4          | 0                   | 58            | 0                    | 0.02  | 04 Nov 2004    |                    |                 |
| 2.04   | +0.62                          | C   | J    | Local Rd -- [R1]                                   |               |            |                     |               |                      |       |                |                    |                 |
| 2.05   | +0.63                          | C   | UH   | AC   | AC            | 4          | 0                   | 52            | 0                    | 0.61  | 04 Nov 2004    |                    |                 |
| 2.30   | +0.88                          | C   | J    | Leupp Rd -- [R14]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 2.36   | +0.93                          | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 2.40   | +0.98                          | C   | J    | Townsend Rd/Winona Rd                              |               |            |                     |               |                      |       |                |                    |                 |
| 2.66   | M421 +0.10                     | C   | UH   | AC   | AC            | 4          | 5                   | 52            | 5                    | 4.72  | 1996           |                    |                 |
| 3.21   | +0.64                          | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 3.40   | +0.84                          | C   | J    | Burris Ln -- [R4]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 4.34   | M422 +0.76                     | C   | J    | Silver Saddle Rd -- [B124]                         |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | NUB Flagstaff                                      |               |            |                     |               |                      |       |                |                    |                 |
| 4.39   | +0.81                          | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 4.57   | +0.99                          | C   | J    | Silver Saddle Rd/Koch Field -- [R14]               |               |            |                     |               |                      |       |                |                    |                 |
| 5.39   | M423 +0.80                     | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 5.60   | M424 +0.04                     | C   | J    | Land Fill Rd -- [R14]                              |               |            |                     |               |                      |       |                |                    |                 |
| 6.59   | M425 +0.00                     | C   | J    | Campbell Ave -- [B24]                              |               |            |                     |               |                      |       |                |                    |                 |
| 6.63   | +0.04                          | C   | MD   | 12 ft Painted Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 7.38   | +0.79                          | C   | UH   | AC   | AC            | 4          | 8                   | 48            | 8                    | 0.21  | Oct 2000       |                    |                 |
| 7.59   | M426 +0.00                     | C   | UH   | AC   | AC            | 4          | 8                   | 48            | 8                    | 1.94  | Oct 2000       |                    |                 |

**U 089 at M426+0.00**

**M426+0.00 on U 089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 089 at M427+0.93**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M427+0.93 on U 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 9.52           | M427 +0.93                     | C   | UH   | <a href="#">Projects spanning M427 to M428</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.19           | Jun 2001           |                 |
| 9.54           | +0.94                          | C   | J    | Lexon Rd -- [L2]                               |               |            |                     |               |                      |       |                |                    |                 |
| 9.71           | M428 +0.13                     | C   | NB   | <a href="#">Projects spanning M428 to M429</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.86           | Jun 2001           |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 13.94          |                    |                 |
| 12.02          | M430 +0.43                     | A   | J    | Sunset Crater Rd -- [B124]                     |               |            |                     |               |                      |       |                |                    |                 |
| 13.32          | M431 +0.80                     | A   | J    | Median Crossover -- [U]                        |               |            |                     |               |                      |       |                |                    |                 |
| 14.37          | M432                           | A   | J    | Median Crossover -- [U]                        |               |            |                     |               |                      |       |                |                    |                 |
| 15.57          | M434 +0.00                     | C   | NB   | <a href="#">Projects spanning M434 to M435</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 8.08           | 1999               |                 |
| 15.96          | +0.39                          | A   | J    | Deadman Flat Rd -- [B24]                       |               |            |                     |               |                      |       |                |                    |                 |
| 17.32          | M435 +0.76                     | A   | J    | Median Cross-Over -- [U]                       |               |            |                     |               |                      |       |                |                    |                 |
| 18.26          | M436 +0.75                     | A   | J    | Road to Sacred Mountain -- [B24]               |               |            |                     |               |                      |       |                |                    |                 |
| 21.49          | M439 +0.93                     | A   | J    | Median Cross-Over (unpaved) -- [U]             |               |            |                     |               |                      |       |                |                    |                 |
| 23.65          | M442 +0.09                     | C   | UH   | <a href="#">Projects spanning M442 to M443</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.36           | 1999               |                 |
| 23.88          | +0.32                          | C   | JB   | Leave Coconino NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 24.01          | +0.46                          | C   | UH   | <a href="#">Projects spanning M442 to M443</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.59           | 92                 |                 |
| 24.60          | M443 +0.03                     | C   | UH   | <a href="#">Projects spanning M443 to M444</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.31           | 92                 |                 |
| 24.63          | +0.06                          | C   | JB   | Enter Wupatki NM                               |               |            |                     |               |                      |       |                |                    |                 |
| 25.91          | M444 +0.34                     | C   | UH   | <a href="#">Projects spanning M444 to M445</a> | AC            | AC         | 4                   | 8             | 48                   | 8     | 0.87           | 92                 |                 |
| 26.42          | +0.85                          | C   | J    | Wupatki Monument Rd                            |               |            |                     |               |                      |       |                |                    |                 |
| 26.78          | M445 +0.22                     | C   | UH   | <a href="#">Projects spanning M445 to M446</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.73           | 92                 |                 |
| 26.93          | +0.36                          | C   | JB   | Leave Wupatki NM                               |               |            |                     |               |                      |       |                |                    |                 |
| 29.52          | M447 +0.95                     | C   | UH   | <a href="#">Projects spanning M447 to M448</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.05           | 92                 |                 |
| 29.56          | M448 +0.00                     | C   | UH   | <a href="#">Projects spanning M448 to M449</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.13           | 92                 |                 |
| 29.70          | +0.13                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 42                   | 8     | 0.09           | 92                 |                 |
| 29.79          | +0.22                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 48                   | 8     | 0.72           | 92                 |                 |
| 30.50          | +0.93                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 42                   | 8     | 0.10           | 92                 |                 |
| 30.60          | M449 +0.05                     | C   | UH   | <a href="#">Projects spanning M449 to M450</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.07           | 92                 |                 |
| 30.67          | +0.12                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.08           | 92                 |                 |
| 30.75          | +0.20                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.40           | 92                 |                 |
| 31.15          | +0.59                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.11           | 92                 |                 |
| 31.26          | +0.71                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.06           | 92                 |                 |
| 31.32          | +0.76                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 42                   | 8     | 0.11           | 92                 |                 |
| 31.43          | +0.87                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 48                   | 8     | 0.57           | 92                 |                 |
| 32.00          | M450 +0.44                     | C   | UH   | <a href="#">Projects spanning M450 to M451</a> | AC            | AC         | 2                   | 8             | 42                   | 8     | 0.13           | 92                 |                 |
| 32.13          | +0.57                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.04           | 92                 |                 |
| 32.17          | +0.61                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.08           | 92                 |                 |
| 32.25          | +0.69                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 4.23           | 92                 |                 |
| 36.48          | M454 +0.91                     | C   | UH   | <a href="#">Projects spanning M454 to M455</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.05           | 92                 |                 |
| 36.53          | +0.96                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.12           | 92                 |                 |

**U 089 at M454+0.96**

**M454+0.96 on U 089**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 089 at M455+0.08**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M455+0.08 on U 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 36.65          | M455+0.08                      | C   | UH   | <a href="#">Projects spanning M455 to M456</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.90           | 92                 |                 |
| 38.55          | M457+0.00                      | C   | UH   | <a href="#">Projects spanning M457 to M458</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.34           | 31 Oct 2003        |                 |
| 38.66          | +0.11                          | C   | J    | Gray Mountain Trading Post Elev 5032           |               |            |                     |               |                      |       |                |                    |                 |
| 38.89          | +0.34                          | C   | UH   | <a href="#">Projects spanning M457 to M458</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.20           | 31 Oct 2003        |                 |
| 39.09          | +0.54                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 1.93           | 31 Oct 2003        |                 |
| 39.52          | +0.96                          | C   | JB   | Enter Navajo IR                                |               |            |                     |               |                      |       |                |                    |                 |
| 41.02          | M459+0.46                      | C   | UH   | <a href="#">Projects spanning M459 to M460</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.08           | 31 Oct 2003        |                 |
| 41.11          | +0.55                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.03           | 31 Oct 2003        |                 |
| 42.14          | M460+0.58                      | C   | UH   | <a href="#">Projects spanning M460 to M461</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.07           | 31 Oct 2003        |                 |
| 42.21          | +0.66                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 1.08           | 31 Oct 2003        |                 |
| 43.29          | M461+0.73                      | C   | UH   | <a href="#">Projects spanning M461 to M462</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.28           | 31 Oct 2003        |                 |
| 43.57          | M462+0.01                      | C   | UH   | <a href="#">Projects spanning M462 to M463</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.54           | 31 Oct 2003        |                 |
| 45.10          | M463+0.54                      | C   | UH   | <a href="#">Projects spanning M463 to M464</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.92           | 31 Oct 2003        |                 |
| 46.02          | M464+0.47                      | C   | UH   | <a href="#">Projects spanning M464 to M465</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.01           | 31 Oct 2003        |                 |
| 46.55          | M465+0.00                      | C   | VMS  | (NB) Variable Message Sign #60 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 46.76          | +0.21                          | C   | J    | S 064 W to Grand Canyon                        |               |            |                     |               |                      |       |                |                    |                 |
| 48.04          | M466+0.48                      | C   | UH   | <a href="#">Projects spanning M466 to M467</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.13           | 31 Oct 2003        |                 |
| 48.17          | +0.62                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.15           | 31 Oct 2003        |                 |
| 48.31          | +0.76                          | C   | J    | ST089 N -- [B23]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M466 to M467</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.27           | 31 Oct 2003        |                 |
| 48.36          | +0.81                          | C   | X    | Cameron (Unincorporated) Elev 4201             |               |            |                     |               |                      |       |                |                    |                 |
| 48.48          | +0.93                          | C   | BR   | Little Colorado River                          |               |            |                     |               |                      |       |                | 1958               | 714 ft Steel    |
| 48.58          | M467+0.00                      | C   | UH   | <a href="#">Projects spanning M467 to M468</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.05           | May 2001           |                 |
| 48.63          | +0.05                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.50           | May 2001           |                 |
| 48.93          | +0.34                          | C   | J    | ST089 S -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 49.13          | +0.55                          | C   | UH   | <a href="#">Projects spanning M467 to M468</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.81           | May 2001           |                 |
| 49.94          | M468+0.40                      | C   | UH   | <a href="#">Projects spanning M468 to M469</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.11           | 20 Oct 2005        |                 |
| 50.04          | +0.50                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 20 Oct 2005        |                 |
| 50.05          | +0.51                          | C   | UH   | <a href="#">Projects spanning M468 to M469</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.95           | 20 Oct 2005        |                 |
| 50.20          | +0.66                          | C   | BR   | Old Flat Wash                                  |               |            |                     |               |                      |       |                |                    | 44 ft Unknown   |
| 50.31          | +0.77                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 20 Oct 2005        |                 |
| 51.00          | M469+0.46                      | C   | UH   | <a href="#">Projects spanning M469 to M470</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.18           | 20 Oct 2005        |                 |
| 51.18          | +0.64                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 1.14           | 20 Oct 2005        |                 |
| 52.09          | M470+0.54                      | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 20 Oct 2005        |                 |
| 52.32          | +0.77                          | C   | UH   | <a href="#">Projects spanning M470 to M471</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.02           | 20 Oct 2005        |                 |
| 52.34          | +0.79                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.13           | May 2001           |                 |
| 52.47          | +0.92                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.53           | May 2001           |                 |
| 52.92          | M471+0.37                      | C   | BR   | Five Mile Wash                                 |               |            |                     |               |                      |       |                | 1962               | 164 ft Concrete |
| 53.00          | +0.46                          | C   | UH   | <a href="#">Projects spanning M471 to M472</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.13           | May 2001           |                 |

**U 089 at M471+0.46**

**M471+0.46 on U 089**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 089 at M471+0.58**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M471+0.58 on U 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 53.13          | M471 +0.58                     | C   | UH   | <a href="#">Projects spanning M471 to M472</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.73           | May 2001           |                 |
| 53.86          | M472 +0.32                     | C   | UH   | <a href="#">Projects spanning M472 to M473</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.26           | May 2001           |                 |
| 54.12          | +0.58                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.68           | May 2001           |                 |
| 55.80          | M474 +0.27                     | C   | UH   | <a href="#">Projects spanning M474 to M475</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.21           | May 2001           |                 |
| 56.01          | +0.47                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.92           | May 2001           |                 |
| 56.93          | M475 +0.41                     | C   | UH   | <a href="#">Projects spanning M475 to M476</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.07           | May 2001           |                 |
| 57.00          | +0.47                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.77           | May 2001           |                 |
| 57.84          | M476 +0.31                     | C   | BR   | Unknown Wash                                   |               |            |                     |               |                      |       |                | 1960               | 141 ft Concrete |
| 58.67          | M477 +0.14                     | C   | BR   | Moenkopi Wash                                  |               |            |                     |               |                      |       |                | 1998               | 192 ft Concrete |
| 58.77          | +0.24                          | C   | UH   | <a href="#">Projects spanning M477 to M478</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.15           | May 2001           |                 |
| 58.92          | +0.40                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.87           | May 2001           |                 |
| 59.80          | M478 +0.26                     | C   | UH   | <a href="#">Projects spanning M478 to M479</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.30           | May 2001           |                 |
| 60.09          | +0.56                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.59           | May 2001           |                 |
| 60.69          | M479 +0.14                     | C   | UH   | <a href="#">Projects spanning M479 to M480</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 1.04           | May 2001           |                 |
| 61.73          | M480 +0.21                     | C   | UH   | <a href="#">Projects spanning M480 to M481</a> | AC            | MBH        | 2                   | 8             | 36                   | 8     | 0.03           | 76                 |                 |
| 61.76          | +0.23                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 1.77           | 76                 |                 |
| 62.11          | +0.59                          | C   | MD   | Variable 0-12-0 ft Painted Median              |               |            |                     |               | 6                    |       | 0.21           |                    |                 |
| 62.32          | +0.80                          | C   | J    | U 160 East                                     |               |            |                     |               |                      |       |                |                    |                 |
| 63.50          | M481 +0.97                     | C   | BR   | Hamblin Wash                                   |               |            |                     |               |                      |       |                | 1960               | 111 ft Concrete |
| 63.52          | M482 +0.00                     | C   | UH   | <a href="#">Projects spanning M482 to M483</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 3.07           | 85                 |                 |
| 66.59          | M485                           | C   | UH   | <a href="#">Projects spanning M485 to M486</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 6.12           | 10 Nov 2000        |                 |
|                |                                | C   | VMS  | (SB) Variable Message Sign #99 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 70.71          | M489                           | C   | EQ   | MP 488+1.02 Back Equals MP 489+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                 |
| 72.72          | M491 +0.61                     | C   | UH   | <a href="#">Projects spanning M491 to M492</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.18           | 10 Nov 2000        |                 |
| 72.90          | +0.80                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 1.09           | 10 Nov 2000        |                 |
| 73.99          | M492 +0.88                     | C   | UH   | <a href="#">Projects spanning M492 to M493</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.12           | 10 Nov 2000        |                 |
| 74.11          | M493 +0.01                     | C   | UH   | <a href="#">Projects spanning M493 to M494</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.01           | 10 Nov 2000        |                 |
| 74.12          | +0.02                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.12           | 10 Nov 2000        |                 |
| 74.24          | +0.14                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.01           | 10 Nov 2000        |                 |
| 74.25          | +0.15                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.97           | 10 Nov 2000        |                 |
| 75.22          | M494 +0.12                     | C   | UH   | <a href="#">Projects spanning M494 to M495</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.27           | 10 Nov 2000        |                 |
| 75.49          | +0.39                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.61           | 10 Nov 2000        |                 |
| 76.10          | M495 +0.00                     | C   | UH   | <a href="#">Projects spanning M495 to M496</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 8.92           | 85                 |                 |
| 79.13          | M498 +0.02                     | C   | J    | Old Rd to Kaibito Gap Elev 5294                |               |            |                     |               |                      |       |                |                    |                 |
| 85.02          | M503 +0.89                     | C   | UH   | <a href="#">Projects spanning M503 to M504</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.45           | 1997               |                 |
| 86.48          | M505 +0.36                     | C   | UH   | <a href="#">Projects spanning M505 to M506</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.27           | 1997               |                 |
| 86.75          | +0.63                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 1.46           | 1997               |                 |
| 88.21          | M507 +0.09                     | C   | UH   | <a href="#">Projects spanning M507 to M508</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.15           | 1997               |                 |
| 88.36          | +0.24                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.69           | 1997               |                 |

**U 089 at M507+0.24**

**M507+0.24 on U 089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 089 at M508+0.93**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M508+0.93 on U 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |   |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 90.05          | M508+0.93                      | C   | UH   | <a href="#">Projects spanning M508 to M509</a>  | AC            | AC         | 2          | 8             | 30                   | 8     | 0.26           | 1997               |                 |
| 90.31          | M509+0.19                      | C   | UH   | <a href="#">Projects spanning M509 to M510</a>  | AC            | AC         | 2          | 8             | 36                   | 8     | 0.91           | 1997               |                 |
| 91.21          | M510+0.10                      | C   | UH   | <a href="#">Projects spanning M510 to M511</a>  | AC            | MBH        | 2          | 8             | 36                   | 8     | 0.46           | 77                 |                 |
| 91.67          | +0.56                          | C   | UH   |   | AC            | MBH        | 2          | 8             | 30                   | 8     | 0.07           | 77                 |                 |
| 91.75          | +0.64                          | C   | UH   |   | AC            | MBH        | 2          | 8             | 36                   | 8     | 0.11           | 77                 |                 |
| 91.85          | +0.74                          | C   | UH   |   | AC            | MBH        | 2          | 8             | 30                   | 8     | 0.47           | 77                 |                 |
| 92.32          | M511+0.21                      | C   | UH   | <a href="#">Projects spanning M511 to M512</a>  | AC            | MBH        | 2          | 8             | 36                   | 8     | 0.66           | 77                 |                 |
| 92.98          | +0.88                          | C   | UH   |   | AC            | MBH        | 2          | 8             | 36                   | 8     | 0.31           | 80                 |                 |
| 93.29          | M512+0.18                      | C   | UH   | <a href="#">Projects spanning M512 to M513</a>  | AC            | MBH        | 2          | 8             | 30                   | 8     | 0.32           | 80                 |                 |
| 93.61          | +0.50                          | C   | UH   |   | AC            | MBH        | 2          | 8             | 24                   | 8     | 4.91           | 80                 |                 |
| 98.52          | M517+0.40                      | C   | UH   | <a href="#">Projects spanning M517 to M518</a>  | AC            | AC         | 2          | 8             | 24                   | 8     | 2.10           | Sep 2000           |                 |
| 100.62         | M519+0.55                      | C   | UH   | <a href="#">Projects spanning M519 to M520</a>  | AC            | AC         | 2          | 8             | 30                   | 8     | 0.32           | Sep 2000           |                 |
| 100.94         | +0.87                          | C   | UH   |   | AC            | AC         | 2          | 8             | 36                   | 8     | 1.29           | Sep 2000           |                 |
| 102.23         | M521+0.15                      | C   | UH   | <a href="#">Projects spanning M521 to M522</a>  | AC            | AC         | 2          | 8             | 30                   | 8     | 0.11           | Sep 2000           |                 |
| 102.34         | +0.27                          | C   | UH   |   | AC            | AC         | 2          | 8             | 24                   | 8     | 2.37           | Sep 2000           |                 |
| 102.68         | +0.60                          | C   | BR   | Tanner Wash                                     |               |            |            |               |                      |       |                | 1980               | 195 ft Concrete |
| 104.71         | M523+0.59                      | C   | MD   | 12 ft Painted Median                            |               |            |            |               | 12                   |       | 0.25           |                    |                 |
|                | +0.60                          | C   | UH   | <a href="#">Projects spanning M523 to M524</a>  | AC            | MBH        | 2          | 8             | 24                   | 8     | 0.25           | 80                 |                 |
| 104.96         | +0.85                          | C   | UH   |   | AC            | AC         | 2          | 8             | 24                   | 8     | 0.52           | 1993               |                 |
| 105.04         | +0.92                          | C   | MD   | 12 ft Painted Median                            |               |            |            |               | 12                   |       | 0.06           |                    |                 |
| 105.12         | M524+0.00                      | C   | TR   | SB Truck Escape Ramp                            | Unk           | Gravel     | 1          |               | 12                   |       | 0.26           | 1993               |                 |
| 105.13         | +0.01                          | C   | J    | UA089 to Bitter Springs and Jacob Lake -- [L23] |               |            |            |               |                      |       |                |                    |                 |
| 105.48         | +0.36                          | C   | UH   | <a href="#">Projects spanning M524 to M525</a>  | MBL           | MBH        | 2          | 5             | 24                   | 5     | 0.38           | 57                 |                 |
| 105.86         | +0.74                          | C   | UH   |   | MBL           | MBH        | 2          | 5             | 30                   | 5     | 0.06           | 57                 |                 |
| 105.92         | +0.79                          | C   | UH   |   | MBL           | MBH        | 2          | 5             | 36                   | 5     | 0.20           | 57                 |                 |
| 105.99         | M525+0.00                      | C   | EQ   | MP 524+0.87 Back Equals MP 525+0.00 Ahead       |               |            |            |               |                      |       |                |                    |                 |
| 106.12         | +0.13                          | C   | UH   | <a href="#">Projects spanning M525 to M526</a>  | MBL           | Unk        | 3          | 0             | 48                   | 0     | 2.92           | 57                 |                 |
| 109.04         | M528+0.11                      | C   | UH   | <a href="#">Projects spanning M528 to M529</a>  | MBL           | Unk        | 3          | 0             | 42                   | 0     | 0.24           | 57                 |                 |
| 109.28         | +0.35                          | C   | UH   |   | MBL           | Unk        | 3          | 0             | 36                   | 0     | 0.09           | 57                 |                 |
| 109.37         | +0.44                          | C   | UH   |   | MBL           | MBH        | 2          | 5             | 24                   | 5     | 1.59           | 57                 |                 |
| 110.96         | M530+0.03                      | C   | UH   | <a href="#">Projects spanning M530 to M531</a>  | MBL           | MBH        | 2          | 5             | 36                   | 5     | 0.08           | 57                 |                 |
| 111.04         | +0.10                          | C   | UH   |   | MBL           | MBH        | 2          | 5             | 30                   | 5     | 0.07           | 57                 |                 |
| 111.11         | +0.17                          | C   | UH   |   | MBL           | MBH        | 2          | 5             | 24                   | 5     | 1.39           | 57                 |                 |
| 112.49         | M531+0.55                      | C   | UH   | <a href="#">Projects spanning M531 to M532</a>  | AC            | AC         | 2          | 5             | 24                   | 5     | 7.04           | 1993               |                 |
| 118.55         | M537+0.62                      | C   | RA   | Parking Area for Historic Site Right            | Unk           | Unk        | 2          | 0             | 24                   | 0     | 0.05           |                    |                 |
| 118.56         | +0.63                          | C   | X    | Historic Site And Interpretation Center         |               |            |            |               |                      |       |                |                    |                 |
| 119.53         | M538+0.58                      | C   | UH   | <a href="#">Projects spanning M538 to M539</a>  | AC            | AC         | 2          | 5             | 36                   | 5     | 1.07           | May 2001           |                 |
| 120.60         | M539+0.65                      | C   | UH   | <a href="#">Projects spanning M539 to M540</a>  | AC            | AC         | 2          | 5             | 24                   | 5     | 5.13           | May 2001           |                 |
| 125.55         | M544+0.64                      | C   | JB   | Leave Navajo IR, SCL Page                       |               |            |            |               |                      |       |                |                    |                 |

**U 089 at M544+0.64**

**M544+0.64 on U 089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 089 at M544+0.83**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M544+0.83 on U 089**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 125.74         | M544 +0.83                     | C   | UH   | <a href="#">Projects spanning M544 to M545</a> | AC            | AC         | 2                   | 5             | 36                   | 5     | 1.07           |                    | May 2001        |
| 126.81         | M545 +0.87                     | C   | UH   | <a href="#">Projects spanning M545 to M546</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.14           |                    | May 2001        |
| 126.95         | M546 +0.02                     | C   | UH   | <a href="#">Projects spanning M546 to M547</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.92           |                    | 1993            |
| 127.13         | +0.20                          | C   | J    | S 098 to Kaibito -- [R14]                      |               |            |                     |               |                      |       |                |                    |                 |
| 127.86         | +0.93                          | C   | UH   | <a href="#">Projects spanning M546 to M547</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.60           |                    | 1993            |
| 127.87         | +0.94                          | C   | UB   | SUB Page                                       |               |            |                     |               |                      |       |                |                    |                 |
| 128.01         | M547 +0.07                     | C   | J    | Wye Leg to South Loop to Page                  |               |            |                     |               |                      |       |                |                    |                 |
| 128.16         | +0.22                          | C   | J    | Lake Powell Blvd South Loop to Page -- [B1234] |               |            |                     |               |                      |       |                |                    |                 |
| 128.46         | +0.52                          | C   | UH   | <a href="#">Projects spanning M547 to M548</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 2.17           |                    | 1993            |
| 129.46         | M548 +0.51                     | C   | J    | Lake Powell Blvd                               |               |            |                     |               |                      |       |                |                    |                 |
| 129.49         | +0.55                          | C   | TI   | NB Lake Powell Blvd (on)                       | AC            | MBH        | 1                   | 2             | 12                   | 8     | 0.07           |                    | 1972            |
| 129.92         | +0.98                          | C   | JB   | NCL Page, Enter Glen Canyon NRA                |               |            |                     |               |                      |       |                |                    |                 |
|                | M549 +0.00                     | C   | J    | Road to Wahweap Visitor Center                 |               |            |                     |               |                      |       |                |                    |                 |
| 129.93         | +0.01                          | C   | UB   | NUB Page                                       |               |            |                     |               |                      |       |                |                    |                 |
| 130.54         | +0.61                          | C   | BR   | Colorado River                                 |               |            |                     |               |                      |       |                | 1958               | 1271 ft Steel   |
| 130.63         | +0.71                          | C   | UH   | <a href="#">Projects spanning M549 to M550</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.78           |                    | 61              |
| 131.42         | M550 +0.48                     | C   | UH   | <a href="#">Projects spanning M550 to M551</a> | AC            | MBH        | 2                   | 5             | 36                   | 5     | 0.08           |                    | 61              |
| 131.50         | +0.55                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 30                   | 5     | 0.07           |                    | 61              |
| 131.56         | +0.62                          | C   | UH   |  | AC            | MBH        | 4                   | 8             | 54                   | 8     | 0.02           |                    | 91              |
| 131.59         | +0.64                          | C   | UH   |  | AC            | MBH        | 4                   | 8             | 48                   | 8     | 0.07           |                    | 91              |
| 131.65         | +0.71                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.49           |                    | 61              |
| 132.13         | M551 +0.20                     | C   | IS   | Inspection Station Left (on)                   | Unk           | Unk        | 1                   |               | 12                   |       | 0.25           |                    |                 |
| 132.14         | +0.21                          | C   | UH   | <a href="#">Projects spanning M551 to M552</a> | AC            | MBH        | 2                   | 5             | 36                   | 5     | 0.01           |                    | 61              |
| 132.15         | +0.22                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 48                   | 5     | 0.02           |                    | 61              |
| 132.17         | +0.24                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 51                   | 5     | 0.10           |                    | 61              |
| 132.27         | +0.34                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 36                   | 5     | 0.03           |                    | 61              |
| 132.30         | +0.37                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 24                   | 5     | 2.61           |                    | 61              |
| 132.36         | +0.43                          | C   | IS   | Inspection Station Left (off)                  |               |            |                     |               |                      |       |                |                    |                 |
| 134.90         | M553 +0.98                     | C   | UH   | <a href="#">Projects spanning M553 to M554</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.15           |                    | 91              |
| 135.05         | M554 +0.12                     | C   | UH   | <a href="#">Projects spanning M554 to M555</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 2.72           |                    | 61              |
| 135.93         | M555 +0.00                     | C   | VMS  | (SB) Variable Message Sign #62 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 137.77         | M556 +0.99                     | C   | J    | End U 089 at AZ/UT Line                        |               |            |                     |               |                      |       |                |                    |                 |

**U 089 at M556+0.99**

**M556+0.99 on U 089**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 089 at M418+0.23**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M418+0.23 on U 089**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance       |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|------------------------|----------------------|-------------|----------------|--------------------|-----------------------|
| <b>U 089 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |            |                     |                        |                      |             |                |                    |                       |
| 0.00  | M418 +0.23                     | N   | SB   | <a href="#">Projects spanning M418 to M419</a>            | AC            | AC         | 2                   | 10                     | 24                   | 1           | 0.23           | Sep 2002           |                       |
| 0.23  | +0.45                          | N   | SB   |   | AC            | AC         | 3                   | 1                      | 36                   | 1           | 0.45           | Sep 2002           |                       |
|   |                                | N   | TI   | (EB) U 089 on   | Unk           | Unk        | 2                   | 6                      | 24                   | 6           | 0.11           |                    |                       |
| 0.33  | +0.56                          | N   | UP   | SB040(4)  |               |            |                     |                        |                      |             |                | 1968               | 15'-09"               |
| 9.87  | M428 +0.13                     | N   | J    | Continue U 089 SB North of Flagstaff near Schultz Pass Rd |               |            |                     |                        |                      |             |                |                    |                       |
|   |                                | N   | SB   | <a href="#">Projects spanning M428 to M429</a>            | AC            | AC         | 2                   | 8                      | 24                   | 4           | 0.05           | Jun 2001           |                       |
| 9.92  | +0.18                          | N   | SB   |   | AC            | AC         | 2                   | 8                      | 30                   | 4           | 0.03           | Jun 2001           |                       |
| 9.95  | +0.21                          | N   | SB   |   | AC            | AC         | 2                   | 8                      | 36                   | 4           | 0.09           | Jun 2001           |                       |
| 10.04   | +0.30                          | N   | SB   |   | AC            | AC         | 2                   | 8                      | 24                   | 4           | 3.15           | Jun 2001           |                       |
| 13.19   | M431 +0.51                     | N   | SB   | <a href="#">Projects spanning M431 to M432</a>            | AC            | AC         | 2                   | 8                      | 36                   | 4           | 2.55           | Jun 2001           |                       |
| 15.74   | M434 +0.00                     | N   | SB   | <a href="#">Projects spanning M434 to M435</a>            | AC            | AC         | 2                   | 8                      | 36                   | 4           | 0.06           | 1999               |                       |
| 15.80   | +0.05                          | N   | SB   |   | AC            | AC         | 2                   | 8                      | 24                   | 4           | 8.02           | 1999               |                       |
| 23.82   | M442 +0.10                     | N   | J    | U 089 return to single centerline                         |               |            |                     |                        |                      |             |                |                    |                       |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |   |               |            | <b>296.16</b>       | <b>6.60</b>            | <b>28.76</b>         | <b>7.23</b> | <b>136.52</b>  | <b>1991.8</b>      | 22.33 Miles of Median |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |   |               |            | <b>29.71</b>        | <b>7.82</b>            | <b>26.60</b>         | <b>3.86</b> | <b>14.63</b>   | <b>1999.9</b>      |                       |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 093 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on U 093**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>U 093 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin U 093 at AZ/NV State Line (on Hoover Dam) |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Mohave County                                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC  | MBH           | 2          | 2                   | 24            | 2                    | 1.00  | 74             |                    |                 |
|  |                                | C   | VMS  | (SB) Variable Message Sign #80 (Existing)       |               |            |                     |               |                      |       |                |                    |                 |
| 1.00   | +1.00                          | C   | UH   | AC  | AC            | 2          | 8                   | 24            | 8                    | 1.50  | 1997           |                    |                 |
| 2.50   | M002 +0.50                     | C   | UH   | AC  | AC            | 2          | 8                   | 30            | 8                    | 0.11  | 1997           |                    |                 |
| 2.61   | +0.60                          | C   | UH   | AC  | AC            | 2          | 8                   | 36            | 8                    | 0.50  | 1997           |                    |                 |
| 3.11   | M003 +0.11                     | C   | UH   | AC  | AC            | 2          | 8                   | 30            | 8                    | 0.26  | 1997           |                    |                 |
| 3.37   | +0.37                          | C   | UH   | AC  | AC            | 2          | 8                   | 24            | 8                    | 12.73 | 1997           |                    |                 |
| 4.19   | M004 +0.15                     | C   | BR   | White Rock Canyon                               |               |            |                     |               |                      |       |                |                    |                 |
| 8.81   | M008 +0.81                     | C   | IS   | Inspection Station Left (on)                    |               |            |                     |               |                      |       |                |                    |                 |
| 8.96   | +0.95                          | C   | IS   | Inspection Station Left (off)                   |               |            |                     |               |                      |       |                |                    |                 |
| 12.67  | M012 +0.66                     | C   | J    | Unk   | Unk           | 1          | 0                   | 14            | 0                    | 0.16  |                |                    |                 |
| 14.18  | M014 +0.17                     | C   | J    | Rest Area Turnout -- [R13]                      |               |            |                     |               |                      |       |                |                    |                 |
| 16.10  | M016 +0.09                     | C   | UH   | AC  | AC            | 2          | 8                   | 24            | 8                    | 0.01  | 68             |                    |                 |
| 16.11  | +0.10                          | C   | UH   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.15  | 36             |                    |                 |
| 16.27  | +0.26                          | C   | SB   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.06  | Sep 1999       |                    |                 |
|  |                                | C   | MD   | Variable Soil Median                            |               |            |                     |               |                      |       |                |                    |                 |
| 16.32  | +0.31                          | C   | SB   | AC  | AC            | 2          | 2                   | 24            | 2                    | 51.63 |                |                    |                 |
| 16.33  | +0.32                          | C   | JB   | AC  | AC            | 2          | 2                   | 24            | 2                    | 5.79  | Apr 2000       |                    |                 |
| 16.36  | M017 +0.00                     | C   | EQ   | Leave Lake Mead NRA                             |               |            |                     |               |                      |       |                |                    |                 |
| 18.50  | M019 +0.16                     | A   | J    | MP 16+0.36 Back Equals MP 17+0.00 Ahead         |               |            |                     |               |                      |       |                |                    |                 |
| 22.11  | M022 +0.79                     | C   | SB   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.09  | 2004           |                    |                 |
| 22.20  | +0.88                          | C   | SB   | AC  | AC            | 2          | 1                   | 24            | 1                    | 6.12  | Jul 1999       |                    |                 |
| 28.32  | M029 +0.00                     | C   | SB   | AC  | AC            | 2          | 1                   | 24            | 1                    | 0.34  | Jul 1999       |                    |                 |
| 28.66  | +0.34                          | C   | SB   | AC  | AC            | 2          | 1                   | 24            | 1                    | 6.26  | Apr 2000       |                    |                 |
| 34.92  | M035 +0.53                     | C   | SB   | AC  | AC            | 2          | 10                  | 24            | 4                    | 0.26  | Apr 2000       |                    |                 |
| 35.18  | +0.80                          | C   | SB   | AC  | AC            | 2          | 10                  | 24            | 4                    | 0.11  | 82             |                    |                 |
| 35.22  | +0.83                          | C   | BR   | (SB) Detrital Wash                              |               |            |                     |               |                      |       |                |                    |                 |
| 35.29  | +0.90                          | C   | SB   | AC  | AC            | 2          | 2                   | 24            | 2                    | 0.03  | 1982           | 412 ft Concrete    |                 |
| 35.32  | +0.93                          | C   | SB   | AC  | AC            | 2          | 2                   | 24            | 2                    | 5.90  | 77             |                    |                 |
| 39.10  | M039 +0.71                     | A   | J    | 24 May 2001                                     |               |            |                     |               |                      |       |                |                    |                 |
| 41.22  | M041 +0.83                     | C   | J    | Smith City Rd -- [L2]                           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | SB   | AC  | AC            | 2          | 2                   | 36            | 2                    | 0.27  | 24 May 2001    |                    |                 |
| 41.50  | M042 +0.11                     | C   | SB   | AC  | AC            | 2          | 2                   | 30            | 2                    | 0.10  | 24 May 2001    |                    |                 |
| 41.59  | +0.20                          | C   | SB   | AC  | AC            | 2          | 2                   | 24            | 2                    | 3.96  | 24 May 2001    |                    |                 |
| 44.71  | M045 +0.31                     | A   | J    | Pierce Ferry Rd -- [R14]                        |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | SB   | AC  | AC            | 2          | 2                   | 36            | 2                    | 0.27  | 24 May 2001    |                    |                 |
|  |                                | C   | SB   | AC  | AC            | 2          | 2                   | 30            | 2                    | 0.10  | 24 May 2001    |                    |                 |
|  |                                | C   | SB   | AC  | AC            | 2          | 2                   | 24            | 2                    | 3.96  | 24 May 2001    |                    |                 |
|  |                                | A   | J    | Cottonwood Rd -- [L2]                           |               |            |                     |               |                      |       |                |                    |                 |

**U 093 at M045+0.31**

**M045+0.31 on U 093**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 093 at M046+0.15**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M046+0.15 on U 093**

| GIS Route Mile | Distance from Reference Marker | Sym   | Data  | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-------|---|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 45.55          | M046+0.15                      | C SB  | <a href="#">Projects spanning M46 to M47</a>  | AC           | MBH           | 2          | 2                   | 24            | 4                    | 0.28  | 88             |                    |                 |
| 45.83          | +0.43                          | C SB  |   | AC           | AC            | 2          | 2                   | 24            | 2                    | 11.54 | 24 May 2001    |                    |                 |
| 52.13          | M052+0.75                      | C J   | Chloride Rd -- [R124]   |              |               |            |                     |               |                      |       |                |                    |                 |
| 57.37          | M057+0.99                      | C SB  | <a href="#">Projects spanning M57 to M58</a>  | AC           | MBH           | 2          | 3                   | 24            | 3                    | 0.35  | 24 May 2001    |                    |                 |
| 57.72          | M058+0.32                      | C SB  | <a href="#">Projects spanning M58 to M59</a>  | AC           | AC            | 2          | 4                   | 24            | 2                    | 6.38  | 1994           |                    |                 |
| 58.08          | +0.67                          | C J   | Mineral Park Rd -- [R124]   |              |               |            |                     |               |                      |       |                |                    |                 |
| 59.15          | M059+0.75                      | C J   | Local Rd -- [R24]   |              |               |            |                     |               |                      |       |                |                    |                 |
| 61.42          | M062+0.05                      | A J   | Local Rd -- [R24]   |              |               |            |                     |               |                      |       |                |                    |                 |
| 63.83          | M064+0.43                      | A J   | Local Rd -- [R24]   |              |               |            |                     |               |                      |       |                |                    |                 |
| 64.10          | +0.70                          | C SB  | <a href="#">Projects spanning M64 to M65</a>  | AC           | AC            | 2          | 5                   | 24            | 10                   | 2.99  | Oct 1999       |                    |                 |
| 65.75          | M066+0.36                      | C VMS | (SB) Variable Message Sign #379 (Existing)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 66.11          | +0.71                          | C TI  | (SB) U 068 (off)  | Unk          | Unk           | 1          | 4                   | 12            | 8                    | 0.36  | 1999           |                    |                 |
| 66.27          | +0.87                          | C TI  | (SB) Port of Entry (on)   | Unk          | Unk           | 1          | 4                   | 12            | 8                    | 0.26  | 1999           |                    |                 |
| 66.45          | M067+0.02                      | C OP  | S 068   |              |               |            |                     |               |                      |       | 1999           | 214 ft Concrete    |                 |
| 66.51          | +0.09                          | C IS  | (SB) Inspection Station (off)   | Unk          | Unk           | 1          | 4                   | 14            | 6                    | 0.41  |                |                    |                 |
| 66.62          | +0.20                          | C TI  | (SB) S 068 EB (on)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 66.92          | +0.49                          | C TI  | (SB) Port of Entry (on)   | Unk          | Unk           | 1          | 4                   | 12            | 8                    | 0.18  | 1999           |                    |                 |
| 67.09          | +0.67                          | C SB  | <a href="#">Projects spanning M67 to M68</a>  | AC           | AC            | 2          | 5                   | 36            | 10                   | 1.21  | Oct 1999       |                    |                 |
| 67.90          | M068+0.49                      | C MD  | Concrete Barrier  |              |               |            |                     |               |                      | 1.61  |                |                    |                 |
| 68.30          | +0.89                          | C SB  | <a href="#">Projects spanning M68 to M69</a>  | AC           | AC            | 2          | 5                   | 24            | 10                   | 1.21  | Oct 1999       |                    |                 |
| 68.56          | M069+0.15                      | C JB  | WCL Kingman Elev 3345   |              |               |            |                     |               |                      |       |                |                    |                 |
| 69.50          | M070+0.07                      | C UH  | <a href="#">Projects spanning M70 to M71</a>  | AC           | AC            | 3          | 1                   | 36            | 3                    | 0.23  | Oct 1999       |                    |                 |
|                |                                | C MD  | 12 ft Painted Median  |              |               |            |                     | 12            |                      | 0.70  |                |                    |                 |
| 69.55          | +0.11                          | C VMS | NB Variable Message Sign #402 (Operational)   |              |               |            |                     |               |                      |       |                |                    |                 |
| 69.73          | +0.30                          | C UH  | <a href="#">Projects spanning M70 to M71</a>  | AC           | AC            | 3          | 1                   | 36            | 3                    | 0.01  | 1993           |                    |                 |
| 69.74          |                                | C UB  | WUB Kingman   |              |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.31                          | C UH  | <a href="#">Projects spanning M70 to M71</a>  | AC           | AC            | 4          | 2                   | 48            | 2                    | 0.69  | 1993           |                    |                 |
|                |                                | C CG  | Curb to Left and Right  |              |               |            |                     |               |                      | 0.62  |                |                    |                 |
| 70.20          | +0.77                          | C MD  | 10 ft Painted Median  |              |               |            |                     | 10            |                      | 0.15  |                |                    |                 |
| 70.36          | +0.93                          | C CG  | Curb to Left and Right  |              |               |            |                     |               |                      | 0.12  |                |                    |                 |
| 70.43          | +0.99                          | A J   | I 040 Exit #48 C & J-Ramp (signalized) -- [R]   |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C UH  | <a href="#">Projects spanning M70 to M71</a>  | AC           | AC            | 4          | 7                   | 48            | 7                    | 0.05  | 1993           |                    |                 |
|                |                                | C MD  | 4 ft Concrete Curbed Median   |              |               |            |                     |               |                      | 0.05  |                |                    |                 |
| 70.47          | M071+0.01                      | C UP  | I 040 WB  |              |               |            |                     |               |                      |       | 1979           |                    | 16'-05"         |
| 70.48          | +0.03                          | C J   | Segment End U 093 at I 040 Exit #48 W Kingman TI - Overlaps SB040(0) & I 040 for 22.848 miles |              |               |            |                     |               |                      |       |                |                    |                 |
| 93.05          | M091+0.06                      | C TI  | I 040 WB Ramp (on) (off)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 93.31          | +0.31                          | A J   | I 040 Exit #71 G-Ramp and A-Ramp connectors -- [B]  |              |               |            |                     |               |                      |       |                |                    |                 |
| 93.33          | +0.38                          | C J   | Continue U 093 at I 040 A-Ramp Exit #71 Round Valley  |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C UH  | <a href="#">Projects spanning M91 to M92</a>  | AC           | MBH           | 2          | 8                   | 24            | 8                    | 0.09  | 65             |                    |                 |

**U 093 at M091+0.38**

**M091+0.38 on U 093**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 093 at M091+0.38**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M091+0.38 on U 093**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 93.33          | M091 +0.38                     | C   | TI   | SB I 040 EB (on)                                   |               |            |                     |               |                      |       |                |                    |                 |
| 93.41          | +0.46                          | C   | UH   | <a href="#">Projects spanning M91 to M92</a>       | AC            | AC         | 2                   | 8             | 24                   | 8     | 4.33           | 92                 |                 |
|                |                                | C   | TI   | NB I 040 WB (off)                                  |               |            |                     |               |                      |       |                |                    |                 |
| 96.95          | M095 +0.00                     | C   | VMS  | NB Variable Message Sign #74 (Proposed)            |               |            |                     |               |                      |       |                |                    |                 |
| 97.74          | +0.78                          | C   | UH   | <a href="#">Projects spanning M95 to M96</a>       | AC            | AC         | 2                   | 2             | 24                   | 2     | 9.27           | 1996               |                 |
| 106.92         | M104 +1.00                     | C   | SVP  | NB Slow Vehicle Pullout                            |               |            |                     |               |                      |       | 0.05           | 1994               |                 |
| 107.01         | M105 +0.04                     | C   | UH   | <a href="#">Projects spanning M105 to M106</a>     | AC            | AC         | 3                   | 6             | 36                   | 2     | 0.08           | 1996               |                 |
| 107.09         | +0.12                          | C   | UH   |  | AC            | AC         | 3                   | 6             | 48                   | 2     | 0.58           | 1996               |                 |
| 107.58         | +0.61                          | C   | SVP  | NB Slow Vehicle Pullout                            |               |            |                     |               |                      |       | 0.08           | 1994               |                 |
| 107.67         | +0.70                          | C   | UH   | <a href="#">Projects spanning M105 to M106</a>     | AC            | AC         | 4                   | 6             | 60                   | 6     | 0.33           | 1996               |                 |
| 107.99         | M106 +0.02                     | C   | UH   | <a href="#">Projects spanning M106 to M107</a>     | AC            | AC         | 4                   | 6             | 48                   | 6     | 0.29           | 1996               |                 |
| 108.28         | +0.30                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 6     | 1.86           | 1996               |                 |
| 110.14         | M108 +0.18                     | C   | UH   | <a href="#">Projects spanning M108 to M109</a>     | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.55           | 1996               |                 |
| 110.62         | +0.66                          | C   | BR   | Cane Springs                                       |               |            |                     |               |                      |       |                | 1961               | 234 ft Concrete |
| 110.69         | +0.73                          | C   | UH   | <a href="#">Projects spanning M108 to M109</a>     | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.01           | Dec 1999           |                 |
| 110.70         | +0.74                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 36                   | 2     | 1.35           | Dec 1999           |                 |
| 112.05         | M110 +0.11                     | C   | UH   | <a href="#">Projects spanning M110 to M111</a>     | AC            | AC         | 2                   | 2             | 36                   | 2     | 0.25           | 1996               |                 |
| 112.30         | +0.36                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 3.41           | 1996               |                 |
| 115.71         | M113 +0.69                     | C   | UH   | <a href="#">Projects spanning M113 to M114</a>     | AC            | AC         | 3                   | 2             | 48                   | 2     | 0.78           | 1998               |                 |
| 116.49         | M114 +0.54                     | C   | UH   | <a href="#">Projects spanning M114 to M115</a>     | AC            | AC         | 2                   | 2             | 36                   | 2     | 0.82           | 1996               |                 |
| 117.31         | M115 +0.36                     | C   | UH   | <a href="#">Projects spanning M115 to M116</a>     | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.29           | 1996               |                 |
| 117.64         | +0.69                          | C   | BR   | Deluge Wash  |               |            |                     |               |                      |       |                | 1961               | 201 ft Concrete |
| 118.60         | M116 +0.65                     | C   | UH   | <a href="#">Projects spanning M116 to M117</a>     | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.26           | 1995               |                 |
| 118.86         | +0.91                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 48                   | 2     | 0.51           | 1998               |                 |
| 119.37         | M117 +0.42                     | C   | UH   | <a href="#">Projects spanning M117 to M118</a>     | AC            | AC         | 3                   | 8             | 48                   | 2     | 0.33           | 1998               |                 |
| 119.70         | +0.75                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 2     | 0.76           | 1995               |                 |
| 120.46         | M118 +0.52                     | C   | UH   | <a href="#">Projects spanning M118 to M119</a>     | AC            | AC         | 2                   | 8             | 24                   | 2     | 4.45           | 1995               |                 |
| 123.65         | M121 +0.74                     | C   | BR   | Natural Corral                                     |               |            |                     |               |                      |       |                | 1961               | 171 ft Concrete |
| 124.90         | M122 +0.95                     | C   | UH   | <a href="#">Projects spanning M122 to M123</a>     | AC            | AC         | 3                   | 2             | 36                   | 2     | 0.08           | 19 Aug 2005        |                 |
|                |                                | C   | MD   | 0-12 ft Painted Median                             |               |            |                     |               | 6                    |       | 0.08           |                    |                 |
| 124.99         | M123 +0.04                     | C   | CG   | Curb to Left and Right                             |               |            |                     |               |                      |       | 0.05           | 19 Aug 2005        |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M123 to M124</a>     | AC            | AC         | 3.5                 | 2             | 42                   | 2     | 0.04           | 19 Aug 2005        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                               |               |            |                     |               | 12                   |       | 1.08           |                    |                 |
| 125.02         | +0.08                          | C   | UH   | <a href="#">Projects spanning M123 to M124</a>     | AC            | AC         | 4                   | 2             | 52                   | 2     | 0.97           | 19 Aug 2005        |                 |
| 125.04         | +0.09                          | C   | CG   | Curb to Left and Right, Sidewalk to Right          |               |            |                     |               |                      |       | 0.58           | 19 Aug 2005        |                 |
| 125.61         | +0.67                          | C   | J    | Chicken Springs Rd -- [B1]                         |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right, Sidewalk to Left and Right |               |            |                     |               |                      |       | 0.36           | 19 Aug 2005        |                 |
| 125.91         | +0.96                          | C   | X    | Wikieup (Unincorporated) Elev 1990                 |               |            |                     |               |                      |       |                |                    |                 |
| 125.97         | M124 +0.04                     | C   | CG   | Curb to Left and Right, Sidewalk to Right          |               |            |                     |               |                      |       | 0.09           | 19 Aug 2005        |                 |

**U 093 at M124+0.04**

**M124+0.04 on U 093**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 093 at M124+0.07**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M124+0.07 on U 093**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 126.00         | M124 +0.07                     | C   | UH   | <a href="#">Projects spanning M124 to M125</a> | AC            | MBH        | 4                   | 2             | 52                   | 2     | 0.03           | 19 Aug 2005        |                 |
| 126.03         | +0.10                          | C   | UH   |  | AC            | MBH        | 4                   | 2             | 52                   | 2     | 0.05           | 19 Aug 2005        |                 |
| 126.06         | +0.13                          | C   | J    | Local Rd -- [L1]                               |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.14                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.01           | 19 Aug 2005        |                 |
| 126.07         | +0.15                          | C   | UH   | <a href="#">Projects spanning M124 to M125</a> | AC            | MBH        | 3                   | 5             | 36                   | 5     | 0.12           | 19 Aug 2005        |                 |
|                |                                | C   | MD   | 12-0 ft Painted Median                         |               |            |                     | 6             |                      |       | 0.12           |                    |                 |
| 126.19         | +0.27                          | C   | UH   | <a href="#">Projects spanning M124 to M125</a> | AC            | MBH        | 2.5                 | 5             | 30                   | 5     | 0.09           | 19 Aug 2005        |                 |
| 126.28         | +0.36                          | C   | UH   |  | AC            | MBH        | 2                   | 5.5           | 24                   | 8     | 0.26           | 1986               |                 |
| 126.33         | +0.40                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                | 10 Aug 2004        |                 |
| 126.54         | +0.61                          | C   | UH   | <a href="#">Projects spanning M124 to M125</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.07           | 1986               |                 |
| 126.60         | +0.68                          | C   | UH   |  | AC            | MBH        | 2                   | 3             | 24                   | 8     | 0.10           | 1986               |                 |
| 126.63         | +0.70                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                | 10 Aug 2004        |                 |
| 126.71         | +0.78                          | C   | UH   | <a href="#">Projects spanning M124 to M125</a> | AC            | MBH        | 2.5                 | 3             | 30                   | 8     | 0.04           | 1986               |                 |
| 126.73         | +0.80                          | C   | MD   | Variable 0-? ft Painted Median                 |               |            |                     | 14            |                      |       | 0.10           |                    |                 |
| 126.75         | +0.83                          | C   | UH   | <a href="#">Projects spanning M124 to M125</a> | AC            | MBH        | 2.5                 | 3             | 30                   | 8     | 0.01           | 1995               |                 |
| 126.76         |                                | C   | UH   |  | AC            | AC         | 2.5                 | 3             | 30                   | 8     | 0.07           | 1995               |                 |
| 126.82         | +0.90                          | C   | SB   |  | AC            | Unk        | 2                   | 4             | 24                   | 10    | 0.67           | 1995               |                 |
|                |                                | C   | MD   | Variable 61.2-108 ft Soil Median               |               |            |                     |               |                      |       | 4.12           |                    |                 |
| 127.49         | M125 +0.55                     | C   | SB   | <a href="#">Projects spanning M125 to M126</a> | AC            | Unk        | 2                   | 4             | 24                   | 10    | 0.05           | 1986               |                 |
| 127.54         | +0.59                          | C   | SB   |  | AC            | Unk        | 2                   | 4             | 24                   | 10    | 0.71           | 1986               |                 |
| 127.91         | +0.96                          | C   | BR   | (SB) Bronco Wash                               |               |            |                     |               |                      |       |                | 1961               | 186 ft Steel    |
| 128.25         | M126 +0.30                     | C   | SB   | <a href="#">Projects spanning M126 to M127</a> | AC            | Unk        | 2                   | 4             | 24                   | 10    | 0.03           | 1993               |                 |
| 128.28         | +0.33                          | C   | SB   |  | AC            | AC         | 2                   | 5             | 24                   | 10    | 0.03           | 10 Aug 2004        |                 |
| 128.31         | +0.36                          | C   | SB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.66           | 10 Aug 2004        |                 |
| 128.42         | +0.47                          | A   | J    | Unknown Rd -- [B24]                            |               |            |                     |               |                      |       |                | 10 Aug 2004        |                 |
| 128.98         | M127 +0.08                     | C   | BR   | (SB) Big Sandy River                           |               |            |                     |               |                      |       |                | 10 Aug 2004        | 878 ft Concrete |
| 129.29         | +0.40                          | A   | J    | Cholla Canyon Ranch Rd -- [L2]                 |               |            |                     |               |                      |       |                | 10 Aug 2004        |                 |
| 129.64         | +0.75                          | C   | BR   | (SB) Sycamore Creek                            |               |            |                     |               |                      |       |                | 10 Aug 2004        | 304 ft Concrete |
| 129.83         | +0.94                          | A   | J    | Unknown Rd -- [B24]                            |               |            |                     |               |                      |       |                | 10 Aug 2004        |                 |
| 130.60         | M128 +0.61                     | C   | BR   | (SB) Gray Wash                                 |               |            |                     |               |                      |       |                | 10 Aug 2004        | 244 ft Concrete |
| 130.69         | +0.70                          | C   | J    | Unknown Rd -- [R]                              |               |            |                     |               |                      |       |                | 10 Aug 2004        |                 |
| 130.95         | M129 +0.00                     | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.39           |                    |                 |
| 130.97         | +0.01                          | C   | SB   | <a href="#">Projects spanning M129 to M130</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.95           | 23 Aug 2002        |                 |
| 131.34         | +0.39                          | C   | MD   | 72 ft Soil Median                              |               |            |                     |               |                      |       | 1.42           |                    |                 |
| 131.87         | +0.91                          | A   | J    | Turn Around -- [U24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 132.05         | +1.09                          | C   | BR   | No Name Wash                                   |               |            |                     |               |                      |       |                | 23 Aug 2002        | 65 ft Concrete  |
| 132.77         | +1.81                          | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 4.06           |                    |                 |
| 133.70         | M131 +0.78                     | C   | BR   | (SB) Box Canyon Wash                           |               |            |                     |               |                      |       |                | 23 Aug 2002        | 378 ft Concrete |
| 133.92         | +1.00                          | C   | SB   | <a href="#">Projects spanning M131 to M132</a> | AC            | AC         | 2                   | 4             | 24                   | 7     | 0.03           | 23 Aug 2002        |                 |

**U 093 at M131+1.00**

**M131+1.00 on U 093**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 093 at M132+0.01**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M132+0.01 on U 093**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|
| 133.95         | M132 +0.01                     | C   | SB   | <a href="#">Projects spanning M132 to M133</a> | AC            | AC         | 2                   | 4             | 24                   | 7     | 0.10           | 23 Aug 2002        |                  |
| 133.99         | +0.05                          | C   | X    | Call Box - Signal Road (west side)             |               |            |                     |               |                      |       |                |                    |                  |
| 134.05         | +0.11                          | A   | J    | Signal Rd -- [R124]                            |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | C   | SB   | <a href="#">Projects spanning M132 to M133</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.40           | 23 Aug 2002        |                  |
| 135.45         | M133 +0.51                     | C   | SB   | <a href="#">Projects spanning M133 to M134</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.45           | Dec 2001           |                  |
| 136.79         | M134 +0.87                     | A   | J    | Turn Around -- [U24]                           |               |            |                     |               |                      |       |                |                    |                  |
| 136.82         | +0.91                          | C   | MD   | Variable 38-76 ft Soil Median                  |               |            |                     |               |                      |       | 1.10           |                    |                  |
| 136.90         | +0.98                          | C   | SB   | <a href="#">Projects spanning M134 to M135</a> | AC            | AC         | 2                   | 6             | 24                   | 12    | 0.31           | Dec 2001           |                  |
| 137.10         | M135 +0.17                     | C   | BR   | (SB) Kaiser Springs                            |               |            |                     |               |                      |       |                | Dec 2001           | 1646 ft Concrete |
| 137.21         | +0.27                          | C   | SB   | <a href="#">Projects spanning M135 to M136</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.32           | Dec 2001           |                  |
| 137.60         | +0.67                          | A   | J    | Turn Around -- [U24]                           |               |            |                     |               |                      |       |                |                    |                  |
| 137.93         | +0.99                          | C   | MD   | 76 ft Soil Median                              |               |            |                     |               |                      |       | 1.57           |                    |                  |
| 139.49         | M137 +0.57                     | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.20           |                    |                  |
| 139.52         | +0.60                          | C   | SB   | <a href="#">Projects spanning M137 to M138</a> | AC            | AC         | 1                   | 10            | 12                   | 10    | 0.17           | Dec 2001           |                  |
| 139.70         | +0.77                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 8     | 0.19           | Dec 2001           |                  |
| 139.88         | M138 +0.02                     | C   | UH   | <a href="#">Projects spanning M138 to M139</a> | AC            | AC         | 3                   | 2             | 36                   | 8     | 0.02           | 1993               |                  |
| 139.90         | +0.04                          | C   | UH   |  | AC            | AC         | 3                   | 2             | 36                   | 8     | 0.59           | 1995               |                  |
| 140.49         | +0.63                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.93           | 1993               |                  |
| 141.07         | M139 +0.15                     | C   | BR   | Burro Creek                                    |               |            |                     |               |                      |       |                | 1964               | 964 ft Steel     |
| 141.23         | +0.31                          | C   | J    | Local Rd -- [L23]                              |               |            |                     |               |                      |       |                |                    |                  |
| 142.16         | M140 +0.24                     | C   | J    | Burro Creek Campground -- [L2]                 |               |            |                     |               |                      |       |                |                    |                  |
| 142.42         | +0.50                          | C   | UH   | <a href="#">Projects spanning M140 to M141</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.13           | 1993               |                  |
| 142.55         | +0.63                          | C   | UH   |  | AC            | AC         | 3                   | 1             | 36                   | 2     | 0.87           | 1995               |                  |
| 142.60         | +0.67                          | C   | SVP  | NB Slow Vehicle Pullout                        |               |            |                     |               |                      |       | 0.03           | 1995               |                  |
| 142.86         | M142 +0.00                     | C   | EQ   | MP 140+0.95 Back Equals MP 142+0.00 Ahead      |               |            |                     |               |                      |       |                |                    |                  |
| 143.43         | +0.56                          | C   | SB   | <a href="#">Projects spanning M142 to M143</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.87           | Jun 1999           |                  |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 13.12          |                    |                  |
| 146.29         | M145 +0.50                     | C   | SB   | <a href="#">Projects spanning M145 to M146</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 7.34           | 31 May 2002        |                  |
| 146.32         | +0.53                          | A   | J    | Local Rd -- [R24]                              |               |            |                     |               |                      |       |                |                    |                  |
| 149.30         | M148 +0.50                     | A   | J    | Local Rd -- [L24]                              |               |            |                     |               |                      |       |                |                    |                  |
| 149.45         | +0.65                          | A   | JB   | Yavapai County                                 |               |            |                     |               |                      |       |                |                    |                  |
| 150.91         | M150 +0.09                     | A   | J    | Turn Around -- [U24]                           |               |            |                     |               |                      |       |                |                    |                  |
| 152.75         | M151 +0.96                     | A   | J    | Local Rd -- [R24]                              |               |            |                     |               |                      |       |                |                    |                  |
| 153.64         | M152 +0.87                     | C   | SB   | <a href="#">Projects spanning M152 to M153</a> | AC            | AC         | 2                   | 4             | 24                   | 5     | 0.08           | 31 May 2002        |                  |
| 153.72         | +0.96                          | C   | SB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.56           | 28 Nov 2003        |                  |
| 155.67         | M154 +0.83                     | C   | J    | S 097 to Bagdad/Hillside -- [L2]               |               |            |                     |               |                      |       |                | 26 Nov 2003        |                  |
| 156.10         | M155 +0.25                     | C   | BR   | (SB) Placeritas Creek                          |               |            |                     |               |                      |       |                | 26 Nov 2003        | 239 ft Concrete  |
| 156.28         | +0.43                          | C   | SB   | <a href="#">Projects spanning M155 to M156</a> | AC            | AC         | 1.5                 | 4             | 18                   | 10    | 0.22           | 28 Nov 2003        |                  |
| 156.50         | +0.65                          | C   | SB   |  | AC            | AC         | 1                   | 4             | 12                   | 10    | 0.04           | 28 Nov 2003        |                  |

**U 093 at M155+0.65**

**M155+0.65 on U 093**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 093 at M155+0.70**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M155+0.70 on U 093**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 156.55         | M155 +0.70                     | C   | UH   | <a href="#">Projects spanning M155 to M156</a> | AC            | AC         | 2.5                 | 10            | 30                   | 10    | 0.11           | 26 Nov 2003        |                 |
|                |                                | C   | MD   | Variable 24-0 ft Painted Median                |               |            |                     |               | 12                   |       | 0.11           |                    |                 |
| 156.66         | +0.81                          | C   | UH   | <a href="#">Projects spanning M155 to M156</a> | AC            | AC         | 2                   | 10            | 24                   | 10    | 0.50           | 26 Nov 2003        |                 |
| 157.16         | M156 +0.30                     | C   | UH   | <a href="#">Projects spanning M156 to M157</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.16           | 66                 |                 |
| 157.32         | +0.46                          | C   | UH   |  | AC            | MBH        | 3                   | 2             | 36                   | 2     | 0.95           | 66                 |                 |
| 158.27         | M157 +0.84                     | C   | UH   | <a href="#">Projects spanning M157 to M158</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.08           | 1993               |                 |
| 158.35         | +0.92                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 2.33           | 66                 |                 |
|                |                                | C   | MD   | Soil Median                                    |               |            |                     |               |                      |       | 2.33           |                    |                 |
| 160.69         | M160 +0.26                     | C   | SB   | <a href="#">Projects spanning M160 to M161</a> | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.40           | May 2000           |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 1.40           |                    |                 |
| 160.86         | +0.44                          | C   | X    | Call Box - Santa Maria (west side)             |               |            |                     |               |                      |       |                |                    |                 |
| 161.18         | +0.76                          | C   | BR   | Santa Maria River                              |               |            |                     |               |                      |       |                | 1948               | 637 ft Steel    |
| 161.68         | M161 +0.22                     | C   | J    | Enter Joshua Tree Parkway                      |               |            |                     |               |                      |       |                |                    |                 |
| 162.08         | +0.61                          | C   | UH   | <a href="#">Projects spanning M161 to M162</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 7.31           | Apr 2000           |                 |
| 169.39         | M168 +0.94                     | C   | UH   | <a href="#">Projects spanning M168 to M169</a> | AC            | AC         | 3                   | 5             | 36                   | 5     | 0.13           | Apr 2000           |                 |
| 169.52         | M169 +0.08                     | C   | UH   | <a href="#">Projects spanning M169 to M170</a> | AC            | AC         | 4                   | 5             | 48                   | 5     | 1.06           | Apr 2000           |                 |
| 170.59         | M170 +0.10                     | C   | UH   | <a href="#">Projects spanning M170 to M171</a> | AC            | AC         | 3                   | 5             | 36                   | 5     | 0.10           | Apr 2000           |                 |
| 170.69         | +0.20                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.76           | Apr 2000           |                 |
| 172.45         | M172 +0.00                     | C   | UH   | <a href="#">Projects spanning M172 to M173</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.48           | 22 Nov 2002        |                 |
| 172.80         | +0.35                          | C   | SVP  | NB Slow Vehicle Pullout                        |               |            |                     |               |                      |       | 0.12           | Jan 2000           |                 |
| 172.93         | +0.48                          | C   | UH   | <a href="#">Projects spanning M172 to M173</a> | AC            | AC         | 2                   | 5.5           | 24                   | 5     | 0.15           | 22 Nov 2002        |                 |
| 173.08         | +0.62                          | C   | X    | ADA Roadside Table                             |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.63                          | C   | UH   | <a href="#">Projects spanning M172 to M173</a> | AC            | AC         | 2                   | 6             | 36                   | 5     | 0.97           | 22 Nov 2002        |                 |
| 173.11         | +0.66                          | C   | X    | Call Box - Rest Stop (west side)               |               |            |                     |               |                      |       |                |                    |                 |
| 174.05         | M173 +0.59                     | C   | UH   | <a href="#">Projects spanning M173 to M174</a> | AC            | AC         | 2                   | 6             | 24                   | 5     | 0.06           | 22 Nov 2002        |                 |
| 174.11         | +0.65                          | C   | UH   |  | AC            | AC         | 2                   | 7             | 24                   | 5     | 0.35           | 22 Nov 2002        |                 |
| 174.25         | +0.79                          | C   | SVP  | SB Slow Vehicle Pullout                        |               |            |                     |               |                      |       | 0.08           | Jan 2000           |                 |
| 174.46         | M174 +0.00                     | C   | UH   | <a href="#">Projects spanning M174 to M175</a> | AC            | AC         | 2                   | 8             | 24                   | 5     | 0.36           | Jan 2000           |                 |
| 174.66         | +0.19                          | C   | BR   | Date Creek                                     |               |            |                     |               |                      |       |                | 1995               | 216 ft Concrete |
| 174.82         | +0.36                          | C   | UH   | <a href="#">Projects spanning M174 to M175</a> | AC            | AC         | 2                   | 8             | 24                   | 7     | 0.08           | Jan 2000           |                 |
| 174.90         | +0.44                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 6     | 0.19           | Jan 2000           |                 |
| 175.09         | +0.63                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 36                   | 6     | 0.07           | Jan 2000           |                 |
| 175.16         | +0.70                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 36                   | 6     | 1.27           | 22 Nov 2002        |                 |
| 176.43         | M175 +0.98                     | C   | UH   | <a href="#">Projects spanning M175 to M176</a> | AC            | AC         | 2                   | 5             | 24                   | 5.5   | 0.22           | 22 Nov 2002        |                 |
| 176.65         | M176 +0.13                     | C   | UH   | <a href="#">Projects spanning M176 to M177</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.90           | 22 Nov 2002        |                 |
| 177.47         | M177 +0.02                     | C   | J    | Leave Joshua Tree Parkway                      |               |            |                     |               |                      |       |                |                    |                 |
| 177.55         | +0.10                          | C   | UH   | <a href="#">Projects spanning M177 to M178</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 4.07           | Sep 1999           |                 |
| 181.62         | M181 +0.17                     | C   | UH   | <a href="#">Projects spanning M181 to M182</a> | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.25           | Sep 1999           |                 |
| 181.87         | +0.42                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 36                   | 5     | 0.96           | Sep 1999           |                 |

**U 093 at M181+0.42**

**M181+0.42 on U 093**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 093 at M182+0.38**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M182+0.38 on U 093**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 182.83         | M182+0.38                      | C   | UH   | <a href="#">Projects spanning M182 to M183</a> | AC            | AC         | 2                   | 5             | 36                   | 5     | 0.10           |                    | 64              |
| 182.93         | +0.48                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 42                   | 5     | 0.14           |                    | 64              |
| 182.98         | +0.53                          | C   | MD   | Variable 0-4 ft Painted Median                 |               |            |                     |               | 2                    |       | 0.07           |                    |                 |
| 183.05         | +0.60                          | C   | MD   | 4 ft Curbed Median                             |               |            |                     |               |                      |       | 0.70           |                    |                 |
| 183.07         | +0.61                          | C   | UH   | <a href="#">Projects spanning M182 to M183</a> | AC            | AC         | 2                   | 5             | 48                   | 5     | 0.07           |                    | 64              |
| 183.13         | +0.68                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 48                   | 8     | 0.03           |                    | 64              |
| 183.16         | +0.71                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.03           |                    | 64              |
|                |                                | C   | TI   | SB S 071 (off)                                 | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.18           |                    | 64              |
| 183.19         | +0.74                          | C   | UH   | <a href="#">Projects spanning M182 to M183</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.38           |                    | 64              |
| 183.33         | +0.88                          | C   | TI   | SB S 071 (on)                                  | Unk           | Unk        | 1                   | 2             | 12                   | 2     | 0.25           |                    | 64              |
| 183.36         | +0.90                          | C   | OP   | U 093  |               |            |                     |               |                      |       |                | 118 ft Steel       |                 |
| 183.39         | +0.94                          | C   | TI   | NB S 071 (on)                                  | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.21           |                    | 64              |
| 183.57         | M183+0.12                      | C   | UH   | <a href="#">Projects spanning M183 to M184</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.03           |                    | 64              |
| 183.59         | +0.14                          | C   | TI   | NB S 071 (off)                                 | Unk           | Unk        | 2                   | 2             | 24                   | 2     | 0.21           |                    | 64              |
|                |                                | C   | UH   | <a href="#">Projects spanning M183 to M184</a> | AC            | AC         | 2                   | 8             | 48                   | 8     | 0.07           |                    | 64              |
| 183.67         | +0.21                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 42                   | 8     | 0.07           |                    | 64              |
| 183.73         | +0.28                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.01           |                    | 64              |
| 183.74         | +0.29                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.09           |                    | 64              |
| 183.75         | +0.30                          | C   | MD   | Variable 4-0 ft Painted Median                 |               |            |                     |               | 2                    |       | 0.04           |                    |                 |
| 183.83         | +0.38                          | C   | UH   | <a href="#">Projects spanning M183 to M184</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 9.04           |                    | 64              |
| 192.88         | M192+0.43                      | C   | UH   | <a href="#">Projects spanning M192 to M193</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.93           |                    | 64              |
| 193.70         | M193+0.24                      | C   | MD   | Variable 0-? ft Painted Median                 |               |            |                     |               | 13                   |       | 0.11           |                    |                 |
| 193.81         | +0.35                          | C   | SB   | <a href="#">Projects spanning M193 to M194</a> | AC            | MBH        | 2                   | 2             | 24                   | 8     | 0.37           |                    | 64              |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 0.37           |                    |                 |
| 194.07         | +0.61                          | A   | J    | S 089 N -- [L2]                                |               |            |                     |               |                      |       |                |                    |                 |
| 194.18         | +0.73                          | C   | UH   | <a href="#">Projects spanning M193 to M194</a> | BST           | MBH        | 2                   | 8             | 24                   | 1     | 0.07           |                    | 64              |
|                |                                | C   | MD   | Variable ?-0 ft Painted Median                 |               |            |                     |               | 22.5                 |       | 0.11           |                    |                 |
| 194.25         | +0.80                          | C   | UH   | <a href="#">Projects spanning M193 to M194</a> | AC            | MBH        | 2                   | 8             | 24                   | 1     | 0.18           | 10 Jun 2004        |                 |
| 194.43         | +0.98                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.02           | 10 Jun 2004        |                 |
| 194.45         | M194+0.00                      | C   | UH   | <a href="#">Projects spanning M194 to M195</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.25           | 10 Jun 2004        |                 |
| 194.70         | +0.25                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 4.38           | 10 Jun 2004        |                 |
| 195.39         | +0.93                          | C   | J    | Scenic Loop Rd -- [L]                          |               |            |                     |               |                      |       |                | 10 Jun 2004        |                 |
| 195.66         | M195+0.23                      | C   | J    | Camino Blanco Loop Rd -- [R]                   |               |            |                     |               |                      |       |                | 10 Jun 2004        |                 |
| 196.05         | +0.62                          | C   | J    | Camino Blanco Loop Rd -- [R]                   |               |            |                     |               |                      |       |                | 10 Jun 2004        |                 |
| 196.28         | +0.85                          | C   | J    | Coyote Run Rd -- [R]                           |               |            |                     |               |                      |       |                | 10 Jun 2004        |                 |
| 196.43         | M196+0.00                      | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |               | 6                    |       | 0.16           |                    |                 |
| 196.59         | +0.16                          | C   | J    | Vulture Mine Rd -- [R4]                        |               |            |                     |               |                      |       |                | 10 Jun 2004        |                 |
| 196.87         | +0.44                          | C   | J    | Grantham Ranch Rd -- [L]                       |               |            |                     |               |                      |       |                | 10 Jun 2004        |                 |
| 196.89         | +0.47                          | C   | J    | N 330th Ave -- [R]                             |               |            |                     |               |                      |       |                | 10 Jun 2004        |                 |

**U 093 at M196+0.47**

**M196+0.47 on U 093**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 093 at M196+0.73**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M196+0.73 on U 093**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 197.16         | M196 +0.73                     | C   | JB   | Maricopa County                                |               |            |                     |               |                      |       |                |                    |                 |
| 197.46         | M197 +0.05                     | C   | J    | Cope Rd -- [L]                                 |               |            |                     |               |                      |       | 10 Jun 2004    |                    |                 |
| 197.73         | +0.32                          | C   | JB   | NCL Wickenburg                                 |               |            |                     |               |                      |       |                |                    |                 |
| 198.08         | +0.67                          | C   | J    | Sanborn Rd -- [R]                              |               |            |                     |               |                      |       | 10 Jun 2004    |                    |                 |
| 198.34         | +0.93                          | C   | J    | Rincorn Rd -- [L]                              |               |            |                     |               |                      |       | 10 Jun 2004    |                    |                 |
| 199.08         | M198 +0.69                     | C   | UH   | <a href="#">Projects spanning M198 to M199</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.21           | 63                 |                 |
| 199.25         | +0.85                          | C   | J    | Bralliar Rd -- [R]                             |               |            |                     |               |                      |       | 10 Jun 2004    |                    |                 |
| 199.29         | +0.90                          | C   | UH   | <a href="#">Projects spanning M198 to M199</a> | AC            | MBH        | 4                   | 8             | 48                   | 8     | 0.33           | 63                 |                 |
| 199.34         | +0.94                          | C   | J    | Rose Ln -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 199.62         | M199 +0.24                     | C   | UH   | <a href="#">Projects spanning M199 to M200</a> | AC            | MBH        | 4                   | 8             | 48                   | 8     | 0.29           | 90                 |                 |
|                |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.23           |                    |                 |
| 199.75         | +0.36                          | C   | BR   | Sols Wash                                      |               |            |                     |               |                      |       |                | 1958               | 228 ft Concrete |
| 199.85         | +0.47                          | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.25           |                    |                 |
| 199.91         | +0.53                          | C   | UH   | <a href="#">Projects spanning M199 to M200</a> | AC            | MBH        | 4                   | 9             | 48                   | 8     | 0.01           | 90                 |                 |
| 199.92         | +0.54                          | C   | UH   |  | AC            | MBH        | 2                   | 9             | 24                   | 9     | 0.19           | 90                 |                 |
| 200.11         | +0.67                          | C   | J    | End U 093 at U 060 in Wickenburg               |               |            |                     |               |                      |       |                |                    |                 |

**U 093 at M199+0.67**

**M199+0.67 on U 093**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 093 at M016+0.25**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M016+0.25 on U 093**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>U 093 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 16.27   | M016+0.25                      | N   | NB   | <a href="#">Projects spanning M16 to M17</a>   | AC            | AC         | 2                   | 4             | 24                   | 10    | 12.07          | Sep 1999           |                 |
| 26.61   | M027+0.28                      | N   | VMS  | (NB) Variable Message Sign #405 (Operational)  |               |            |                     |               |                      |       |                | 07 Aug 2001        |                 |
| 28.34   | M029+0.00                      | N   | NB   | <a href="#">Projects spanning M29 to M30</a>   | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.34           | 83                 |                 |
| 28.68   | +0.34                          | N   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 6.52           | Apr 2000           |                 |
| 35.19   | M035+0.80                      | N   | NB   | <a href="#">Projects spanning M35 to M36</a>   | AC            | AC         | 2                   | 4             | 24                   | 10    | 0.11           | 82                 |                 |
| 35.30   | +0.90                          | N   | BR   | (NB) Detrital Wash                             |               |            |                     |               |                      |       |                | 1982               | 382 ft Concrete |
|   | +0.91                          | N   | NB   | <a href="#">Projects spanning M35 to M36</a>   | AC            | AC         | 2                   | 4             | 24                   | 10    | 5.77           | 24 May 2001        |                 |
| 41.07   | M041+0.67                      | N   | NB   | <a href="#">Projects spanning M41 to M42</a>   | AC            | AC         | 2                   | 4             | 30                   | 10    | 0.08           | 24 May 2001        |                 |
| 41.16   | +0.76                          | N   | NB   |  | AC            | AC         | 2                   | 4             | 36                   | 10    | 0.07           | 24 May 2001        |                 |
| 41.23   | +0.83                          | N   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 4.60           | 24 May 2001        |                 |
| 45.83   | M046+0.42                      | N   | NB   | <a href="#">Projects spanning M46 to M47</a>   | AC            | AC         | 2                   | 4             | 24                   | 8     | 11.88          | 24 May 2001        |                 |
| 57.70   | M058+0.29                      | N   | NB   | <a href="#">Projects spanning M58 to M59</a>   | AC            | AC         | 2                   | 4             | 24                   | 8     | 0.02           | 1994               |                 |
| 57.72   | +0.31                          | N   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 6.39           | 1994               |                 |
| 59.82   | M060+0.41                      | N   | IS   | (NB) Inspection Station (off)                  | Unk           | Unk        | 1                   | 8             | 12                   | 4     | 0.90           |                    |                 |
| 59.83   | +0.42                          | N   | IS   | (NB) Inspection Station (on)                   |               |            |                     |               |                      |       |                |                    |                 |
| 64.11   | M064+0.70                      | N   | NB   | <a href="#">Projects spanning M64 to M65</a>   | AC            | AC         | 2                   | 10            | 24                   | 5     | 2.81           | Oct 1999           |                 |
| 66.44   | M067+0.03                      | N   | OP   | S 068  |               |            |                     |               |                      |       |                | 1999               | 214 ft Concrete |
| 66.64   | +0.22                          | N   | TI   | (NB) S 068 (on)                                |               |            |                     |               |                      |       |                |                    |                 |
| 66.92   | +0.51                          | N   | TI   | (NB) S 068 (off)                               | Unk           | Unk        | 2                   | 8             | 24                   | 4     | 0.56           | 1999               |                 |
|   |                                | N   | NB   | <a href="#">Projects spanning M67 to M68</a>   | AC            | AC         | 2                   | 10            | 36                   | 5     | 0.36           | Oct 1999           |                 |
| 67.28   | +0.87                          | N   | NB   |  | AC            | AC         | 2                   | 10            | 24                   | 5     | 2.20           | Oct 1999           |                 |
| 69.49   | M070+0.07                      | N   | J    | U 093 return to single centerline              |               |            |                     |               |                      |       |                |                    |                 |
| 126.87  | M124+0.90                      | N   | J    | Continue U 093 NB near Wikieup                 |               |            |                     |               |                      |       |                |                    |                 |
|   |                                | N   | NB   | <a href="#">Projects spanning M124 to M125</a> | AC            | AC         | 1                   | 11            | 16                   | 3     | 0.40           | 10 Aug 2004        |                 |
| 127.06  | M125+0.07                      | N   | J    | Unknown Rd -- [L]                              |               |            |                     |               |                      |       |                | 10 Aug 2004        |                 |
| 127.27  | +0.27                          | N   | NB   | <a href="#">Projects spanning M125 to M126</a> | AC            | AC         | 1.5                 | 14.5          | 18                   | 4     | 0.10           | 10 Aug 2004        |                 |
| 127.37  | +0.37                          | N   | NB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.39           | 10 Aug 2004        |                 |
| 127.98  | +0.99                          | N   | BR   | (NB) Bronco Wash                               |               |            |                     |               |                      |       |                | 10 Aug 2004        | 304 ft Concrete |
| 128.76  | M126+0.75                      | N   | NB   | <a href="#">Projects spanning M126 to M127</a> | AC            | AC         | 2                   | 10            | 24                   | 6     | 0.13           | 10 Aug 2004        |                 |
| 128.88  | +0.88                          | N   | NB   |  | AC            | Unk        | 2                   | 10            | 24                   | 6     | 0.67           | 1993               |                 |
| 129.02  | M127+0.08                      | N   | BR   | (NB) Big Sandy River                           |               |            |                     |               |                      |       |                | 1993               | 880 ft Concrete |
| 129.56  | +0.62                          | N   | NB   | <a href="#">Projects spanning M127 to M128</a> | AC            | Unk        | 2                   | 10            | 24                   | 6     | 1.44           | 23 Aug 2002        |                 |
| 129.68  | +0.74                          | N   | BR   | (NB) Sycamore Creek                            |               |            |                     |               |                      |       |                | 1961               | 171 ft Concrete |
| 130.64  | M128+0.61                      | N   | BR   | (NB) Gray Wash                                 |               |            |                     |               |                      |       |                | 1961               | 111 ft Concrete |
| 131.00  | M129+0.00                      | N   | NB   | <a href="#">Projects spanning M129 to M130</a> | AC            | AC         | 2                   | 10            | 24                   | 6     | 0.01           | 23 Aug 2002        |                 |
| 131.01  | +0.01                          | N   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 20    | 0.16           | 23 Aug 2002        |                 |
| 131.16  | +0.16                          | N   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 14    | 0.14           | 23 Aug 2002        |                 |

**U 093 at M129+0.16**

**M129+0.16 on U 093**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 093 at M129+0.30**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M129+0.30 on U 093**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                     | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance  |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|------------------|
| 131.30         | M129 +0.30                     | N   | NB   | <a href="#">Projects spanning M129 to M130</a>   | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.61           | 23 Aug 2002        |                  |
| 131.91         | +0.91                          | N   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 4     | 0.10           | 23 Aug 2002        |                  |
| 132.01         | M130 +0.01                     | N   | NB   | <a href="#">Projects spanning M130 to M131</a>   | AC            | AC         | 2                   | 8             | 24                   | 6     | 0.05           | 23 Aug 2002        |                  |
| 132.06         | +0.06                          | N   | NB   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.83           | 23 Aug 2002        |                  |
| 132.89         | +0.89                          | N   | NB   |  | AC            | AC         | 2                   | 9             | 24                   | 6     | 0.05           | 23 Aug 2002        |                  |
| 132.94         | +0.94                          | N   | NB   |  | AC            | AC         | 2                   | 10            | 24                   | 4     | 2.02           | 23 Aug 2002        |                  |
| 133.77         | M131 +0.79                     | N   | BR   | (NB) Box Canyon Wash                             |               |            |                     |               |                      |       |                | 23 Aug 2002        | 378 ft Concrete  |
| 134.95         | M132 +0.96                     | N   | NB   | <a href="#">Projects spanning M132 to M133</a>   | AC            | AC         | 2                   | 10            | 24                   | 4     | 2.00           | Dec 2001           |                  |
| 136.96         | M134 +1.00                     | N   | NB   | <a href="#">Projects spanning M134 to M135</a>   | AC            | AC         | 2                   | 12            | 24                   | 6     | 0.25           | Dec 2001           |                  |
| 137.16         | M135 +0.17                     | N   | BR   | (NB) Kaiser Springs                              |               |            |                     |               |                      |       |                | Dec 2001           | 1318 ft Concrete |
| 137.21         | +0.22                          | N   | NB   | <a href="#">Projects spanning M135 to M136</a>   | AC            | AC         | 2                   | 10            | 24                   | 4     | 2.55           | Dec 2001           |                  |
| 139.76         | M137 +0.79                     | N   | J    | U 093 return to single centerline                |               |            |                     |               |                      |       |                |                    |                  |
| 143.49         | M142 +0.56                     | N   | J    | Continue U 093 NB South of MP 142                |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | N   | NB   | <a href="#">Projects spanning M142 to M143</a>   | AC            | AC         | 1                   | 10            | 12                   | 4     | 2.97           | Jun 1999           |                  |
| 146.46         | M145 +0.63                     | N   | NB   | <a href="#">Projects spanning M145 to M146</a>   | AC            | AC         | 1                   | 10            | 12                   | 8.5   | 0.02           | Jun 1999           |                  |
| 146.48         | +0.65                          | N   | NB   |  | AC            | AC         | 1                   | 10            | 12                   | 8.5   | 0.01           | 31 May 2002        |                  |
| 146.49         | +0.66                          | N   | NB   |  | AC            | AC         | 1                   | 10            | 12                   | 8.5   | 0.12           | 31 May 2002        |                  |
| 146.61         | +0.78                          | N   | NB   |  | AC            | AC         | 1                   | 10            | 12                   | 4     | 0.56           | 31 May 2002        |                  |
| 147.17         | M146 +0.34                     | N   | NB   | <a href="#">Projects spanning M146 to M147</a>   | AC            | AC         | 1                   | 5.5           | 12                   | 1     | 0.15           | 31 May 2002        |                  |
| 147.32         | +0.49                          | N   | NB   |  | AC            | AC         | 1                   | 1             | 12                   | 1     | 1.65           | 31 May 2002        |                  |
| 147.83         | +1.00                          | N   | J    | Local Rd -- [L3]                                 |               |            |                     |               |                      |       |                |                    |                  |
| 148.97         | M148 +0.14                     | N   | NB   | <a href="#">Projects spanning M148 to M149</a>   | AC            | AC         | 1                   | 1             | 12                   | 4     | 0.31           | 31 May 2002        |                  |
| 149.29         | +0.46                          | N   | NB   |  | AC            | AC         | 1                   | 4             | 12                   | 4     | 0.24           | 31 May 2002        |                  |
|                | +0.47                          | N   | X    | Call Box - Nothing (east side)                   |               |            |                     |               |                      |       |                |                    |                  |
| 149.52         | +0.70                          | N   | NB   | <a href="#">Projects spanning M148 to M149</a>   | AC            | AC         | 1                   | 7             | 12                   | 4     | 0.03           | 31 May 2002        |                  |
| 149.55         | +0.72                          | N   | NB   |  | AC            | AC         | 1                   | 10            | 12                   | 4     | 4.23           | 31 May 2002        |                  |
| 153.78         | M152 +0.96                     | N   | NB   | <a href="#">Projects spanning M152 to M153</a>   | AC            | AC         | 1                   | 10            | 12                   | 10    | 0.09           | 31 May 2002        |                  |
| 153.87         | M153 +0.00                     | N   | NB   | <a href="#">Projects spanning M153 to M154</a>   | AC            | AC         | 1                   | 10            | 12                   | 10    | 0.02           | 66                 |                  |
| 153.89         | +0.01                          | N   | NB   |  | AC            | AC         | 1                   | 10            | 12                   | 4     | 2.67           | 26 Nov 2003        |                  |
| 155.72         | M154 +0.83                     | N   | J    | S 097 to Bagdad/Hillside -- [B3]                 |               |            |                     |               |                      |       |                | 26 Nov 2003        |                  |
| 156.14         | M155 +0.25                     | N   | BR   | (NB) Placeritas Creek                            |               |            |                     |               |                      |       |                | 26 Nov 2003        | 239 ft Concrete  |
| 156.56         | +0.67                          | N   | NB   | <a href="#">Projects spanning M155 to M156</a>   | AC            | AC         | 1.5                 | 10            | 18                   | 4     | 0.05           | 26 Nov 2003        |                  |
| 156.61         | +0.71                          | N   | J    | U 093 return to single centerline                |               |            |                     |               |                      |       |                |                    |                  |
| 160.75         | M160 +0.26                     | N   | J    | Continue U 093 NB Near Joshua Tree Park Entrance |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | N   | NB   | <a href="#">Projects spanning M160 to M161</a>   | AC            | AC         | 2                   | 10            | 24                   | 4     | 1.39           | May 2000           |                  |
| 162.13         | M161 +0.63                     | N   | J    | U 093 return to single centerline                |               |            |                     |               |                      |       |                |                    |                  |
| 193.86         | M193 +0.35                     | N   | J    | Continue U 093 NB NW of Wickenburg at S 089      |               |            |                     |               |                      |       |                |                    |                  |
|                |                                | N   | WB   | <a href="#">Projects spanning M193 to M194</a>   | AC            | MBH        | 2                   | 8             | 24                   | 2     | 0.38           |                    |                  |
| 193.95         | +0.43                          | N   | TI   | (NB) S 089 (on)                                  | Unk           | Unk        | 1                   | 2             | 14                   | 1     | 0.02           | 2001               |                  |

**U 093 at M193+0.43**

**M193+0.43 on U 093**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 093 at M193+0.66**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M193+0.66 on U 093**

| GIS<br>Route<br>Mile                          | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type                   | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles         | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|-----------------------------------|------------------|---------------|---------------------------|------------------|----------------------------|---------------|----------------|-----------------------|--------------------|
| 194.17  | M193 +0.66                           | N   | TI   | (NB) S 089 (off)                  | Unk              | Unk           | 1                         | 1                | 14                         | 2             | 0.05           | 2001                  |                    |
| 194.24  | +0.72                                | N   | J    | U 093 return to single centerline |                  |               |                           |                  |                            |               |                |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b>     |                                      |     |      |                                   |                  | <b>370.13</b> | <b>4.45</b>               | <b>25.91</b>     | <b>5.30</b>                | <b>177.30</b> | <b>1995.6</b>  | 86.90 Miles of Median |                    |
| <b>Non-Cardinal Mainline Averages/Totals:</b> |                                      |     |      |                                   |                  | <b>148.48</b> | <b>6.17</b>               | <b>22.08</b>     | <b>7.44</b>                | <b>81.01</b>  | <b>2000.0</b>  |                       |                    |



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 095 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on U 095**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>U 095 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin U 095 at Intl Border Mexico            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside San Luis Urbanized Area               |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | NB   | <a href="#">Projects spanning M0 to M1</a>   | AC            | MBH        | 1                   | 2             | 12                   | 8     | 0.11           | 84                 |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median              |               |            |                     |               |                      |       | 0.11           |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 0.13           |                    |                 |
| 0.11   | +0.10                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | MBH        | 4                   | 4             | 48                   | 8     | 0.02           | 84                 |                 |
|  |                                | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 0.08           |                    |                 |
| 0.13   | +0.13                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.32           | 84                 |                 |
|  |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 0.25   | +0.25                          | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 0.06           |                    |                 |
| 0.38   | +0.38                          | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
| 0.45   | +0.45                          | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | MBH        | 4                   | 7             | 48                   | 7     | 0.01           | 84                 |                 |
|  |                                | C   | CG   | Curb to Right                                |               |            |                     |               |                      |       | 0.29           |                    |                 |
| 0.46   | +0.46                          | C   | J    | UT095  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>   | AC            | AC         | 4                   | 7             | 48                   | 7     | 1.04           | Aug 2000           |                 |
| 0.52   | +0.51                          | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 0.04           |                    |                 |
| 0.66   | +0.66                          | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 0.94           |                    |                 |
| 0.74   | +0.74                          | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 0.44           |                    |                 |
| 0.84   | +0.84                          | C   | BR   | Main Drain                                   |               |            |                     |               |                      |       |                | 1999               | 90 ft Concrete  |
| 1.50   | M001 +0.61                     | C   | UH   | <a href="#">Projects spanning M1 to M2</a>   | AC            | AC         | 4                   | 4             | 48                   | 4     | 2.87           | Aug 2000           |                 |
| 1.65   | +0.76                          | C   | UB   | NUB San Luis                                 |               |            |                     |               |                      |       |                |                    |                 |
| 1.68   | +0.80                          | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 2.97           |                    |                 |
| 2.17   | M002 +0.22                     | C   | JB   | NCL San Luis                                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside San Luis, Yuma County                 |               |            |                     |               |                      |       |                |                    |                 |
| 4.37   | M004 +0.39                     | C   | UH   | <a href="#">Projects spanning M4 to M5</a>   | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.34           | 1996               |                 |
| 4.70   | +0.71                          | C   | J    | 19th St (Signalized) -- [B124]               |               |            |                     |               |                      |       |                |                    |                 |
| 4.71   | +0.72                          | C   | UH   | <a href="#">Projects spanning M4 to M5</a>   | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.75           | 02 Apr 2002        |                 |
|  |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 0.75           |                    |                 |
| 4.73   | +0.74                          | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 5.40           |                    |                 |
| 5.46   | M005 +0.47                     | C   | UH   | <a href="#">Projects spanning M5 to M6</a>   | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.02           | 02 Apr 2002        |                 |
| 5.48   | +0.49                          | C   | UH   |  | AC            | AC         | 4                   | 10            | 48                   | 10    | 5.17           | 02 Apr 2002        |                 |
| 9.93   | M010 +0.27                     | C   | J    | Local Rd -- [R3]                             |               |            |                     |               |                      |       |                |                    |                 |
| 10.29  | +0.63                          | C   | MD   | 12 ft Painted Median                         |               |            |                     |               | 12                   |       | 1.38           |                    |                 |
| 10.65  | +0.99                          | C   | UH   | <a href="#">Projects spanning M10 to M11</a> | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.02           | 02 Apr 2002        |                 |
| 10.66  | M011 +0.00                     | C   | UH   | <a href="#">Projects spanning M11 to M12</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.28           | 02 Apr 2002        |                 |
|  |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 1.12           |                    |                 |
| 10.70  | +0.04                          | C   | JB   | WCL Somerton Elev 103                        |               |            |                     |               |                      |       |                |                    |                 |

**U 095 at M011+0.04**

**M011+0.04 on U 095**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 095 at M011+0.05**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M011+0.05 on U 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 10.71          | M011 +0.05                     | C   | UB   | WUB Somerton                                 |               |            |                     |               |                      |       |                |                    |                 |
| 10.94          | +0.28                          | C   | UH   | <a href="#">Projects spanning M11 to M12</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.85           | Apr 2001           |                 |
| 11.20          | +0.53                          | C   | J    | Avenue F                                     |               |            |                     |               |                      |       |                |                    |                 |
| 11.70          | +1.04                          | C   | J    | Somerton Ave -- [B24]                        |               |            |                     |               |                      |       |                |                    |                 |
| 11.74          | M012 +0.02                     | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      |       | 1.40           |                    |                 |
| 11.78          | +0.07                          | C   | UH   | <a href="#">Projects spanning M12 to M13</a> | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.12           | 15 Dec 2003        |                 |
|                |                                | C   | CG   | Curb and Sidewalk to Left and Right          |               |            |                     |               |                      |       | 0.10           |                    |                 |
| 11.89          | +0.17                          | C   | CG   | Curb and Sidewalk to Left, Curb to Right     |               |            |                     |               |                      |       | 0.13           |                    |                 |
| 11.90          | +0.18                          | C   | J    | Columbia Ave -- [B]                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M12 to M13</a> | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.09           | 15 Dec 2003        |                 |
| 12.00          | +0.28                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 48                   | 0     | 0.22           | 15 Dec 2003        |                 |
| 12.01          | +0.30                          | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 0.20           |                    |                 |
| 12.03          | +0.31                          | C   | J    | Bingham Ave -- [B]                           |               |            |                     |               |                      |       |                |                    |                 |
| 12.20          | +0.48                          | C   | JB   | ECL Somerton                                 |               |            |                     |               |                      |       |                |                    |                 |
| 12.22          | +0.50                          | C   | UH   | <a href="#">Projects spanning M12 to M13</a> | AC            | AC         | 4                   | 4.9           | 48                   | 4.9   | 0.02           | 15 Dec 2003        |                 |
| 12.23          | +0.51                          | C   | UH   |  | AC            | AC         | 4                   | 9.8           | 48                   | 9.8   | 4.79           | 15 Dec 2003        |                 |
| 12.70          | M013 +0.02                     | C   | UB   | EUB Somerton                                 |               |            |                     |               |                      |       |                |                    |                 |
| 13.21          | +0.52                          | C   | J    | Avenue D -- [B24]                            |               |            |                     |               |                      |       |                |                    |                 |
| 13.30          | +0.62                          | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      |       | 0.82           |                    |                 |
| 14.20          | M014 +0.53                     | C   | J    | County 16th St -- [B124]                     |               |            |                     |               |                      |       |                |                    |                 |
| 14.21          | +0.54                          | C   | JB   | Enter Cocopah IR                             |               |            |                     |               |                      |       |                |                    |                 |
| 14.24          | +0.57                          | C   | UB   | SUB Yuma                                     |               |            |                     |               |                      |       |                |                    |                 |
| 14.29          | +0.62                          | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      |       | 0.98           |                    |                 |
| 15.36          | M015 +0.71                     | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      |       | 0.11           |                    |                 |
| 15.54          | +0.89                          | C   | JB   | Leave Cocopah IR                             |               |            |                     |               |                      |       |                |                    |                 |
| 15.57          | +0.92                          | C   | J    | County 15th St (Signalized) -- [B1234]       |               |            |                     |               |                      |       |                |                    |                 |
| 15.61          | +0.96                          | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      |       | 0.87           |                    |                 |
| 16.55          | M016 +0.88                     | C   | J    | County 14th St (Signalized) -- [B1234]       |               |            |                     |               |                      |       |                |                    |                 |
| 16.63          | +0.96                          | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      |       | 0.89           |                    |                 |
| 17.00          | M017 +0.33                     | C   | UB   | Temp leave UB Yuma                           |               |            |                     |               |                      |       |                |                    |                 |
| 17.02          | +0.36                          | C   | UH   | <a href="#">Projects spanning M17 to M18</a> | AC            | AC         | 4                   | 4.9           | 48                   | 4.9   | 0.02           | 15 Dec 2003        |                 |
| 17.04          | +0.38                          | C   | UH   |  | AC            | AC         | 4                   | 0             | 52                   | 0     | 2.52           | 15 Dec 2003        |                 |
|                |                                | C   | CG   | Curb to Left and Right                       |               |            |                     |               |                      |       | 2.22           |                    |                 |
| 17.37          | +0.71                          | C   | J    | Julie Ln -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 17.49          | +0.83                          | C   | J    | Patricia Ln -- [B3]                          |               |            |                     |               |                      |       |                |                    |                 |
| 17.56          | +0.90                          | C   | J    | County 13th St -- [B]                        |               |            |                     |               |                      |       |                |                    |                 |
| 17.61          | +0.94                          | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      |       | 0.90           |                    |                 |
| 17.74          | M018 +0.06                     | C   | J    | Cindy Lou Ln -- [R]                          |               |            |                     |               |                      |       |                |                    |                 |
| 18.57          | +0.89                          | C   | J    | County 12th St -- [B4]                       |               |            |                     |               |                      |       |                |                    |                 |

**U 095 at M018+0.89**

**M018+0.89 on U 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 095 at M018+0.95**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M018+0.95 on U 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 18.63          | M018+0.95                      | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.89  |                |                    |                 |
| 19.07          | M019+0.39                      | C   | JB   | SCL Yuma   |               |            |                     |               |                      |       |                |                    |                 |
| 19.08          | +0.40                          | C   | UB   | WUB Yuma   |               |            |                     |               |                      |       |                |                    |                 |
| 19.15          | +0.47                          | C   | J    | Chico Ln -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 19.26          | +0.58                          | C   | J    | Local Rd -- [R1]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right, Sidewalk to Right                                    |               |            |                     |               |                      | 0.04  |                |                    |                 |
| 19.32          | +0.64                          | C   | J    | K-Mart Access Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 19.33          | +0.65                          | C   | CG   | Curb to Right  |               |            |                     |               |                      | 0.23  |                |                    |                 |
| 19.41          | +0.73                          | C   | J    | K-Mart Acces Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 19.52          | +0.84                          | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 19.56          | +0.88                          | C   | UH   | <a href="#">Projects spanning M19 to M20</a>                                 | AC            | AC         | 4                   | 0             | 52                   | 0     | 0.01           | 05 Sep 2002        |                 |
|                |                                | C   | CG   | Curb and Sidewalk to Left and Right  |               |            |                     |               |                      |       | 4.69           |                    |                 |
| 19.57          | +0.89                          | C   | J    | County 11th St/32nd St (Signalized) -- [B1234]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M19 to M20</a>                                 | AC            | AC         | 4                   | 2             | 48                   | 2     | 1.94           | 05 Sep 2002        |                 |
| 19.64          | +0.96                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.40  |                |                    |                 |
| 20.07          | M020+0.38                      | C   | J    | 28th St -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 20.12          | +0.43                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.15  |                |                    |                 |
| 20.37          | +0.68                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.05  |                |                    |                 |
| 20.47          | +0.78                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.03  |                |                    |                 |
| 20.57          | +0.88                          | C   | J    | 24th St (Signalized) -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 20.61          | +0.92                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.41  |                |                    |                 |
| 21.08          | M021+0.37                      | C   | J    | 20th St (Signalized) -- [B234]   |               |            |                     |               |                      |       |                |                    |                 |
| 21.14          | +0.43                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.37  |                |                    |                 |
| 21.25          | +0.54                          | C   | J    | Local Rd -- [L3]   |               |            |                     |               |                      |       |                |                    |                 |
| 21.51          | +0.80                          | C   | UH   | <a href="#">Projects spanning M21 to M22</a>                                 | AC            | AC         | 4                   | 0             | 52                   | 0     | 1.56           | 30 Jun 2005        |                 |
| 21.58          | +0.86                          | C   | J    | 16th St West & Avenue B North & U 095 East on 16th St (Signalized) -- [B234] |               |            |                     |               |                      |       |                |                    |                 |
| 21.65          | +0.93                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.64  |                |                    |                 |
| 21.67          | +0.95                          | C   | J    | Crowder Ave -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 21.80          | M022+0.10                      | C   | J    | Pendergast Ave -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 21.90          | +0.19                          | C   | J    | Dora Ave -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 21.99          | +0.28                          | C   | J    | Magnolia Ave -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 22.02          | +0.31                          | C   | J    | Gate Way Dr -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 22.09          | +0.39                          | C   | BR   | E Main Canal   |               |            |                     |               |                      |       | 1969           | 76 ft Concrete     |                 |
| 22.24          | +0.54                          | C   | J    | El Paseo Real -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 22.33          | +0.62                          | C   | J    | 14th Ave (Signalized) -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.20  |                |                    |                 |
| 22.45          | +0.74                          | C   | J    | 13th Ave -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 22.58          | +0.87                          | C   | J    | Ave A (Signalized) -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 22.61          | +0.90                          | C   | J    | 11th Ave -- [L]  |               |            |                     |               |                      |       |                |                    |                 |

**U 095 at M022+0.90**

**M022+0.90 on U 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 095 at M022+0.91**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M022+0.91 on U 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 22.62          | M022 +0.91                     | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.41  |                |                    |                 |
| 22.64          | +0.93                          | C   | J    | 11th Ave -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 22.67          | +0.96                          | C   | J    | 10th Ave -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 22.70          | +0.99                          | C   | J    | 10th Ave -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 22.73          | M023 +0.02                     | C   | J    | 9th Ave -- [L]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 22.76          | +0.05                          | C   | J    | 9th Ave -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 22.80          | +0.09                          | C   | J    | 8th Ave -- [L]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 22.83          | +0.12                          | C   | J    | 8th Ave -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 22.87          | +0.16                          | C   | J    | 7th Ave -- [L]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 22.89          | +0.18                          | C   | J    | 7th Ave -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 22.94          | +0.23                          | C   | J    | 6th Ave -- [L]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 22.95          | +0.24                          | C   | J    | 6th Ave -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 23.00          | +0.29                          | C   | J    | 5th Ave -- [L]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 23.01          |                                | C   | J    | 5th Ave -- [R]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 23.07          | +0.36                          | C   | UH   | <a href="#">Projects spanning M23 to M24</a>   | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.33           | 85                 |                 |
| 23.08          |                                | C   | J    | SB008 & 4th Ave (Signalized) -- [B24]          |               |            |                     |               |                      |       |                |                    |                 |
| 23.15          | +0.43                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.14  |                |                    |                 |
| 23.33          | +0.62                          | C   | J    | 1st Ave (Signalized) -- [B24]                  |               |            |                     |               |                      |       |                |                    |                 |
| 23.39          | +0.68                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.07  |                |                    |                 |
| 23.40          | +0.69                          | C   | UH   | <a href="#">Projects spanning M23 to M24</a>   | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.37           | 72                 |                 |
| 23.50          | +0.78                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.06  |                |                    |                 |
| 23.59          | +0.87                          | C   | J    | Arizona Ave (Signalized) -- [B234]             |               |            |                     |               |                      |       |                |                    |                 |
| 23.63          | +0.92                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.18  |                |                    |                 |
| 23.77          | M024 +0.07                     | C   | UH   | <a href="#">Projects spanning M24 to M25</a>   | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.03           | Feb 2000           |                 |
| 23.80          | +0.10                          | C   | UH   |  | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.09           | 72                 |                 |
| 23.85          | +0.15                          | C   | J    | Redondo Dr (Signalized) -- [L23]               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.16  |                |                    |                 |
| 23.89          | +0.19                          | C   | UH   | <a href="#">Projects spanning M24 to M25</a>   | AC            | AC         | 4                   | 2             | 48                   | 2     | 0.24           | 1994               |                 |
| 24.01          | +0.31                          | C   | J    | I 008 Exit #2 A & G-Ramp (Signalized) -- [B14] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                |               |            |                     |               |                      | 0.13  |                |                    |                 |
| 24.04          | +0.35                          | A   | OP   | I 008  |               |            |                     |               |                      |       | 01 Dec 2004    | 260 ft Concrete    |                 |
| 24.13          | +0.44                          | C   | J    | I 008 Exit #2 C & J-Ramp (Signalized) -- [B23] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M24 to M25</a>   | AC            | AC         | 4                   | 2             | 60                   | 2     | 0.06           | 1994               |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.20  |                |                    |                 |
| 24.19          | +0.50                          | C   | UH   | <a href="#">Projects spanning M24 to M25</a>   | AC            | AC         | 4                   | 2             | 60                   | 2     | 0.40           | Jul 2002           |                 |
| 24.25          | +0.56                          | C   | CG   | Curb to Right                                  |               |            |                     |               |                      | 0.12  |                |                    |                 |
| 24.39          | +0.69                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      | 0.14  |                |                    |                 |
| 24.59          | +0.89                          | C   | J    | Pacific Ave (Signalized) -- [B124]             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M24 to M25</a>   | AC            | AC         | 4                   | 4             | 48                   | 4     | 1.05           | Jul 2002           |                 |

**U 095 at M024+0.89**

**M024+0.89 on U 095**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 095 at M024+0.99**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M024+0.99 on U 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 24.68          | M024+0.99                      | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      | 0.86  |                |                    |                 |
| 25.59          | M025+0.86                      | C   | JB   | ECL Yuma                                     |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.87                          | C   | J    | Avenue 3E (Signalized) -- [B24]              |               |            |                     |               |                      |       |                |                    |                 |
| 25.64          | +0.91                          | C   | UH   | <a href="#">Projects spanning M25 to M26</a> | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.07           | Jul 2002           |                 |
| 25.71          | M026+0.00                      | C   | VMS  | (SB) Variable Message Sign #3 (Proposed)     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M26 to M27</a> | AC            | AC         | 4                   | 10            | 48                   | 10    | 1.69           | Jul 2002           |                 |
| 27.40          | M027+0.69                      | C   | UH   | <a href="#">Projects spanning M27 to M28</a> | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.07           | Jul 2002           |                 |
| 27.47          | +0.76                          | C   | UH   |  | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.29           | Jul 2002           |                 |
| 27.59          | +0.88                          | C   | J    | Avenue 5E -- [B24]                           |               |            |                     |               |                      |       |                |                    |                 |
| 27.72          | M028+0.02                      | C   | J    | Local Rd -- [R14]                            |               |            |                     |               |                      |       |                |                    |                 |
| 27.77          | +0.06                          | C   | UH   | <a href="#">Projects spanning M28 to M29</a> | AC            | AC         | 4                   | 7             | 48                   | 10    | 0.07           | Jul 2002           |                 |
| 27.84          | +0.14                          | C   | UH   |  | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.69           | Jul 2002           |                 |
| 28.53          | +0.83                          | C   | UH   |  | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.06           | Jul 2002           |                 |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median              |               |            |                     | 6             |                      | 0.06  |                |                    |                 |
| 28.59          | +0.89                          | C   | UH   | <a href="#">Projects spanning M28 to M29</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.14           | Jul 2002           |                 |
|                |                                | C   | MD   | 12 ft Painted Median                         |               |            |                     | 12            |                      | 0.14  |                |                    |                 |
| 28.60          | +0.90                          | C   | J    | Avenue 6E -- [R4]                            |               |            |                     |               |                      |       |                |                    |                 |
| 28.74          | M029+0.02                      | C   | UH   | <a href="#">Projects spanning M29 to M30</a> | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.06           | Jul 2002           |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median              |               |            |                     | 6             |                      | 0.06  |                |                    |                 |
| 28.80          | +0.08                          | C   | UH   | <a href="#">Projects spanning M29 to M30</a> | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.16           | Jul 2002           |                 |
| 28.96          | +0.25                          | C   | UH   |  | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.06           | Jul 2002           |                 |
| 29.03          | +0.31                          | C   | UH   |  | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.14           | Jul 2002           |                 |
| 29.09          | +0.37                          | C   | J    | S 280 (Araby Rd) (Signalized) -- [R24]       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | EUB Yuma / WUB Fortuna Foothills             |               |            |                     |               |                      |       |                |                    |                 |
| 29.16          | +0.45                          | C   | UH   | <a href="#">Projects spanning M29 to M30</a> | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.06           | Jul 2002           |                 |
| 29.23          | +0.51                          | C   | UH   |  | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.25           | Jul 2002           |                 |
| 29.47          | +0.76                          | C   | UH   |  | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.04           | Jul 2002           |                 |
| 29.51          | +0.80                          | C   | UH   |  | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.14           | Jul 2002           |                 |
| 29.59          | +0.87                          | C   | J    | Avenue 7E (Signalized) -- [B24]              |               |            |                     |               |                      |       |                |                    |                 |
| 29.65          | +0.93                          | C   | UH   | <a href="#">Projects spanning M29 to M30</a> | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.07           | Jul 2002           |                 |
| 29.72          | M030+0.00                      | C   | UH   | <a href="#">Projects spanning M30 to M31</a> | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.76           | Jul 2002           |                 |
| 30.48          | +0.76                          | C   | UH   |  | AC            | AC         | 4                   | 9             | 48                   | 6     | 0.04           | Jul 2002           |                 |
| 30.53          | +0.81                          | C   | UH   |  | AC            | AC         | 4                   | 9             | 48                   | 2     | 0.07           | Jul 2002           |                 |
| 30.60          | +0.87                          | C   | J    | Avenue 8E -- [B124]                          |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M30 to M31</a> | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.07           | Jul 2002           |                 |
| 30.66          | +0.94                          | C   | UH   |  | AC            | AC         | 4                   | 7             | 48                   | 7     | 0.06           | Jul 2002           |                 |
| 30.73          | +1.00                          | C   | UH   |  | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.75           | Jul 2002           |                 |
| 31.48          | M031+0.75                      | C   | UH   | <a href="#">Projects spanning M31 to M32</a> | AC            | AC         | 4                   | 7             | 48                   | 5.5   | 0.05           | Jul 2002           |                 |
| 31.53          | +0.79                          | C   | UH   |  | AC            | AC         | 4                   | 7             | 48                   | 6     | 0.01           | Jul 2002           |                 |

**U 095 at M031+0.79**

**M031+0.79 on U 095**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 095 at M031+0.81**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M031+0.81 on U 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 31.54          | M031 +0.81                     | C   | UH   | <a href="#">Projects spanning M31 to M32</a>    | AC            | AC         | 4                   | 4             | 48                   | 6     | 0.06           | Jul 2002           |                 |
| 31.60          | +0.87                          | C   | J    | Avenue 9E -- [B124]                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M31 to M32</a>    | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.11           | Jul 2002           |                 |
| 31.71          | +0.98                          | C   | UH   |   | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.04           | 87                 |                 |
| 31.75          | M032 +0.00                     | C   | UH   | <a href="#">Projects spanning M32 to M33</a>    | AC            | MBH        | 2                   | 6             | 24                   | 6     | 0.13           | 22 Mar 2002        |                 |
| 31.88          | +0.13                          | C   | UH   |   | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.89           | 22 Mar 2002        |                 |
| 32.77          | M033 +0.00                     | C   | UH   | <a href="#">Projects spanning M33 to M34</a>    | AC            | MBH        | 2                   | 8             | 24                   | 8     | 5.31           | 87                 |                 |
| 33.38          | +0.60                          | C   | BR   | Gila Canal                                      |               |            |                     |               |                      |       |                | 110 ft Concrete    |                 |
| 33.48          | +0.71                          | C   | J    | Local Rd -- [R14]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | EUB Fortuna Foothills                           |               |            |                     |               |                      |       |                |                    |                 |
| 37.77          | M038 +0.00                     | C   | BR   | Wellton Mohawk Canal                            |               |            |                     |               |                      |       | 1950           | 94 ft Concrete     |                 |
| 38.08          | +0.31                          | C   | UH   | <a href="#">Projects spanning M38 to M39</a>    | BST           | BST        | 2                   | 5             | 24                   | 5     | 0.14           | 50                 |                 |
| 38.22          | +0.45                          | C   | UH   |   | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 0.22           | 56                 |                 |
| 38.44          | +0.67                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.18           | 1993               |                 |
| 38.65          | +0.88                          | C   | BR   | Gila River                                      |               |            |                     |               |                      |       | 1993           | 680 ft Concrete    |                 |
| 39.62          | M039 +0.83                     | C   | UH   | <a href="#">Projects spanning M39 to M40</a>    | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 2.02           | 56                 |                 |
| 40.28          | M040 +0.50                     | C   | J    | Dome Valley Rd - County 3rd St                  |               |            |                     |               |                      |       |                |                    |                 |
| 41.64          | M041 +0.85                     | C   | UH   | <a href="#">Projects spanning M41 to M42</a>    | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.15           | 27 Nov 2005        |                 |
| 41.72          | +0.93                          | C   | J    | Unknown Rd -- [L]                               |               |            |                     |               |                      |       |                | 27 Nov 2005        |                 |
| 41.79          | M042 +0.00                     | C   | UH   | <a href="#">Projects spanning M42 to M43</a>    | AC            | AC         | 2                   | 5             | 36                   | 5     | 0.64           | 27 Nov 2005        |                 |
| 41.91          | +0.12                          | C   | JB   | Enter Yuma Test Range (on S side)               |               |            |                     |               |                      |       |                |                    |                 |
| 42.15          | +0.36                          | C   | J    | Unknown Rd -- [L]                               |               |            |                     |               |                      |       |                | 27 Nov 2005        |                 |
| 42.26          | +0.48                          | C   | BR   | RCB   |               |            |                     |               |                      |       |                | 32 ft Concrete     |                 |
| 42.42          | +0.64                          | C   | UH   | <a href="#">Projects spanning M42 to M43</a>    | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.32           | 27 Nov 2005        |                 |
| 42.60          | +0.81                          | C   | MD   | Variable 0-12 ft Painted Median                 |               |            |                     | 6             |                      |       | 0.15           |                    |                 |
| 42.63          | +0.85                          | C   | J    | Unknown Rd -- [L]                               |               |            |                     |               |                      |       |                | 27 Nov 2005        |                 |
| 42.74          | +0.96                          | C   | UH   | <a href="#">Projects spanning M42 to M43</a>    | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.02           | 27 Nov 2005        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                            |               |            |                     | 12            |                      |       | 0.02           |                    |                 |
| 42.76          | +0.97                          | C   | UH   | <a href="#">Projects spanning M42 to M43</a>    | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.32           | 27 Nov 2005        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                 |               |            |                     | 6             |                      |       | 0.15           |                    |                 |
| 42.89          | M043 +0.10                     | C   | J    | Unknown Rd -- [L]                               |               |            |                     |               |                      |       |                | 27 Nov 2005        |                 |
| 43.08          | +0.29                          | C   | UH   | <a href="#">Projects spanning M43 to M44</a>    | AC            | AC         | 2                   | 5             | 36                   | 5     | 0.83           | 27 Nov 2005        |                 |
| 43.91          | M044 +0.11                     | C   | J    | Imperial Dam Rd/Yuma Proving Ground Rd -- [L24] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                 |               |            |                     | 6             |                      |       | 0.09           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M44 to M45</a>    | AC            | AC         | 2                   | 8             | 24                   | 5     | 0.13           | 27 Aug 2003        |                 |
| 44.04          | +0.25                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.05           | 27 Aug 2003        |                 |
| 44.09          | +0.30                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.21           | 92                 |                 |
| 44.30          | +0.50                          | C   | UH   |   | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 2.43           | 58                 |                 |
| 46.52          | M046 +0.71                     | C   | J    | Martinez Lake Rd -- [L2]                        |               |            |                     |               |                      |       |                |                    |                 |

**U 095 at M046+0.71**

**M046+0.71 on U 095**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 095 at M046+0.92**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M046+0.92 on U 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                 | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 46.73          | M046+0.92                      | C   | UH   | <a href="#">Projects spanning M46 to M47</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.22           |                    | 87              |
| 46.80          | +0.99                          | C   | J    | Local Rd -- [L2]                             |               |            |                     |               |                      |       |                |                    |                 |
| 46.95          | M047+0.14                      | C   | UH   | <a href="#">Projects spanning M47 to M48</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.30           | 27 Aug 2003        |                 |
| 47.25          | +0.44                          | C   | UH   |  | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 0.13           |                    | 58              |
| 47.38          | +0.57                          | C   | UH   |  | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 7.46           |                    | 61              |
| 51.43          | M051+0.73                      | C   | IS   | Inspection Station Right (off)               | Unk           | Unk        | 1                   | 2             | 12                   | 10    | 0.18           |                    |                 |
| 51.61          | +0.91                          | C   | IS   | Inspection Station Right (on)                |               |            |                     |               |                      |       |                |                    |                 |
| 52.97          | M053+0.26                      | C   | BR   | Castle Dome                                  |               |            |                     |               |                      |       |                | 1961               | 171 ft Steel    |
| 54.62          | M054+0.92                      | C   | J    | Castle Dome-Kofa Ring Rd                     |               |            |                     |               |                      |       |                |                    |                 |
| 54.84          | M055+0.14                      | C   | UH   | <a href="#">Projects spanning M55 to M56</a> | BST           | Unk        | 2                   | 0             | 24                   | 0     | 0.54           |                    | 49              |
| 55.38          | +0.68                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.38           | 28 Mar 2003        |                 |
| 55.76          | M056+0.05                      | C   | UH   | <a href="#">Projects spanning M56 to M57</a> | BST           | Unk        | 2                   | 0             | 24                   | 0     | 1.88           |                    | 49              |
| 57.64          | M057+0.94                      | C   | UH   | <a href="#">Projects spanning M57 to M58</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.58           | 28 Mar 2003        |                 |
| 57.97          | M058+0.25                      | C   | J    | Hull Mine Rd -- [R]                          |               |            |                     |               |                      |       |                |                    |                 |
| 58.22          | +0.50                          | C   | UH   | <a href="#">Projects spanning M58 to M59</a> | BST           | Unk        | 2                   | 0             | 24                   | 0     | 0.58           |                    | 49              |
| 58.81          | M059+0.07                      | C   | UH   | <a href="#">Projects spanning M59 to M60</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.40           | 14 Jul 2003        |                 |
| 59.06          | +0.32                          | C   | J    | Castle Dome Access Rd -- [L2]                |               |            |                     |               |                      |       |                |                    |                 |
| 59.21          | +0.47                          | C   | UH   | <a href="#">Projects spanning M59 to M60</a> | BST           | Unk        | 2                   | 0             | 24                   | 0     | 13.67          |                    | 49              |
| 59.43          | +0.70                          | C   | JB   | La Paz County                                |               |            |                     |               |                      |       |                |                    |                 |
| 71.40          | M071                           | C   | JB   | Yuma County                                  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Leave Yuma Test Range                        |               |            |                     |               |                      |       |                |                    |                 |
| 72.88          | M073+0.16                      | C   | UH   | <a href="#">Projects spanning M73 to M74</a> | BST           | Unk        | 2                   | 0             | 36                   | 0     | 1.28           |                    | 49              |
| 74.15          | M074+0.44                      | C   | UH   | <a href="#">Projects spanning M74 to M75</a> | BST           | Unk        | 2                   | 0             | 36                   | 0     | 0.57           | Aug 2000           |                 |
| 74.72          | M075+0.01                      | C   | UH   | <a href="#">Projects spanning M75 to M76</a> | AC            | MBH        | 2                   | 5             | 36                   | 5     | 0.08           | Aug 2000           |                 |
| 74.80          | +0.09                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 36                   | 5     | 0.01           |                    | 67              |
| 74.81          | +0.10                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 24                   | 5     | 4.91           |                    | 67              |
| 79.71          | M080+0.00                      | C   | UH   | <a href="#">Projects spanning M80 to M81</a> | AC            | MBH        | 2                   | 6             | 24                   | 6     | 7.01           | Apr 2002           |                 |
| 85.07          | M085+0.35                      | C   | J    | Palm Canyon Rd                               |               |            |                     |               |                      |       |                |                    |                 |
| 86.72          | M087+0.00                      | C   | UH   | <a href="#">Projects spanning M87 to M88</a> | AC            | BST        | 2                   | 2             | 24                   | 2     | 8.86           | Apr 2002           |                 |
| 89.30          | M089+0.57                      | C   | J    | Microwave Telephone Rd                       |               |            |                     |               |                      |       |                |                    |                 |
| 90.29          | M090+0.64                      | C   | JB   | La Paz County                                |               |            |                     |               |                      |       |                |                    |                 |
| 95.34          | M095+0.61                      | C   | J    | Crystal Hill Rd                              |               |            |                     |               |                      |       |                |                    |                 |
| 95.58          | +0.85                          | C   | UH   | <a href="#">Projects spanning M95 to M96</a> | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.10           | 29 Sep 2003        |                 |
| 95.68          | +0.95                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.18           | 29 Sep 2003        |                 |
| 95.85          | M096+0.12                      | C   | UH   | <a href="#">Projects spanning M96 to M97</a> | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.05           | 29 Sep 2003        |                 |
| 95.90          | +0.17                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 2.24           |                    | 92              |
| 98.14          | M098+0.39                      | C   | UH   | <a href="#">Projects spanning M98 to M99</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.30           | 12 Aug 2003        |                 |
| 98.32          | +0.57                          | C   | J    | La Paz Valley Rd -- [L2]                     |               |            |                     |               |                      |       |                |                    |                 |
| 98.44          | +0.69                          | C   | UH   | <a href="#">Projects spanning M98 to M99</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 5.20           |                    | 92              |

**U 095 at M098+0.69**

**M098+0.69 on U 095**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 095 at M101+0.57**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M101+0.57 on U 095**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 101.29         | M101 +0.57                     | C   | JB   | SCL Quartzsite Elev 870   |               |            |                     |               |                      |       |                |                    |                 |
| 101.80         | M102 +0.07                     | C   | J    | Local Rd -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 103.53         | M103 +0.80                     | C   | J    | Local Rd -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 103.64         | +0.91                          | C   | UH   | AC  | AC            | 2          | 6                   | 24            | 6                    | 0.15  | 92             |                    |                 |
| 103.79         | M104 +0.06                     | C   | J    | County 53rd St  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | AC  | AC            | 4          | 4                   | 48            | 4                    | 0.19  | Aug 2001       |                    |                 |
|                |                                | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                |     |      |   |               |            |                     | 12            |                      | 0.25  |                |                    |                 |
| 103.88         | +0.15                          | C   | MD   | 12 ft Painted Median  |               |            |                     |               |                      |       |                |                    |                 |
| 103.98         | +0.25                          | C   | OP   | I 010   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | PCC   | PCC           | 4          | 4                   | 48            | 4                    | 0.02  | Aug 2001       | 269 ft Concrete    |                 |
|                |                                | C   | UH   | AC  | AC            | 4          | 4                   | 48            | 4                    | 0.20  | Aug 2001       |                    |                 |
| 104.00         | +0.27                          | C   | J    | I 010 Frontage Rd -- [B24]  |               |            |                     |               |                      |       |                |                    |                 |
| 104.09         | +0.36                          | C   | J    | Local Rd -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 104.11         | +0.38                          | C   | J    | Local Rd -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 104.20         | +0.47                          | C   | UH   | AC  | AC            | 4          | 4                   | 48            | 4                    | 0.03  | 13 Sep 2002    |                    |                 |
| 104.23         | +0.51                          | C   | J    | End U 095 at SB010(1) (signalized) U 095 Overlaps SB010(1) & I 010 W to AZ/CA State Line -- [B24] |               |            |                     |               |                      |       |                |                    |                 |

**U 095 at M104+0.51**

**M104+0.51 on U 095**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 095 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on U 095**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|-----------------------|-----------------|
| <b>U 095 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |  |               |               |                     |               |                      |               |                |                       |                 |
| 0.00  | M000 +0.00                     | N   | J    | Begin U 095 SB at Intl Border Mexico       |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M0 to M1</a> | AC            | MBH           | 1                   | 8             | 12                   | 2             | 0.09           | 84                    |                 |
| 0.09  | +0.09                          | N   | J    | U 095 return to single centerline          |               |               |                     |               |                      |               |                |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |  |               | <b>272.44</b> | <b>4.23</b>         | <b>32.01</b>  | <b>4.23</b>          | <b>104.25</b> | <b>1984.3</b>  | 23.40 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |  |               | <b>0.09</b>   | <b>8.00</b>         | <b>12.00</b>  | <b>2.00</b>          | <b>0.09</b>   | <b>1984.0</b>  |                       |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 160 at M311+0.46**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M311+0.46 on U 160**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>U 160 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M311 +0.46                     | C   | J    | Begin U 160 at U 089 near Cameron                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Navajo IR, Coconino County                   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M311 to M312</a>      | AC            | MBH        | 2                   | 5             | 24                   | 5     | 10.22          | 65                 |                 |
| 0.66   | M312 +0.10                     | C   | BR   | Hamblin Wash  |               |            |                     |               |                      |       | 1958           | 198 ft Steel       |                 |
| 3.56   | M315 +0.00                     | C   | VMS  | (WB) Variable Message Sign #100 (Proposed)          |               |            |                     |               |                      |       |                |                    |                 |
| 8.74   | M320 +0.27                     | C   | UB   | WUB Tuba City                                       |               |            |                     |               |                      |       |                |                    |                 |
| 10.22  | M321 +0.78                     | C   | UH   | <a href="#">Projects spanning M321 to M322</a>      | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.11           | 1993               |                 |
| 10.25  | +0.80                          | C   | J    | S 264 -- [B1234]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 10.33  | +0.89                          | C   | UH   | <a href="#">Projects spanning M321 to M322</a>      | AC            | AC         | 4                   | 4             | 48                   | 4     | 0.12           | 1993               |                 |
|  |                                | C   | CG   | Curb to Right                                       |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 10.45  | M322 +0.02                     | C   | UH   | <a href="#">Projects spanning M322 to M323</a>      | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.14           | 1993               |                 |
|  |                                | C   | MD   | 12 ft Painted Median                                |               |            |                     |               | 12                   |       | 0.18           |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right                              |               |            |                     |               |                      |       | 0.11           |                    |                 |
| 10.59  | +0.16                          | C   | UH   | <a href="#">Projects spanning M322 to M323</a>      | AC            | AC         | 3                   | 4             | 36                   | 4     | 0.03           | 1993               |                 |
| 10.63  | +0.20                          | C   | UH   |   | AC            | AC         | 3                   | 4             | 36                   | 4     | 0.53           | Jul 2000           |                 |
| 10.67  | +0.24                          | C   | MD   | 12 ft Painted Median                                |               |            |                     |               | 12                   |       | 0.08           |                    |                 |
| 10.78  | +0.34                          | C   | J    | Warrior Dr -- [L23]                                 |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median                                |               |            |                     |               | 12                   |       | 0.13           |                    |                 |
| 10.84  | +0.41                          | C   | UP   | Pedestrian OP                                       |               |            |                     |               |                      |       |                | 1986               | 17'-06"         |
| 11.15  | +0.72                          | C   | UH   | <a href="#">Projects spanning M322 to M323</a>      | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.37           | Jul 2000           |                 |
| 11.28  | +0.85                          | C   | UB   | EUB Tuba City                                       |               |            |                     |               |                      |       |                |                    |                 |
| 11.52  | M323 +0.08                     | C   | UH   | <a href="#">Projects spanning M323 to M324</a>      | AC            | AC         | 2                   | 8             | 24                   | 5     | 8.01           | Jul 2000           |                 |
| 19.53  | M331 +0.00                     | C   | UH   | <a href="#">Projects spanning M331 to M332</a>      | AC            | MBH        | 2                   | 8             | 24                   | 5     | 0.01           | 85                 |                 |
| 19.54  |                                | C   | UH   |   | AC            | MBH        | 2                   | 5             | 24                   | 5     | 10.16          | 85                 |                 |
| 29.70  | M341                           | C   | UH   | <a href="#">Projects spanning M341 to M342</a>      | AC            | AC         | 2                   | 5             | 24                   | 5     | 2.83           | 26 Jul 2005        |                 |
| 30.01  | +0.30                          | C   | SVP  | EB School Bus Pullout Paved 96' long 0-16' wide     |               |            |                     |               |                      |       | 0.02           | 26 Jul 2005        |                 |
| 30.03  | +0.32                          | C   | SVP  | EB School Bus Pullout Paved 160' long 16' wide      |               |            |                     |               |                      |       | 0.03           | 26 Jul 2005        |                 |
| 30.06  | +0.35                          | C   | SVP  | EB School Bus Pullout Paved 96' long 14-0' wide     |               |            |                     |               |                      |       | 0.02           | 26 Jul 2005        |                 |
| 30.75  | M342 +0.00                     | C   | J    | Local Rd -- [B1]                                    |               |            |                     |               |                      |       |                | 21 Dec 2005        |                 |
| 32.20  | M343 +0.43                     | C   | J    | Tonalea School Rd North & Local Rd South -- [B1234] |               |            |                     |               |                      |       |                | 21 Dec 2005        |                 |
| 32.24  | +0.47                          | C   | J    | Local Rd -- [R]                                     |               |            |                     |               |                      |       |                |                    |                 |
| 32.53  | +0.76                          | C   | UH   | <a href="#">Projects spanning M343 to M344</a>      | AC            | AC         | 2                   | 6.5           | 24                   | 5     | 0.04           | 26 Jul 2005        |                 |
| 32.57  | +0.80                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 5     | 0.09           | 26 Jul 2005        |                 |
|  |                                | C   | MD   | Variable 0-12 ft Painted Median                     |               |            |                     |               | 6                    |       | 0.08           |                    |                 |
| 32.65  | +0.88                          | C   | MD   | 12 ft Painted Median                                |               |            |                     |               | 12                   |       | 0.01           |                    |                 |
| 32.66  | +0.89                          | C   | J    | Red Lake South -- [R14]                             |               |            |                     |               |                      |       |                | 26 Jul 2005        |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M343 to M344</a>      | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.27           | 26 Jul 2005        |                 |

**U 160 at M343+0.89**

**M343+0.89 on U 160**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 160 at M344+0.16**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M344+0.16 on U 160**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 32.93          | M344+0.16                      | C   | UH   | <a href="#">Projects spanning M344 to M345</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 5.79           | 26 Jul 2005        |                 |
| 33.55          | +0.78                          | C   | X    | Elephants Feet Camp Grounds                    |               |            |                     |               |                      |       |                |                    |                 |
| 33.92          | M345+0.11                      | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                | 26 Jul 2005        |                 |
| 35.20          | M346+0.32                      | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 38.64          | M349+0.79                      | C   | J    | Inscription House Rd North -- [L]              |               |            |                     |               |                      |       |                |                    |                 |
| 38.72          | +0.87                          | C   | UH   | <a href="#">Projects spanning M349 to M350</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.02           | 26 Jul 2005        |                 |
| 38.74          | +0.89                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.03           | 26 Jul 2005        |                 |
| 38.76          | +0.90                          | C   | BR   | Cow Springs Wash/ Bagashibito Bridge           |               |            |                     |               |                      |       |                | 1960               | 113 ft Concrete |
| 38.77          | +0.92                          | C   | UH   | <a href="#">Projects spanning M349 to M350</a> | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.02           | 26 Jul 2005        |                 |
| 38.79          | +0.94                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.79           | 26 Jul 2005        |                 |
| 39.59          | M350+0.73                      | C   | UH   | <a href="#">Projects spanning M350 to M351</a> | AC            | AC         | 2                   | 5             | 30                   | 6.5   | 0.06           | 26 Jul 2005        |                 |
| 39.64          | +0.78                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 36                   | 8     | 1.16           | 26 Jul 2005        |                 |
| 40.80          | M351+0.89                      | C   | UH   | <a href="#">Projects spanning M351 to M352</a> | AC            | AC         | 2                   | 5             | 30                   | 8     | 0.15           | 26 Jul 2005        |                 |
| 40.95          | M352+0.02                      | C   | UH   | <a href="#">Projects spanning M352 to M353</a> | AC            | AC         | 2                   | 5             | 24                   | 6.5   | 0.04           | 26 Jul 2005        |                 |
| 40.99          | +0.05                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 3.38           | 26 Jul 2005        |                 |
| 42.11          | M353+0.21                      | C   | X    | Cow Springs                                    |               |            |                     |               |                      |       |                |                    |                 |
| 42.15          | +0.24                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 42.27          | +0.36                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 42.88          | +0.97                          | C   | J    | Local Rd -- [R1]                               |               |            |                     |               |                      |       |                |                    |                 |
| 43.15          | M354+0.21                      | C   | J    | Local Rd -- [R1]                               |               |            |                     |               |                      |       |                |                    |                 |
| 44.04          | M355+0.02                      | C   | J    | Local Rd -- [R1]                               |               |            |                     |               |                      |       |                |                    |                 |
| 44.37          | +0.35                          | C   | UH   | <a href="#">Projects spanning M355 to M356</a> | AC            | AC         | 2                   | 6.5           | 24                   | 5     | 0.07           | 26 Jul 2005        |                 |
| 44.44          | +0.42                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 30                   | 5     | 0.19           | 26 Jul 2005        |                 |
| 44.63          | M356+0.15                      | C   | UH   | <a href="#">Projects spanning M356 to M357</a> | AC            | AC         | 2                   | 8             | 36                   | 5     | 1.20           | 26 Jul 2005        |                 |
| 45.83          | M357+0.34                      | C   | UH   | <a href="#">Projects spanning M357 to M358</a> | AC            | AC         | 2                   | 8             | 30                   | 5     | 0.07           | 26 Jul 2005        |                 |
| 45.90          | +0.41                          | C   | UH   |  | AC            | AC         | 2                   | 6.5           | 24                   | 5     | 0.05           | 26 Jul 2005        |                 |
| 45.94          | +0.46                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.60           | 26 Jul 2005        |                 |
| 46.55          | M358+0.00                      | C   | UH   | <a href="#">Projects spanning M358 to M359</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 7.02           | Sep 2000           |                 |
|                |                                | C   | JB   | Navajo County                                  |               |            |                     |               |                      |       |                |                    |                 |
| 46.85          | +0.29                          | C   | J    | Coal Mine Rd South                             |               |            |                     |               |                      |       |                |                    |                 |
| 50.16          | M361+0.62                      | C   | J    | S 098 North to Page -- [L23]                   |               |            |                     |               |                      |       |                |                    |                 |
| 53.56          | M365+0.01                      | C   | UH   | <a href="#">Projects spanning M365 to M366</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 7.46           | 04 Dec 2001        |                 |
| 61.03          | M372+0.50                      | C   | UH   | <a href="#">Projects spanning M372 to M373</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 16.99          | Sep 2000           |                 |
| 62.11          | M373+0.56                      | C   | UP   | Pipe Trestle (Peabody Conveyor)                |               |            |                     |               |                      |       |                | 1974               | 23'-08"         |
| 62.84          | M374+0.27                      | C   | J    | S 564 Navajo NM -- [B1234]                     |               |            |                     |               |                      |       |                |                    |                 |
| 68.55          | M380+0.00                      | C   | J    | S 087 - Survey Only                            |               |            |                     |               |                      |       |                |                    |                 |
| 69.94          | M381+0.40                      | C   | SVP  | EB Paved                                       |               |            |                     |               |                      |       | 0.03           |                    |                 |
| 73.26          | M384+0.72                      | C   | SVP  | EB Paved                                       |               |            |                     |               |                      |       | 0.04           |                    |                 |
| 74.89          | M386+0.35                      | C   | SVP  | EB Paved                                       |               |            |                     |               |                      |       | 0.04           |                    |                 |

**U 160 at M386+0.35**

**M386+0.35 on U 160**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 160 at M387+0.56**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M387+0.56 on U 160**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 76.11          | M387 +0.56                     | C   | SVP  | EB Paved                                       |               |            |                     |               |                      | 0.02  |                |                    |                 |
| 76.44          | +0.89                          | C   | SVP  | EB Paved                                       |               |            |                     |               |                      | 0.02  |                |                    |                 |
| 76.96          | M388 +0.42                     | C   | SVP  | EB Paved                                       |               |            |                     |               |                      | 0.03  |                |                    |                 |
| 77.17          | +0.63                          | C   | SVP  | EB Paved                                       |               |            |                     |               |                      | 0.03  |                |                    |                 |
| 78.01          | M389 +0.48                     | C   | UH   | <a href="#">Projects spanning M389 to M390</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 3.38           |                    | 90              |
| 81.39          | M392 +0.89                     | C   | UH   | <a href="#">Projects spanning M392 to M393</a> | AC            | MBH        | 2                   | 5             | 30                   | 5     | 0.15           |                    | 90              |
| 81.55          | M393 +0.03                     | C   | UH   | <a href="#">Projects spanning M393 to M394</a> | AC            | MBH        | 2                   | 5             | 36                   | 5     | 0.10           |                    | 90              |
| 81.65          | +0.13                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 42                   | 5     | 0.06           |                    | 90              |
| 81.71          | +0.19                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 48                   | 5     | 0.14           |                    | 90              |
| 81.85          | +0.34                          | C   | UH   |  | AC            | AC         | 3                   | 4             | 60                   | 4     | 0.10           |                    | 1998            |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.38           |                    |                 |
| 81.92          | +0.41                          | C   | J    | Unknown Rd -- [R3]                             |               |            |                     |               |                      |       |                |                    |                 |
| 81.95          | +0.44                          | C   | UH   | <a href="#">Projects spanning M393 to M394</a> | AC            | AC         | 4                   | 4             | 72                   | 4     | 0.16           |                    | 1998            |
| 82.06          | +0.55                          | C   | J    | U 163 to Utah/ I 519 (Signalized) -- [B124]    |               |            |                     |               |                      |       |                |                    |                 |
| 82.12          | +0.60                          | C   | UH   | <a href="#">Projects spanning M393 to M394</a> | AC            | AC         | 4                   | 4             | 66                   | 4     | 0.07           |                    | 1998            |
| 82.18          | +0.67                          | C   | UH   |  | AC            | AC         | 4                   | 4             | 60                   | 4     | 0.05           |                    | 1998            |
| 82.23          | +0.72                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 36                   | 4     | 0.24           |                    | 1998            |
| 82.47          | +0.95                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 30                   | 4     | 0.05           |                    | 1998            |
| 82.52          | M394 +0.02                     | C   | UH   | <a href="#">Projects spanning M394 to M395</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.02           |                    | 1998            |
| 82.54          | +0.04                          | C   | UH   |  | AC            | MBH        | 2                   | 5             | 24                   | 5     | 7.81           |                    | 90              |
| 89.06          | M400 +0.54                     | C   | BR   | Church Rock Wash                               |               |            |                     |               |                      |       |                | 1962               | 122 ft Concrete |
| 89.98          | M401 +0.46                     | C   | J    | IR 59 -- [R14]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 90.35          | +0.83                          | C   | UH   | <a href="#">Projects spanning M401 to M402</a> | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 14.17          |                    | 62              |
| 96.85          | M408 +0.32                     | C   | JB   | Apache County                                  |               |            |                     |               |                      |       |                |                    |                 |
| 104.53         | M416 +0.00                     | C   | UH   | <a href="#">Projects spanning M416 to M417</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 7.89           |                    | 23 Dec 2004     |
| 105.17         | +0.64                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 105.33         | +0.80                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 105.38         | +0.85                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 105.59         | M417 +0.05                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 106.19         | +0.65                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 106.40         | +0.86                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 106.90         | M418 +0.36                     | C   | J    | Dinnehotso Rd North -- [L23]                   |               |            |                     |               |                      |       |                |                    |                 |
| 107.35         | +0.81                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 107.42         | +0.88                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 107.77         | M419 +0.22                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 108.49         | +0.94                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 108.63         | M420 +0.08                     | C   | BR   | Laguna Creek                                   |               |            |                     |               |                      |       |                | 1962               | 131 ft Concrete |
| 108.78         | +0.23                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 108.87         | +0.33                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |

**U 160 at M420+0.33**

**M420+0.33 on U 160**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 160 at M420+0.57**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M420+0.57 on U 160**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 109.12         | M420+0.57                      | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 110.01         | M421+0.50                      | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 111.37         | M422+0.83                      | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 112.26         | M423+0.73                      | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 112.42         | +0.90                          | C   | UH   | <a href="#">Projects spanning M423 to M424</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 11.01          | 1995               |                 |
| 117.62         | M429+0.07                      | C   | BR   | Chinle Wash                                    |               |            |                     |               |                      |       |                | 1962               | 256 ft Steel    |
| 118.51         | M430+0.00                      | C   | VMS  | (EB) Variable Message Sign #46 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 123.35         | M434+0.82                      | C   | J    | U 191 South -- [R4]                            |               |            |                     |               |                      |       |                |                    |                 |
| 123.43         | +0.91                          | C   | UH   | <a href="#">Projects spanning M434 to M435</a> | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 0.46           | 62                 |                 |
| 123.75         | M435+0.23                      | C   | J    | Indian Route 12 to Bluff                       |               |            |                     |               |                      |       |                |                    |                 |
| 123.88         | +0.37                          | C   | BR   | Walker Creek                                   |               |            |                     |               |                      |       |                | 1962               | 239 ft Steel    |
| 123.89         | +0.38                          | C   | UH   | <a href="#">Projects spanning M435 to M436</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.55           | 09 Aug 2002        |                 |
| 123.97         | +0.45                          | C   | SVP  | EB Paved                                       |               |            |                     |               |                      |       | 0.12           |                    |                 |
| 125.45         | M436+0.92                      | C   | UH   | <a href="#">Projects spanning M436 to M437</a> | AC            | AC         | 2                   | 6.5           | 24                   | 3.5   | 0.14           | 09 Aug 2002        |                 |
| 125.58         | M437+0.06                      | C   | UH   | <a href="#">Projects spanning M437 to M438</a> | AC            | AC         | 2                   | 8             | 24                   | 2     | 0.09           | 09 Aug 2002        |                 |
| 125.67         | +0.15                          | C   | J    | U 191 North (Indian Route 12) -- [L23]         |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M437 to M438</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.02           | 09 Aug 2002        |                 |
|                |                                | C   | MD   | Variable 11-0 ft Painted Median                |               |            |                     |               | 5.5                  |       | 0.16           |                    |                 |
| 125.69         | +0.17                          | C   | UH   | <a href="#">Projects spanning M437 to M438</a> | AC            | AC         | 2                   | 2             | 24                   | 3.5   | 0.04           | 09 Aug 2002        |                 |
| 125.74         | +0.21                          | C   | UH   |  | AC            | AC         | 2                   | 3.5           | 24                   | 3.5   | 0.01           | 09 Aug 2002        |                 |
| 125.75         | +0.22                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 3.5   | 0.08           | 09 Aug 2002        |                 |
| 125.83         | +0.30                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 10.76          | 09 Aug 2002        |                 |
| 128.53         | M440+0.00                      | C   | VMS  | (WB) Variable Message Sign #48 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 136.59         | M448+0.11                      | C   | UH   | <a href="#">Projects spanning M448 to M449</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.07           | 09 Aug 2002        |                 |
| 136.65         | +0.17                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.03           | 09 Aug 2002        |                 |
| 136.68         | +0.20                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.05           | 09 Aug 2002        |                 |
| 136.73         | +0.25                          | C   | J    | Red Mesa School Entrance #1 -- [L23]           |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M448 to M449</a> | AC            | AC         | 2                   | 4             | 24                   | 5     | 0.04           | 09 Aug 2002        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.14           |                    |                 |
| 136.77         | +0.29                          | C   | UH   | <a href="#">Projects spanning M448 to M449</a> | AC            | AC         | 2                   | 2             | 24                   | 5     | 0.03           | 09 Aug 2002        |                 |
| 136.80         | +0.31                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.55           | 09 Aug 2002        |                 |
| 136.86         | +0.37                          | C   | J    | Red Mesa School Entrance #2 -- [L]             |               |            |                     |               |                      |       |                |                    |                 |
| 136.87         | +0.39                          | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |               | 6                    |       | 0.07           |                    |                 |
| 138.34         | M449+0.84                      | C   | UH   | <a href="#">Projects spanning M449 to M450</a> | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.07           | 09 Aug 2002        |                 |
| 138.42         | +0.92                          | C   | UH   |  | AC            | AC         | 2                   | 4.5           | 24                   | 4.5   | 0.03           | 09 Aug 2002        |                 |
| 138.44         | +0.94                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           | 09 Aug 2002        |                 |
| 138.51         | +1.00                          | C   | J    | BIA 35 -- [B234]                               |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M449 to M450</a> | AC            | AC         | 2                   | 3             | 24                   | 5     | 0.06           | 09 Aug 2002        |                 |
| 138.57         | +1.06                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 4     | 0.03           | 09 Aug 2002        |                 |

**U 160 at M449+1.06**

**M449+1.06 on U 160**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 160 at M449+1.09**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M449+1.09 on U 160**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes    | Shoulder    |                     | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |  |
|---|--------------------------------|-----|------|--|---------------|---------------|-------------|---------------------|-------------|----------------|--------------------|----------------------|--|
|   |                                |     |      |  |               |               | Width Left  | Surface Width Right |             |                |                    |                      |  |
| 138.59                                    | M449 +1.09                     | C   | UH   | <a href="#">Projects spanning M449 to M450</a> | AC            | AC            | 2           | 4                   | 24          | 4              | 0.07               | 09 Aug 2002          |  |
| 138.63                                    | M450 +0.00                     | C   | EQ   | MP 449+1.13 Back Equals MP 150+0.00 Ahead      |               |               |             |                     |             |                |                    |                      |  |
| 138.67                                    | +0.04                          | C   | UH   | <a href="#">Projects spanning M450 to M451</a> | AC            | AC            | 2           | 5                   | 24          | 5              | 2.40               | 09 Aug 2002          |  |
| 141.07                                    | M452 +0.50                     | C   | UH   | <a href="#">Projects spanning M452 to M453</a> | MBL           | MBH           | 2           | 5                   | 24          | 5              | 0.82               | 61                   |  |
| 141.89                                    | M453 +0.32                     | C   | UH   | <a href="#">Projects spanning M453 to M454</a> | MBL           | MBH           | 2           | 5                   | 24          | 5              | 10.84              | 61                   |  |
| 148.52                                    | M460 +0.00                     | C   | VMS  | (WB) Variable Message Sign #49 (Proposed)      |               |               |             |                     |             |                |                    |                      |  |
| 152.73                                    | M464 +0.17                     | C   | UH   | <a href="#">Projects spanning M464 to M465</a> | AC            | MBH           | 2           | 12                  | 24          | 6              | 0.26               | 89                   |  |
| 152.99                                    | +0.43                          | C   | UH   |  | MBL           | MBH           | 2           | 5                   | 24          | 5              | 0.62               | 61                   |  |
| 153.61                                    | M465 +0.08                     | C   | UH   | <a href="#">Projects spanning M465 to M466</a> | MBL           | MBH           | 2           | 5                   | 30          | 5              | 0.02               | 61                   |  |
| 153.64                                    | +0.10                          | C   | UH   |  | MBL           | MBH           | 2           | 5                   | 36          | 5              | 0.01               | 61                   |  |
| 153.65                                    | +0.12                          | C   | UH   |  | MBL           | MBH           | 2           | 5                   | 42          | 5              | 0.01               | 61                   |  |
| 153.66                                    | +0.13                          | C   | UH   |  | MBL           | MBH           | 2           | 5                   | 48          | 5              | 0.07               | 61                   |  |
| 153.72                                    | +0.18                          | C   | X    | State Inspection Station                       |               |               |             |                     |             |                |                    |                      |  |
| 153.73                                    | +0.20                          | C   | UH   | <a href="#">Projects spanning M465 to M466</a> | MBL           | MBH           | 2           | 5                   | 42          | 5              | 0.03               | 61                   |  |
| 153.77                                    | +0.24                          | C   | UH   |  | MBL           | MBH           | 2           | 5                   | 36          | 5              | 0.05               | 61                   |  |
| 153.82                                    | +0.29                          | C   | UH   |  | MBL           | MBH           | 2           | 5                   | 30          | 5              | 0.04               | 61                   |  |
| 153.86                                    | +0.33                          | C   | UH   |  | MBL           | MBH           | 2           | 5                   | 30          | 5              | 0.01               | Oct 2000             |  |
|   |                                | C   | UH   |  | MBL           | MBH           | 2           | 5                   | 24          | 5              | 0.07               | Oct 2000             |  |
| 153.93                                    | +0.40                          | C   | J    | U 064 to NM                                    |               |               |             |                     |             |                |                    |                      |  |
|   |                                | C   | UH   | <a href="#">Projects spanning M465 to M466</a> | MBL           | AC            | 2           | 5                   | 24          | 5              | 0.02               | Oct 2000             |  |
| 153.96                                    | +0.42                          | C   | UH   |  | AC            | AC            | 2           | 5                   | 24          | 5              | 5.39               | Oct 2000             |  |
| 159.35                                    | M470 +0.73                     | C   | J    | End U 160 at AZ/NM State Line                  |               |               |             |                     |             |                |                    |                      |  |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |  |               | <b>320.10</b> | <b>5.19</b> | <b>24.44</b>        | <b>5.01</b> | <b>159.32</b>  | <b>1990.1</b>      | 1.23 Miles of Median |  |

**U 160 at M470+0.73**

**M470+0.73 on U 160**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 163 at M393+0.52**

**(As of 12/31/2005)** Generated: 10/17/2006 4:51:58PM

**M393+0.52 on U 163**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes   | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|--------------|---------------------|------------------------|----------------------|--------------|----------------|----------------------|-----------------|
| <b>U 163 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |              |                     |                        |                      |              |                |                      |                 |
| 0.00   | M393 +0.52                     | C   | J    | Begin U 163 at U 160 South of Kayenta (Signalized) -- [B34] |               |              |                     |                        |                      |              |                |                      |                 |
|  |                                | C   | JB   | Inside Navajo IR, Navajo County                             |               |              |                     |                        |                      |              |                |                      |                 |
|  |                                | C   | UH   | AC  | AC            | 4            | 0                   | 48                     | 0                    | 1.53         | 1998           |                      |                 |
|  |                                | C   | CG   | Curb to Left and Right                                      |               |              |                     |                        |                      |              |                |                      |                 |
| 0.04   | +0.56                          | C   | MD   | 12 ft Painted Median  |               |              |                     |                        |                      |              |                |                      |                 |
|  |                                |     |      |   |               |              |                     | 12                     |                      | 1.21         |                |                      |                 |
| 1.36   | M394 +0.85                     | C   | J    | BIA 6485 (Central Kayenta) (Signalized) -- [B24]            |               |              |                     |                        |                      |              |                |                      |                 |
|  |                                | C   | MD   | 12 ft Painted Median  |               |              |                     |                        |                      |              |                |                      |                 |
|  |                                |     |      |   |               |              |                     | 12                     |                      | 1.08         | 04 Mar 2005    |                      |                 |
| 1.53   | M395 +0.03                     | C   | UH   | AC  | AC            | 4            | 0                   | 48                     | 0                    | 0.61         | 1997           |                      |                 |
| 2.14   | +0.64                          | C   | UH   | AC  | AC            | 2            | 0                   | 24                     | 0                    | 0.22         | 1997           |                      |                 |
| 2.36   | +0.87                          | C   | UH   | AC  | AC            | 2            | 1                   | 24                     | 1                    | 0.08         | 30 May 2002    |                      |                 |
| 2.44   | +0.94                          | C   | UH   | AC  | AC            | 2            | 1                   | 24                     | 1                    | 10.20        | 30 May 2002    |                      |                 |
| 2.69   | M396 +0.20                     | C   | BR   | Laguna Creek  |               |              |                     |                        |                      |              |                |                      |                 |
| 6.46   | M400 +0.00                     | C   | VMS  | (SB) Variable Message Sign #51 (Proposed)                   |               |              |                     |                        |                      |              |                |                      |                 |
| 9.12   | M402 +0.66                     | C   | J    | Owl Rock  |               |              |                     |                        |                      |              |                |                      |                 |
| 12.64  | M406 +0.20                     | C   | UH   | AC  | AC            | 2            | 1                   | 24                     | 1                    | 10.57        | 09 Aug 2002    |                      |                 |
| 21.42  | M415 +0.00                     | C   | VMS  | (SB) Variable Message Sign #50 (Proposed)                   |               |              |                     |                        |                      |              |                |                      |                 |
| 23.21  | M416 +0.71                     | C   | J    | End U 163 at AZ/UT State Line                               |               |              |                     |                        |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |   |               | <b>50.70</b> | <b>0.90</b>         | <b>26.21</b>           | <b>0.90</b>          | <b>23.21</b> | <b>2001.6</b>  | 2.29 Miles of Median |                 |

**U 163 at M416+0.71**

**M416+0.71 on U 163**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 180 at M215+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M215+0.44 on U 180**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>U 180 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M215 +0.44                     | C   | J    | Begin U 180 Northward Mileposting at Humphreys St & SB040(4) in Flagstaff -- [B24] |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Flagstaff Urbanized Area  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Flagstaff Elev 6905, Coconino County  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | PCC  | Unk           | 2          | 0                   | 24            | 0                    | 0.14  | 1994           |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
| 0.07   | +0.51                          | C   | J    | Aspen Ave -- [B2]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.08   | +0.52                          | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | PCC  | Unk           | 2          | 0                   | 24            | 0                    | 0.65  |                |                    |                 |
| 0.14   | +0.58                          | C   | UH   | AC   | Unk           | 2          | 0                   | 24            | 0                    | 0.28  | 1994           |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 0.41   | +0.85                          | C   | J    | Fine Ave -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.42   |                                | C   | UH   | AC   | AC            | 2          | 0                   | 24            | 0                    | 0.20  | 30 Oct 2003    |                    |                 |
| 0.48   | +0.91                          | C   | J    | Hunt Ave -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.55   | M216 +0.00                     | C   | J    | Sullivan Ave -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.61   | +0.06                          | C   | J    | Humphreys St (Signalized) -- [B234]  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | J    | Columbus Ave (Signalized) -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC   | AC            | 2          | 4                   | 24            | 4                    | 0.12  | 30 Oct 2003    |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 0.68   | +0.13                          | C   | J    | Kendrick St -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 0.69   | +0.14                          | C   | J    | Navajo Rd -- [L2]  |               |            |                     |               |                      |       |                |                    |                 |
| 0.73   | +0.18                          | C   | UH   | AC   | Unk           | 2          | 2                   | 24            | 2                    | 0.52  | 66             |                    |                 |
| 1.25   | +0.69                          | C   | UH   | MBL  | Gravel        | 2          | 2                   | 24            | 2                    | 0.23  | 46             |                    |                 |
| 1.48   | +0.92                          | C   | UH   | AC   | MBH           | 2          | 2                   | 24            | 2                    | 0.45  | 77             |                    |                 |
| 1.74   | M217 +0.20                     | C   | MD   | Variable 0-12 ft Painted Median  |               |            |                     |               |                      |       |                |                    |                 |
| 1.92   | +0.37                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 1.93   | +0.38                          | C   | UH   | AC   | MBH           | 2          | 0                   | 24            | 2                    | 0.10  | 77             |                    |                 |
| 2.03   | +0.49                          | C   | UH   | AC   | AC            | 2          | 0                   | 24            | 2                    | 0.14  | Sep 2001       |                    |                 |
| 2.11   | +0.56                          | C   | JB   | Temp Leave Flagstaff   |               |            |                     |               |                      |       |                |                    |                 |
| 2.17   | +0.62                          | C   | UH   | AC   | AC            | 2          | 2                   | 24            | 2                    | 0.22  | Sep 2001       |                    |                 |
| 2.39   | +0.85                          | C   | UH   | AC   | MBH           | 2          | 2                   | 24            | 2                    | 0.31  | 77             |                    |                 |
| 2.62   | M218 +0.10                     | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 2.70   | +0.18                          | C   | UH   | AC   | MBH           | 2          | 12                  | 24            | 2                    | 0.10  | 90             |                    |                 |
| 2.77   | +0.25                          | C   | JB   | Reenter Flagstaff  |               |            |                     |               |                      |       |                |                    |                 |
| 2.80   | +0.28                          | C   | UH   | AC   | MBH           | 2          | 12                  | 24            | 14                   | 0.16  | 90             |                    |                 |
| 2.96   | +0.44                          | C   | UH   | AC   | MBH           | 2          | 12                  | 24            | 2                    | 0.19  | 90             |                    |                 |
| 3.07   | +0.55                          | C   | MD   | 12 ft Painted Median   |               |            |                     |               |                      |       |                |                    |                 |
| 3.08   | +0.56                          | C   | J    | Schultz Pass Rd  |               |            |                     |               |                      |       |                |                    |                 |

**U 180 at M218+0.56**

**M218+0.56 on U 180**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 180 at M218+0.63**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M218+0.63 on U 180**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 3.15           | M218 +0.63                     | C   | UH   | <a href="#">Projects spanning M218 to M219</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 1.13           | 77                 |                 |
| 3.97           | M219 +0.48                     | C   | JB   | NCL Flagstaff                                  |               |            |                     |               |                      |       |                |                    |                 |
| 4.15           | +0.65                          | C   | UB   | NUB Flagstaff                                  |               |            |                     |               |                      |       |                |                    |                 |
| 4.20           | +0.70                          | C   | J    | Hidden Hollow Rd -- [L2]                       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.14           |                    |                 |
| 4.28           | +0.78                          | C   | UH   | <a href="#">Projects spanning M219 to M220</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.11           | 1995               |                 |
| 4.34           | +0.84                          | C   | J    | Forest Hills Rd -- [R4]                        |               |            |                     |               |                      |       |                |                    |                 |
| 4.39           | +0.89                          | C   | UH   | <a href="#">Projects spanning M219 to M220</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.01           | Oct 2000           |                 |
| 4.40           | +0.90                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.96           | Oct 2000           |                 |
| 4.57           | M220 +0.08                     | C   | JB   | Enter Coconino NF                              |               |            |                     |               |                      |       |                |                    |                 |
| 5.94           | M221 +0.64                     | C   | J    | Fort Valley Ranch RD -- [L23]                  |               |            |                     |               |                      |       |                |                    |                 |
| 6.36           | M222 +0.01                     | C   | UH   | <a href="#">Projects spanning M222 to M223</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.11           | 77                 |                 |
| 6.47           | +0.12                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.78           | 1995               |                 |
| 6.55           | +0.20                          | C   | J    | Parking Lot -- [R14]                           |               |            |                     |               |                      |       |                |                    |                 |
| 6.84           | +0.49                          | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     | 6             |                      |       | 0.23           |                    |                 |
| 7.07           | +0.71                          | C   | MD   | 12 ft Painted Median                           |               |            |                     | 12            |                      |       | 0.17           |                    |                 |
| 7.23           | +0.88                          | C   | J    | Snow Bowl Rd North                             |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     | 6             |                      |       | 0.20           |                    |                 |
| 7.25           | +0.90                          | C   | UH   | <a href="#">Projects spanning M222 to M223</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.11           | 77                 |                 |
| 7.36           | M223 +0.08                     | C   | UH   | <a href="#">Projects spanning M223 to M224</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.03           | 89                 |                 |
| 7.39           | +0.11                          | C   | UH   |  | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.11           | 1995               |                 |
| 7.50           | +0.22                          | C   | UH   |  | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.01           | 89                 |                 |
| 7.51           | +0.23                          | C   | UH   |  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 12.06          | 89                 |                 |
| 8.56           | M224 +0.25                     | C   | X    | Begin San Francisco Pks Scenic Route           |               |            |                     |               |                      |       |                |                    |                 |
| 19.57          | M235 +0.36                     | C   | UH   | <a href="#">Projects spanning M235 to M236</a> | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.38           | 1995               |                 |
| 19.95          | +0.74                          | C   | UH   |  | MBL           | AC         | 2                   | 4             | 24                   | 4     | 0.35           | 1995               |                 |
| 20.11          | +0.90                          | C   | J    | Parking Lot -- [L23]                           |               |            |                     |               |                      |       |                |                    |                 |
| 20.30          | M236 +0.14                     | C   | UH   | <a href="#">Projects spanning M236 to M237</a> | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 1.24           | 1994               |                 |
| 21.54          | M237 +0.34                     | C   | UH   | <a href="#">Projects spanning M237 to M238</a> | MBL           | AC         | 2                   | 8             | 24                   | 8     | 2.02           | 1995               |                 |
| 21.74          | +0.54                          | C   | J    | Kendrick Park Entrance -- [L2]                 |               |            |                     |               |                      |       |                |                    |                 |
| 22.78          | M238 +0.58                     | C   | J    | Curley Seep Spring                             |               |            |                     |               |                      |       |                |                    |                 |
| 23.56          | M239 +0.36                     | C   | UH   | <a href="#">Projects spanning M239 to M240</a> | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 4.82           | 1994               |                 |
| 28.38          | M244 +0.20                     | C   | UH   | <a href="#">Projects spanning M244 to M245</a> | MBL           | AC         | 2                   | 8             | 24                   | 8     | 1.16           | 1995               |                 |
| 29.54          | M245 +0.38                     | C   | UH   | <a href="#">Projects spanning M245 to M246</a> | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 0.40           | 1995               |                 |
| 29.94          | +0.78                          | C   | UH   |  | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 4.55           | 1994               |                 |
| 32.83          | M248 +0.67                     | C   | JB   | Leave Coconino NF enter Kaibab NF              |               |            |                     |               |                      |       |                |                    |                 |
| 34.49          | M250 +0.25                     | C   | UH   | <a href="#">Projects spanning M250 to M251</a> | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 15.16          | 59                 |                 |
| 39.23          | M255 +0.09                     | C   | JB   | Leave Kaibab NF                                |               |            |                     |               |                      |       |                |                    |                 |
| 39.56          | +0.42                          | C   | X    | End San Francisco Pks Scenic Route             |               |            |                     |               |                      |       |                |                    |                 |

**U 180 at M255+0.42**

**M255+0.42 on U 180**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 180 at M260+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M260+0.00 on U 180**

| GIS Route Mile | Distance from Reference Marker | Sym | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 44.10          | M260 +0.00                     | C   | VMS (WB) Variable Message Sign #63 (Proposed)  |              |               |            |                     |               |                      |       |                |                    |                 |
| 49.66          | M265 +0.59                     | C   | <a href="#">Projects spanning M265 to M266</a>   | AC           | AC            | 2          | 8                   | 24            | 8                    | 0.18  | 1993           |                    |                 |
| 49.84          | +0.77                          | C   | J S 064 - End U 180 Mileposting - Overlaps S 064 for 28.199 miles to Grand Canyon                |              |               |            |                     |               |                      |       |                |                    |                 |
| 78.04          | +28.9                          | C   | J Northward Segment Ends at Park HQ Entance Rd - Skip back to Flagstaff to Eastward Segment      |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J Begin of U 180 Eastward Route at SB040(4) and Humphreys St - Overlaps SB040(4) for 5.322 miles |              |               |            |                     |               |                      |       |                |                    |                 |
| 83.36          | +34.2                          | C   | J I 040 Mainline - Overlaps I 040 for 83.561 miles to SB040(8)                                   |              |               |            |                     |               |                      |       |                |                    |                 |
| 166.92         | M286 0.687                     | C   | J SB040(8) - Overlaps SB040(8) for 1.535 miles   |              |               |            |                     |               |                      |       |                |                    |                 |
| 168.46         |                                | C   | J S 077 - Overlaps S 077 to South for 0.735 miles  |              |               |            |                     |               |                      |       |                |                    |                 |
| 169.19         | M307 +0.30                     | C   | J Continue U 180 at S 077 in Holbrook -- [B24]   |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH <a href="#">Projects spanning M307 to M308</a>  | AC           | MBH           | 2          | 8                   | 24            | 8                    | 0.47  | 66             |                    |                 |
|                |                                | C   | JB Inside Holbrook, Navajo County  |              |               |            |                     |               |                      |       |                |                    |                 |
| 169.66         | +0.77                          | C   | UH <a href="#">Projects spanning M307 to M308</a>  | AC           | MBH           | 2          | 5                   | 24            | 5                    | 2.34  | 66             |                    |                 |
| 170.11         | M308 +0.25                     | C   | JB ECL Holbrook  |              |               |            |                     |               |                      |       |                |                    |                 |
| 172.00         | M310 +0.14                     | C   | UH <a href="#">Projects spanning M310 to M311</a>  | MBL          | MBH           | 2          | 5                   | 24            | 5                    | 0.99  | 61             |                    |                 |
| 172.27         | +0.41                          | C   | J Little Colorado River Bridge   |              |               |            |                     |               |                      |       |                |                    |                 |
| 172.31         | +0.45                          | C   | BR Little Colorado   |              |               |            |                     |               |                      |       | 1961           | 166 ft Steel       |                 |
| 172.99         | M311 +0.14                     | C   | UH <a href="#">Projects spanning M311 to M312</a>  | AC           | MBH           | 2          | 8                   | 24            | 8                    | 5.35  | 67             |                    |                 |
| 178.34         | M316 +0.48                     | C   | UH <a href="#">Projects spanning M316 to M317</a>  | AC           | MBH           | 2          | 8                   | 24            | 8                    | 2.23  | 70             |                    |                 |
| 180.57         | M318 +0.68                     | C   | UH <a href="#">Projects spanning M318 to M319</a>  | AC           | AC            | 2          | 8                   | 24            | 8                    | 6.24  | Oct 1998       |                    |                 |
| 186.71         | M324 +0.81                     | C   | J Petrified Forest NP Rd -- [L23]  |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD Variable 12-0 ft Painted Median   |              |               |            |                     | 6             |                      | 0.08  |                |                    |                 |
| 186.81         | +0.91                          | C   | UH <a href="#">Projects spanning M324 to M325</a>  | AC           | AC            | 2          | 8                   | 24            | 8                    | 0.04  | 72             |                    |                 |
| 186.85         | +0.95                          | C   | UH   | AC           | AC            | 2          | 8                   | 24            | 8                    | 13.34 | 1998           |                    |                 |
| 187.24         | M325 +0.33                     | C   | BR Jim Camp Wash   |              |               |            |                     |               |                      |       | 1970           | 141 ft Concrete    |                 |
| 187.32         | +0.41                          | C   | BR Cottonwood Wash   |              |               |            |                     |               |                      |       | 1970           | 111 ft Concrete    |                 |
| 189.14         | M327 +0.21                     | C   | JB Apache County   |              |               |            |                     |               |                      |       |                |                    |                 |
| 191.40         | M329 +0.46                     | C   | EQ MP 329+0.46 Back Equals MP 330-0.39 Ahead   |              |               |            |                     |               |                      |       |                |                    |                 |
| 193.33         | M331 +0.45                     | C   | BR Milky Wash  |              |               |            |                     |               |                      |       | 1971           | 129 ft Concrete    |                 |
| 199.96         | M338 +0.24                     | C   | BR Beaver Dam Wash   |              |               |            |                     |               |                      |       | 1974           | 164 ft Concrete    |                 |
| 200.19         | +0.47                          | C   | UH <a href="#">Projects spanning M338 to M339</a>  | AC           | MBH           | 2          | 8                   | 24            | 8                    | 4.29  | 74             |                    |                 |
| 201.79         | M340 +0.08                     | C   | BR Little Colorado   |              |               |            |                     |               |                      |       | 1974           | 164 ft Concrete    |                 |
| 204.48         | M342 +0.76                     | C   | UH <a href="#">Projects spanning M342 to M343</a>  | AC           | MBH           | 2          | 5                   | 24            | 5                    | 15.43 | 72             |                    |                 |
| 204.86         | M343 +0.13                     | C   | J SA180 to Concho -- [R1]  |              |               |            |                     |               |                      |       |                |                    |                 |
| 211.61         | M349 +0.89                     | C   | JB Enter Zuni IR   |              |               |            |                     |               |                      |       |                |                    |                 |
| 212.13         | M350 +0.40                     | C   | JB Leave Zuni IR   |              |               |            |                     |               |                      |       |                |                    |                 |
| 219.91         | M358 +0.18                     | C   | UH <a href="#">Projects spanning M358 to M359</a>  | AC           | AC            | 2          | 5.2                 | 24            | 5.2                  | 0.18  | 21 Dec 2001    |                    |                 |
| 220.09         | +0.37                          | C   | UH   | AC           | AC            | 2          | 3.5                 | 24            | 3.5                  | 0.07  | 21 Dec 2001    |                    |                 |
| 220.16         | +0.44                          | C   | EQ MP 358+0.44 Back Equals MP 364-0.12 Ahead   |              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | J S 061 to Concho -- [B1]  |              |               |            |                     |               |                      |       |                |                    |                 |

**U 180 at M358+0.44**

**M358+0.44 on U 180**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 180 at M358+0.44**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M358+0.44 on U 180**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 220.16         | M358 +0.44                     | C   | UH   | <a href="#">Projects spanning M358 to M359</a>                  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.05           | 21 Dec 2001        |                 |
|                |                                | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.05           |                    |                 |
| 220.21         | +0.48                          | C   | UH   | <a href="#">Projects spanning M358 to M359</a>                  | AC            | MBH        | 2                   | 8             | 24                   | 5     | 0.10           | 81                 |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                                 |               |            |                     | 6             |                      |       | 0.09           |                    |                 |
| 220.31         | M364 +0.03                     | C   | UH   | <a href="#">Projects spanning M364 to M365</a>                  | AC            | AC         | 2                   | 8             | 24                   | 5     | 0.09           | 28 Dec 2001        |                 |
| 220.40         | +0.12                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 24                   | 5     | 3.16           | 28 Dec 2001        |                 |
| 220.60         | +0.32                          | C   | BR   | Big Hollow Wash   |               |            |                     |               |                      |       |                | 1981               | 149 ft Concrete |
| 221.79         | M365 +0.62                     | C   | JB   | WCL St Johns Elev 5650  |               |            |                     |               |                      |       |                |                    |                 |
| 222.64         | M366 +0.45                     | C   | J    | Road to Moon Mead   |               |            |                     |               |                      |       |                |                    |                 |
| 222.85         | +0.65                          | C   | J    | School Bus Route  |               |            |                     |               |                      |       |                |                    |                 |
| 223.56         | M367 +0.35                     | C   | UH   | <a href="#">Projects spanning M367 to M368</a>                  | AC            | AC         | 3                   | 5             | 36                   | 5     | 0.15           | 28 Dec 2001        |                 |
| 223.71         | +0.50                          | C   | UH   |   | AC            | AC         | 3                   | 5             | 36                   | 5     | 0.39           | 20 Aug 2003        |                 |
| 223.80         | +0.59                          | C   | J    | 13th St West -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 224.10         | +0.88                          | C   | UH   | <a href="#">Projects spanning M367 to M368</a>                  | AC            | AC         | 3                   | 5             | 36                   | 8     | 0.34           | 20 Aug 2003        |                 |
|                |                                | C   | MD   | 12 ft Painted Median  |               |            |                     | 12            |                      |       | 0.61           |                    |                 |
|                |                                | C   | CG   | Curb with Sidewalk to Left and Right                            |               |            |                     |               |                      |       | 0.64           |                    |                 |
| 224.44         | M368 +0.23                     | C   | UH   | <a href="#">Projects spanning M368 to M369</a>                  | AC            | AC         | 3                   | 0             | 36                   | 0     | 0.35           | 20 Aug 2003        |                 |
| 224.55         | +0.34                          | C   | J    | 4th St - St Johns -- [B24]                                      |               |            |                     |               |                      |       |                |                    |                 |
| 224.74         | +0.53                          | C   | CG   | Curb with Sidewalk to Left and Right, Right Sidewalk is setback |               |            |                     |               |                      |       | 0.14           |                    |                 |
| 224.79         | +0.58                          | C   | UH   | <a href="#">Projects spanning M368 to M369</a>                  | AC            | AC         | 2                   | 18            | 24                   | 18    | 0.01           | 20 Aug 2003        |                 |
| 224.80         | +0.60                          | C   | UH   |   | AC            | AC         | 2                   | 18            | 24                   | 18    | 0.37           | 28 Dec 2001        |                 |
| 224.87         | +0.67                          | C   | CG   | Curb to Left and Right  |               |            |                     |               |                      |       | 0.82           |                    |                 |
| 225.13         | +0.92                          | C   | J    | U 191 North to Sanders  |               |            |                     |               |                      |       |                |                    |                 |
| 225.17         | M369 +0.03                     | C   | UH   | <a href="#">Projects spanning M369 to M370</a>                  | AC            | MBH        | 2                   | 18            | 24                   | 18    | 0.02           | 79                 |                 |
| 225.19         | +0.05                          | C   | UH   |   | AC            | MBH        | 4                   | 8             | 48                   | 8     | 0.50           | 79                 |                 |
| 225.69         | +0.55                          | C   | UH   |   | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.32           | 66                 |                 |
| 226.01         | +0.87                          | C   | UH   |   | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 0.01           | 60                 |                 |
| 226.02         | +0.88                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 24                   | 5     | 7.39           | 1995               |                 |
| 226.64         | M370 +0.44                     | C   | J    | 7th St West (Stokes Ave)  |               |            |                     |               |                      |       |                |                    |                 |
| 229.05         | M372 +0.85                     | C   | JB   | SCL St Johns  |               |            |                     |               |                      |       |                |                    |                 |
| 233.41         | M377 +0.27                     | C   | UH   | <a href="#">Projects spanning M377 to M378</a>                  | AC            | AC         | 2                   | 5             | 24                   | 5     | 9.13           | 1997               |                 |
| 236.45         | M380 +0.30                     | C   | J    | Lyman Lake Rd   |               |            |                     |               |                      |       |                |                    |                 |
| 239.49         | M383 +0.34                     | C   | J    | Entrance to State Prison -- [R14]                               |               |            |                     |               |                      |       |                |                    |                 |
| 242.54         | M386 +0.38                     | C   | UH   | <a href="#">Projects spanning M386 to M387</a>                  | AC            | MBH        | 2                   | 6             | 24                   | 6     | 7.99           | 87                 |                 |
| 249.04         | M392 +0.88                     | C   | JB   | WCL Springerville   |               |            |                     |               |                      |       |                |                    |                 |
| 250.53         | M394 +0.36                     | C   | J    | Segment End at U 060 - Overlap U 060 for 4.282 miles            |               |            |                     |               |                      |       |                |                    |                 |
| 250.62         | +0.44                          | C   | TI   | NB From U 060 WB Y-ramp (on)                                    | AC            | MBH        | 1                   | 2             | 12                   | 4     | 0.11           | 1987               |                 |
| 254.81         | M400 +0.61                     | C   | J    | Continue U 180 at U 060 In Springerville                        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M400 to M401</a>                  | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.67           | 75                 |                 |

**U 180 at M400+0.61**

**M400+0.61 on U 180**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 180 at M401+0.55**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M401+0.55 on U 180**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 255.74         | M401+0.55                      | C   | JB   | SCL Springerville NCL Eager                    |               |            |                     |               |                      |       |                |                    |                 |
| 256.48         | M402+0.30                      | C   | UH   | <a href="#">Projects spanning M402 to M403</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 1.28           | 84                 |                 |
| 256.88         | +0.71                          | C   | TI   | WB Exit # 402 J ramp                           | MBH           | MBH        | 1                   | 2             | 16                   | 2     | 0.16           | 75                 |                 |
| 257.01         | +0.83                          | C   | JB   | SCL Eager                                      |               |            |                     |               |                      |       |                |                    |                 |
| 257.76         | M403+0.45                      | C   | UH   | <a href="#">Projects spanning M403 to M404</a> | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.10           | 84                 |                 |
| 257.80         | +0.49                          | C   | JB   | Enter Apache NF                                |               |            |                     |               |                      |       |                |                    |                 |
| 257.86         | +0.55                          | C   | UH   | <a href="#">Projects spanning M403 to M404</a> | AC            | AC         | 2                   | 5             | 36                   | 5     | 1.23           | 84                 |                 |
| 259.09         | M404+0.76                      | C   | UH   | <a href="#">Projects spanning M404 to M405</a> | AC            | AC         | 2                   | 5             | 42                   | 5     | 0.10           | 84                 |                 |
| 259.19         | +0.86                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 48                   | 5     | 0.48           | 84                 |                 |
| 259.67         | M405+0.36                      | C   | UH   | <a href="#">Projects spanning M405 to M406</a> | AC            | AC         | 2                   | 5             | 42                   | 5     | 0.12           | 84                 |                 |
| 259.79         | +0.48                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 36                   | 5     | 1.05           | 84                 |                 |
| 260.84         | M406+0.53                      | C   | UH   | <a href="#">Projects spanning M406 to M407</a> | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.09           | 84                 |                 |
| 260.94         | +0.63                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.38           | 84                 |                 |
| 261.32         | M407+0.00                      | C   | UH   | <a href="#">Projects spanning M407 to M408</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 4.87           | Aug 2002           |                 |
| 266.19         | M411+0.90                      | C   | UH   | <a href="#">Projects spanning M411 to M412</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 4.36           | 12 Aug 2002        |                 |
| 270.55         | M415+1.06                      | C   | UH   | <a href="#">Projects spanning M415 to M416</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.29           | 12 Aug 2002        |                 |
| 270.84         | M416+0.28                      | C   | UH   | <a href="#">Projects spanning M416 to M417</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.17           | 27 Oct 2005        |                 |
| 270.91         | +0.35                          | C   | J    | North Rd to Nutrioso -- [L2]                   |               |            |                     |               |                      |       |                |                    |                 |
| 271.01         | +0.45                          | C   | UH   | <a href="#">Projects spanning M416 to M417</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.09           | 27 Oct 2005        |                 |
| 271.10         | +0.54                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.12           | 27 Oct 2005        |                 |
| 271.21         | +0.66                          | C   | J    | Nutrioso Entrance -- [B2]                      |               |            |                     |               |                      |       |                | 27 Oct 2005        |                 |
|                |                                | C   | MD   | 12ft painted median                            |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 271.22         |                                | C   | UH   | <a href="#">Projects spanning M416 to M417</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.08           | 27 Oct 2005        |                 |
| 271.30         | +0.74                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.20           | 27 Oct 2005        |                 |
| 271.39         | +0.84                          | C   | BR   | Nutrioso Creek                                 |               |            |                     |               |                      |       |                | 1992               | 307 ft Concrete |
| 271.50         | +0.94                          | C   | UH   | <a href="#">Projects spanning M416 to M417</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.09           | 27 Oct 2005        |                 |
| 271.59         | +1.03                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.26           | 27 Oct 2005        |                 |
| 271.72         | M417+0.09                      | C   | J    | Auger Canyon Rd -- [B24]                       |               |            |                     |               |                      |       |                | 27 Oct 2005        |                 |
| 271.85         | +0.22                          | C   | UH   | <a href="#">Projects spanning M417 to M418</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.09           | 27 Oct 2005        |                 |
| 271.94         | +0.31                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.43           | 27 Oct 2005        |                 |
| 272.38         | +0.75                          | C   | UH   |  | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.07           | 27 Oct 2005        |                 |
| 272.45         | +0.82                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.13           | 27 Oct 2005        |                 |
| 272.57         | +0.94                          | C   | MD   | 12ft painted median                            |               |            |                     |               |                      |       | 0.08           |                    |                 |
|                |                                | C   | J    | Saw mill Rd -- [L2]                            |               |            |                     |               |                      |       |                | 27 Oct 2005        |                 |
| 272.58         | +0.95                          | C   | UH   | <a href="#">Projects spanning M417 to M418</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.07           | 27 Oct 2005        |                 |
| 272.66         | M418+0.02                      | C   | UH   | <a href="#">Projects spanning M418 to M419</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.47           | 27 Oct 2005        |                 |
| 273.02         | +0.38                          | C   | J    | South Rd to Nutrioso -- [L2]                   |               |            |                     |               |                      |       |                |                    |                 |
| 273.13         | +0.49                          | C   | UH   | <a href="#">Projects spanning M418 to M419</a> | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.07           | 27 Oct 2005        |                 |
| 273.20         | +0.56                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 27 Oct 2005        |                 |

**U 180 at M418+0.56**

**M418+0.56 on U 180**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 180 at M418+0.62**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M418+0.62 on U 180**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 273.26         | M418 +0.62                     | C   | UH   | <a href="#">Projects spanning M418 to M419</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.08           |                    | 27 Oct 2005     |
| 273.32         | +0.69                          | C   | J    | Country Rd 2180 (Nutrioso) -- [L2]             |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
|                |                                | C   | MD   | 12ft painted median                            |               |            |                     |               |                      |       | 0.08           |                    |                 |
| 273.33         |                                | C   | JB   | Entering NL Apache Sitgreaves NF               |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
|                | +0.70                          | C   | UH   | <a href="#">Projects spanning M418 to M419</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.07           |                    | 27 Oct 2005     |
| 273.41         | +0.77                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 4.21           |                    | 27 Oct 2005     |
| 273.43         | +0.79                          | C   | J    | Paddy Creek Entrance                           |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
| 275.24         | M420 +0.74                     | C   | JB   | Temp leave Apache Sitgreaves NF                |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
| 275.29         | +0.79                          | C   | JB   | Reenter leave Apache Sitgreaves NF             |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
| 275.32         | +0.82                          | C   | J    | Hulsey Rd                                      |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
| 275.72         | M421 +0.23                     | C   | JB   | Temp leave Apache Sitgreaves NF                |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
| 276.04         | +0.54                          | C   | JB   | Reenter leave Apache Sitgreaves NF             |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
| 276.97         | M422 +0.48                     | C   | J    | Campground entrance                            |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
| 277.61         | M423 +0.12                     | C   | UH   | <a href="#">Projects spanning M423 to M424</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.07           |                    | 27 Oct 2005     |
| 277.68         | +0.18                          | C   | JB   | Temp leave Apache Sitgreaves NF                |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
| 277.69         | +0.19                          | C   | UH   | <a href="#">Projects spanning M423 to M424</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.13           |                    | 27 Oct 2005     |
| 277.81         | +0.31                          | C   | JB   | Reenter leave Apache Sitgreaves NF             |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
|                |                                | C   | J    | Tal-Wi-Wi                                      |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
|                | +0.32                          | C   | MD   | 12ft painted median                            |               |            |                     |               |                      |       | 0.01           |                    |                 |
| 277.82         | +0.33                          | C   | MD   | Variable 12-0 ft painted median                |               |            |                     |               |                      |       | 0.07           |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M423 to M424</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.07           |                    | 27 Oct 2005     |
| 277.90         | +0.40                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 1.04           |                    | 27 Oct 2005     |
| 278.94         | M424 +0.44                     | C   | UH   | <a href="#">Projects spanning M424 to M425</a> | AC            | MBH        | 2                   | 8             | 24                   | 6.8   | 0.06           |                    | 27 Oct 2005     |
| 279.00         | +0.50                          | C   | UH   |  | AC            | MBH        | 2                   | 7             | 24                   | 3.8   | 0.03           |                    | 27 Oct 2005     |
| 279.03         | +0.53                          | C   | UH   |  | AC            | MBH        | 2                   | 8.8           | 24                   | 4     | 0.02           |                    | 27 Oct 2005     |
| 279.05         | +0.55                          | C   | UH   |  | AC            | MBH        | 2                   | 12.2          | 24                   | 6     | 0.01           |                    | 27 Oct 2005     |
| 279.06         | +0.57                          | C   | J    | Big Lake (Williams Valley) -- [R14]            |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
|                |                                | C   | UH   | <a href="#">Projects spanning M424 to M425</a> | AC            | MBH        | 2                   | 12.2          | 36                   | 2     | 0.01           |                    | 27 Oct 2005     |
| 279.07         |                                | C   | UH   |  | AC            | MBH        | 2                   | 14            | 36                   | 2     | 0.02           |                    | 27 Oct 2005     |
| 279.09         | +0.59                          | C   | UH   |  | AC            | MBH        | 2                   | 14            | 30                   | 2     | 0.05           |                    | 27 Oct 2005     |
| 279.14         | +0.65                          | C   | UH   |  | AC            | MBH        | 2                   | 12            | 30                   | 2     | 0.03           |                    | 27 Oct 2005     |
| 279.17         | +0.67                          | C   | UH   |  | AC            | MBH        | 2                   | 9             | 30                   | 5     | 0.05           |                    | 27 Oct 2005     |
| 279.22         | +0.72                          | C   | UH   |  | AC            | MBH        | 2                   | 9             | 24                   | 5     | 0.02           |                    | 27 Oct 2005     |
| 279.23         | +0.74                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.23           |                    | 27 Oct 2005     |
| 279.34         | +0.85                          | C   | JB   | Temp leave Apache Sitgreaves NF                |               |            |                     |               |                      |       |                |                    | 27 Oct 2005     |
| 279.46         | +0.96                          | C   | UH   | <a href="#">Projects spanning M424 to M425</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.06           |                    | 27 Oct 2005     |
|                | +0.97                          | C   | MD   | Variable 0-12 ft painted median                |               |            |                     |               |                      |       | 0.06           |                    |                 |
| 279.52         | M425 +0.03                     | C   | UH   | <a href="#">Projects spanning M425 to M426</a> | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.12           |                    | 27 Oct 2005     |
|                |                                | C   | MD   | 12ft painted median                            |               |            |                     |               |                      |       | 0.01           |                    |                 |

**U 180 at M425+0.03**

**M425+0.03 on U 180**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 180 at M425+0.04**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M425+0.04 on U 180**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type | Vert. Clearance      |
|---|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------------|----------------|--------------------|----------------------|
| 279.54                                    | M425 +0.04                     | C   | J    | Country Rd 2107                                |               |            |                     |               |                      |             | 27 Oct 2005    |                    |                      |
| 279.64                                    | +0.14                          | C   | UH   | <a href="#">Projects spanning M425 to M426</a> | AC            | MBH        | 2                   | 5             | 24                   | 5           | 0.06           |                    |                      |
| 279.70                                    | +0.21                          | C   | UH   |  | AC            | MBH        | 2                   | 8             | 24                   | 8           | 0.91           |                    |                      |
| 279.78                                    | +0.28                          | C   | JB   | Reenter leave Apache Sitgreaves NF             |               |            |                     |               |                      |             | 27 Oct 2005    |                    |                      |
| 279.83                                    | +0.33                          | C   | J    | Maintenance Yard Entrance                      |               |            |                     |               |                      |             | 27 Oct 2005    |                    |                      |
| 279.93                                    | +0.43                          | C   | JB   | Temp leave Apache Sitgreaves NF                |               |            |                     |               |                      |             | 27 Oct 2005    |                    |                      |
| 280.38                                    | +0.88                          | C   | JB   | Reenter leave Apache Sitgreaves NF             |               |            |                     |               |                      |             | 27 Oct 2005    |                    |                      |
| 280.48                                    | +0.98                          | C   | JB   | Leaving SL Apache Sitgreaves NF                |               |            |                     |               |                      |             | 27 Oct 2005    |                    |                      |
| 280.62                                    | M426 +0.13                     | C   | J    | U 191 South to Clifton                         |               |            |                     |               |                      |             |                |                    |                      |
|   |                                | C   | UH   | <a href="#">Projects spanning M426 to M427</a> | AC            | MBH        | 4                   | 2             | 48                   | 4           | 0.26           | 27 Oct 2005        |                      |
|   |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |             | 0.34           |                    |                      |
|   |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |             | 0.34           |                    |                      |
| 280.88                                    | +0.39                          | C   | UH   | <a href="#">Projects spanning M426 to M427</a> | AC            | MBH        | 4                   | 2             | 48                   | 4           | 0.08           | 90                 |                      |
| 280.90                                    | +0.40                          | C   | BR   | Paddy Creek                                    |               |            |                     |               |                      |             |                | 371 ft Unknown     |                      |
| 280.96                                    | +0.47                          | C   | UH   | <a href="#">Projects spanning M426 to M427</a> | AC            | MBH        | 2                   | 8             | 24                   | 8           | 6.80           | 90                 |                      |
| 287.49                                    | M432 +0.98                     | C   | J    | End U 180 at AZ/NM Line                        |               |            |                     |               |                      |             |                |                    |                      |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |  |               |            | <b>331.09</b>       | <b>4.99</b>   | <b>24.49</b>         | <b>4.98</b> | <b>164.09</b>  | <b>1986.6</b>      | 4.15 Miles of Median |

**U 180 at M432+0.98**

**M432+0.98 on U 180**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on U 191**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>U 191 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin U 191 at S 080 near Douglas               |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside and along edge of Douglas Urbanized Area |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Cochise County                           |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M0 to M1</a>      | AC            | AC         | 2                   | 5             | 24                   | 5     | 2.75           | 12 Feb 2001        |                 |
| 0.82   | +0.82                          | C   | UB   | NUB Douglas                                     |               |            |                     |               |                      |       |                |                    |                 |
| 0.91   | +0.90                          | C   | JB   | SCL Douglas (Annexed Island)                    |               |            |                     |               |                      |       |                |                    |                 |
| 2.00   | M002 +0.00                     | C   | VMS  | (NB) Variable Message Sign #26 (Proposed)       |               |            |                     |               |                      |       |                |                    |                 |
| 2.34   | +0.34                          | C   | JB   | NCL Douglas                                     |               |            |                     |               |                      |       |                |                    |                 |
| 2.75   | +0.74                          | C   | UH   | <a href="#">Projects spanning M2 to M3</a>      | AC            | AC         | 2                   | 5             | 36                   | 5     | 0.31           | 12 Feb 2001        |                 |
| 3.06   | M003 +0.05                     | C   | UH   | <a href="#">Projects spanning M3 to M4</a>      | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.03           | 12 Feb 2001        |                 |
| 3.09   | +0.08                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.77           | 12 Feb 2001        |                 |
| 3.86   | +0.85                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 36                   | 5     | 0.12           | 12 Feb 2001        |                 |
| 3.97   | +0.97                          | C   | UH   |   | AC            | AC         | 2                   | 5             | 30                   | 5     | 0.23           | 12 Feb 2001        |                 |
| 4.21   | M004 +0.20                     | C   | UH   | <a href="#">Projects spanning M4 to M5</a>      | AC            | AC         | 2                   | 5             | 24                   | 5     | 3.36           | 12 Feb 2001        |                 |
| 6.82   | M006 +0.81                     | C   | J    | BDI Blvd -- [R14]                               |               |            |                     |               |                      |       |                |                    |                 |
| 7.40   | M007 +0.39                     | C   | J    | Double Adobe Rd -- [L2]                         |               |            |                     |               |                      |       |                |                    |                 |
| 7.57   | +0.56                          | C   | UH   | <a href="#">Projects spanning M7 to M8</a>      | AC            | AC         | 2                   | 8             | 24                   | 8     | 15.43          | 12 Feb 2001        |                 |
| 18.33  | M018 +0.32                     | C   | J    | Davis Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 23.00  | M022 +0.99                     | C   | UH   | <a href="#">Projects spanning M22 to M23</a>    | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.49           | 12 Feb 2001        |                 |
| 23.49  | M023 +0.48                     | C   | UH   | <a href="#">Projects spanning M23 to M24</a>    | AC            | AC         | 2                   | 1             | 24                   | 1     | 3.53           | 92                 |                 |
| 24.26  | M024 +0.31                     | C   | J    | Central Hwy                                     |               |            |                     |               |                      |       |                |                    |                 |
| 24.61  | +0.66                          | C   | J    | Road to Elfrida Post Office                     |               |            |                     |               |                      |       |                |                    |                 |
| 27.01  | M027 +0.00                     | C   | UH   | <a href="#">Projects spanning M27 to M28</a>    | AC            | AC         | 2                   | 1             | 24                   | 1     | 10.28          | 12 Jan 2001        |                 |
| 37.29  | M037 +0.26                     | C   | UH   | <a href="#">Projects spanning M37 to M38</a>    | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.33           | 12 Jan 2001        |                 |
| 38.17  | M038 +0.14                     | C   | J    | S 181 to S 186                                  |               |            |                     |               |                      |       |                |                    |                 |
| 38.62  | +0.60                          | C   | UH   | <a href="#">Projects spanning M38 to M39</a>    | AC            | MBH        | 2                   | 2             | 24                   | 2     | 7.18           | 80                 |                 |
| 42.96  | M042 +0.93                     | C   | J    | Kansas Settlement Rd                            |               |            |                     |               |                      |       |                |                    |                 |
| 45.65  | M045 +0.62                     | C   | J    | Pearce Rd                                       |               |            |                     |               |                      |       |                |                    |                 |
| 45.80  | +0.77                          | C   | UH   | <a href="#">Projects spanning M45 to M46</a>    | AC            | AC         | 2                   | 1             | 24                   | 1     | 2.95           | 1999               |                 |
| 48.75  | M048 +0.73                     | C   | UH   | <a href="#">Projects spanning M48 to M49</a>    | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.10           | 1999               |                 |
| 48.85  | +0.83                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1     | 2.39           | 1999               |                 |
| 51.24  | M051 +0.22                     | C   | UH   | <a href="#">Projects spanning M51 to M52</a>    | AC            | AC         | 2                   | 5             | 24                   | 5     | 0.06           | 1999               |                 |
| 51.30  | +0.28                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1     | 4.13           | 1999               |                 |
| 53.51  | M053 +0.49                     | C   | J    | Richland Way                                    |               |            |                     |               |                      |       |                |                    |                 |
| 55.43  | M055 +0.41                     | C   | UH   | <a href="#">Projects spanning M55 to M56</a>    | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.41           | 20053006           |                 |
| 55.68  | +0.66                          | C   | J    | Dragoon Rd -- [B23]                             |               |            |                     |               |                      |       |                | 20053006           |                 |
|  |                                | C   | MD   | 12 ft Painted Median                            |               |            |                     |               |                      |       | 0.08           |                    |                 |

**U 191 at M055+0.66**

**M055+0.66 on U 191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M055+0.74**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M055+0.74 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance       |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------------|
| 55.76          | M055 +0.74                     | C   | MD   | Variable 0-12 ft Painted Median  |               |            |                     |               |                      | 0.08  |                |                    |                       |
| 55.84          | +0.82                          | C   | UH   | <a href="#">Projects spanning M55 to M56</a>                                       | AC            |            | 2                   | 1             | 24                   | 1     | 5.66           | 1999               |                       |
| 60.80          | M060 +0.78                     | C   | J    | Eldridge Rd -- [L2]  |               |            |                     |               |                      |       |                |                    |                       |
| 61.50          | M061 +0.48                     | C   | UH   | <a href="#">Projects spanning M61 to M62</a>                                       | AC            |            | 2                   | 2             | 24                   | 2     | 5.10           | 1995               |                       |
| 62.86          | M062 +0.84                     | C   | OP   | Union Pacific RR   |               |            |                     |               |                      |       |                | 1936               | 127 ft Steel          |
| 66.59          | M066 +0.55                     | C   | J    | Overlaps I 010 Exit #331 G-Ramp, I 010, to I 010 Exit #352 A-Ramp for 20.972 miles |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | C   | J    | Continue Spur to Serve I 010 WB on 2-way I 010 E-ramp                              |               |            |                     |               |                      |       |                |                    |                       |
| 66.60          | +0.56                          | C   | TI   | NB I 010 (EB/WB) Crossing  |               |            |                     |               |                      |       |                |                    |                       |
| 66.74          | +0.70                          | C   | J    | I 010 Exit #331 P & T-ramp -- [R]  |               |            |                     |               |                      |       |                |                    |                       |
| 66.87          | +0.83                          | C   | OP   | I 010 (EB/WB)  |               |            |                     |               |                      |       |                | 1958               | 244 ft Concrete/Steel |
| 67.08          | M067 +0.02                     | C   | J    | Davenport Ranch Rd -- [L]  |               |            |                     |               |                      |       |                |                    |                       |
| 67.20          | +0.14                          | C   | J    | Segment End at I 010 Exit #331   |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | C   | TI   | NB U 191 NB to I 010 (WB) (off)  |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | C   | TI   | NB I 010 (WB) to U 191 SB (on)   |               |            |                     |               |                      |       |                |                    |                       |
| 87.57          | M087 +0.43                     | C   | J    | Continue U 191 North at I 010 Exit #352 A & G-ramp                                 |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | C   | UH   | <a href="#">Projects spanning M87 to M88</a>                                       | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.11           | 77                 |                       |
| 87.58          |                                | C   | OP   | I 010 at Exit #352   |               |            |                     |               |                      |       |                | 30 May 2000        | 225 ft Concrete/Steel |
| 87.59          | +0.44                          | C   | MD   | Variable 0-48 ft Painted Median  |               |            |                     | 24            |                      |       | 0.20           |                    |                       |
| 87.68          | +0.53                          | C   | J    | I 010 Exit #352 J & C-ramp -- [L]  |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | C   | UH   | <a href="#">Projects spanning M87 to M88</a>                                       | AC            | AC         | 4                   | 10            | 48                   | 10    | 0.11           | 08 Aug 2005        |                       |
| 87.80          | +0.65                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.38           | 08 Aug 2005        |                       |
|                |                                | C   | MD   | 76 ft Soil Median  |               |            |                     |               |                      |       | 3.90           |                    |                       |
| 87.91          | +0.76                          | A   | J    | Monk Ranch Rd -- [B2]  |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | A   | TI   | (NB/SB) Monk Ranch Rd Crossing   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.02           | 08 Aug 2005        |                       |
| 88.82          | M088 +0.70                     | A   | J    | Restricted Median Cross-Over -- [U]  |               |            |                     |               |                      |       |                | 08 Aug 2005        |                       |
| 88.99          | +0.88                          | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                       |
| 89.32          | M089 +0.18                     | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                       |
| 89.43          | +0.29                          | C   | BR   | (NB) Monk Draw   |               |            |                     |               |                      |       |                | 08 Aug 2005        | 82 ft Concrete        |
| 90.13          | +0.99                          | A   | J    | UY191(1) -- [R]  |               |            |                     |               |                      |       |                |                    |                       |
| 90.16          | M090 +0.00                     | C   | VMS  | (SB) Variable Message Sign #27 (Proposed)  |               |            |                     |               |                      |       |                |                    |                       |
| 90.18          | +0.02                          | C   | NB   | <a href="#">Projects spanning M90 to M91</a>                                       | AC            | AC         | 2                   | 4             | 24                   | 7.5   | 0.35           | 08 Aug 2005        |                       |
|                |                                | C   | TI   | (NB) UY191(1) NB (on)  |               |            |                     |               |                      |       |                |                    |                       |
| 90.53          | +0.37                          | C   | NB   | <a href="#">Projects spanning M90 to M91</a>                                       | AC            | AC         | 2                   | 4             | 24                   | 10    | 1.06           | 08 Aug 2005        |                       |
| 91.02          | +0.86                          | A   | J    | Restricted Median Cross-Over -- [U]  |               |            |                     |               |                      |       |                | 08 Aug 2005        |                       |
| 91.59          | M091 +0.46                     | C   | NB   | <a href="#">Projects spanning M91 to M92</a>                                       | AC            | AC         | 1.5                 | 9             | 18                   | 20    | 0.11           | 08 Aug 2005        |                       |
| 91.69          | +0.57                          | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                       |
|                |                                | C   | NB   | <a href="#">Projects spanning M91 to M92</a>                                       | AC            | AC         | 1.5                 | 9             | 18                   | 2     | 0.02           | 08 Aug 2005        |                       |
|                |                                | C   | MD   | Variable 76-0 ft Soil Median   |               |            |                     |               |                      |       | 0.11           |                    |                       |
| 91.71          | +0.59                          | C   | NB   | <a href="#">Projects spanning M91 to M92</a>                                       | AC            | AC         | 1                   | 14            | 12                   | 2     | 0.09           | 08 Aug 2005        |                       |

**U 191 at M091+0.59**

**M091+0.59 on U 191**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M091+0.68**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M091+0.68 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 91.81          | M091 +0.68                     | C   | UH   | <a href="#">Projects spanning M91 to M92</a>   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.13           | 08 Aug 2005        |                 |
|                |                                | C   | MD   | Variable 36-0 ft Painted Median                |               |            |                     |               | 18                   |       | 0.12           |                    |                 |
| 91.93          | +0.81                          | C   | UH   | <a href="#">Projects spanning M91 to M92</a>   | AC            | MBH        | 2                   | 2             | 24                   | 2     | 1.15           | 77                 |                 |
| 92.59          | M092 +0.44                     | C   | JB   | Graham County                                  |               |            |                     |               |                      |       |                |                    |                 |
| 93.08          | +0.93                          | C   | UH   | <a href="#">Projects spanning M92 to M93</a>   | AC            | MBH        | 2                   | 2             | 24                   | 2     | 4.67           | 78                 |                 |
| 97.75          | M097 +0.61                     | C   | UH   | <a href="#">Projects spanning M97 to M98</a>   | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.01           | 15 Nov 2005        |                 |
| 97.76          | +0.62                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 6     | 0.04           | 15 Nov 2005        |                 |
| 97.80          | +0.66                          | C   | NB   |  | AC            | AC         | 1                   | 10            | 12                   | 6     | 0.01           | 15 Nov 2005        |                 |
|                |                                | C   | MD   | Variable 0-80 ft Soil Median                   |               |            |                     |               |                      |       | 0.28           |                    |                 |
| 97.81          | +0.67                          | C   | NB   | <a href="#">Projects spanning M97 to M98</a>   | AC            | AC         | 1                   | 10            | 12                   | 10    | 0.17           | 15 Nov 2005        |                 |
| 97.98          | +0.85                          | C   | NB   |  | AC            | AC         | 1.5                 | 7             | 18                   | 10    | 0.10           | 15 Nov 2005        |                 |
| 98.08          | +0.95                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 10    | 2.15           | 15 Nov 2005        |                 |
|                |                                | C   | MD   | Variable 80-? ft Soil Median                   |               |            |                     |               |                      |       | 2.30           |                    |                 |
| 98.74          | M098 +0.58                     | C   | J    | (NB) Local Rd -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 99.32          | M099 +0.16                     | A   | J    | Local Rd -- [R24]                              |               |            |                     |               |                      |       |                | 15 Nov 2005        |                 |
|                |                                | A   | TI   | (NB/SB) Local Rd Crossing                      | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.06           | 15 Nov 2005        |                 |
| 100.23         | M100 +0.06                     | C   | NB   | <a href="#">Projects spanning M100 to M101</a> | AC            | AC         | 1.5                 | 4             | 18                   | 24    | 0.15           | 15 Nov 2005        |                 |
| 100.38         | +0.21                          | C   | NB   |  | AC            | AC         | 1                   | 4             | 12                   | 24    | 0.01           | 15 Nov 2005        |                 |
|                |                                | C   | MD   | Variable 80-0 ft Soil Median                   |               |            |                     |               |                      |       | 0.28           |                    |                 |
| 100.39         | +0.22                          | C   | NB   | <a href="#">Projects spanning M100 to M101</a> | AC            | AC         | 1                   | 7             | 12                   | 24    | 0.09           | 15 Nov 2005        |                 |
| 100.47         | +0.30                          | C   | NB   |  | AC            | AC         | 1                   | 10            | 12                   | 24    | 0.02           | 15 Nov 2005        |                 |
| 100.50         | +0.33                          | C   | NB   |  | AC            | AC         | 1                   | 10            | 12                   | 10    | 0.07           | 15 Nov 2005        |                 |
| 100.57         | +0.40                          | C   | NB   |  | AC            | AC         | 1                   | 10            | 12                   | 6     | 0.09           | 15 Nov 2005        |                 |
| 100.66         | +0.49                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 0.21           | 15 Nov 2005        |                 |
| 100.87         | +0.70                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 3.00           | 1994               |                 |
| 103.86         | M103                           | C   | UH   | <a href="#">Projects spanning M103 to M104</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 6.83           | 09 Nov 2002        |                 |
|                |                                | C   | CG   | Curb to Right                                  |               |            |                     |               |                      |       | 6.83           |                    |                 |
| 104.53         | M104 +0.36                     | C   | J    | S 266 (Fort Grant Rd) -- [L23]                 |               |            |                     |               |                      |       |                |                    |                 |
| 106.55         | M106 +0.40                     | C   | X    | ADA Roadside Table                             |               |            |                     |               |                      |       |                |                    |                 |
| 110.69         | M110 +0.54                     | C   | UH   | <a href="#">Projects spanning M110 to M111</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 3.91           | 27 Mar 2003        |                 |
| 110.79         | +0.64                          | C   | J    | Artesia Rd -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 110.97         | +0.82                          | C   | J    | Rawhide Ln -- [L]                              |               |            |                     |               |                      |       |                |                    |                 |
| 111.26         | M111 +0.10                     | C   | BR   | Stockton Wash                                  |               |            |                     |               |                      |       |                | 1938               | 137 ft Concrete |
| 112.78         | M112 +0.62                     | C   | J    | Quail Trl -- [R]                               |               |            |                     |               |                      |       |                |                    |                 |
| 113.85         | M113 +0.69                     | C   | J    | S 366 Swift Trail                              |               |            |                     |               |                      |       |                |                    |                 |
| 114.60         | M114 +0.44                     | C   | J    | Roadrunner Rd -- [R]                           |               |            |                     |               |                      |       |                |                    |                 |
| 114.61         |                                | C   | UH   | <a href="#">Projects spanning M114 to M115</a> | AC            | AC         | 2                   | 2             | 24                   | 8     | 0.01           | 27 Mar 2003        |                 |
| 114.62         | +0.45                          | C   | UH   |  | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.12           | 27 Mar 2003        |                 |
| 114.74         | +0.58                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 2     | 0.01           | 27 Mar 2003        |                 |

**U 191 at M114+0.58**

**M114+0.58 on U 191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M114+0.58**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M114+0.58 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                      | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 114.75         | M114+0.58                      | C   | J    | Ocotillo St -- [L3]                               |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.59                          | C   | UH   | <a href="#">Projects spanning M114 to M115</a>    | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.95           | 27 Mar 2003        |                 |
| 115.35         | M115+0.19                      | C   | J    | Cactus Rd -- [L]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 115.70         | +0.55                          | C   | UH   | <a href="#">Projects spanning M115 to M116</a>    | AC            | AC         | 2                   | 4.4           | 24                   | 8     | 0.06           | 27 Mar 2003        |                 |
| 115.77         | +0.61                          | C   | UH   |   | AC            | AC         | 2                   | 4.4           | 24                   | 4.4   | 0.03           | 27 Mar 2003        |                 |
| 115.80         | +0.64                          | C   | UH   |   | AC            | AC         | 2                   | 4.4           | 24                   | 7     | 0.04           | 27 Mar 2003        |                 |
| 115.84         | +0.68                          | C   | UH   |   | AC            | AC         | 2                   | 7             | 24                   | 8     | 0.10           | 27 Mar 2003        |                 |
| 115.85         | +0.70                          | C   | J    | Roper Lake Rd -- [R]                              |               |            |                     |               |                      |       |                |                    |                 |
| 115.94         | +0.78                          | C   | UH   | <a href="#">Projects spanning M115 to M116</a>    | AC            | AC         | 2                   | 4.5           | 24                   | 8     | 0.14           | 27 Mar 2003        |                 |
| 116.08         | +0.92                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.75           | 27 Mar 2003        |                 |
| 116.16         | M116+0.00                      | C   | VMS  | (NB) Variable Message Sign #117 (Proposed)        |               |            |                     |               |                      |       |                |                    |                 |
| 116.35         | +0.19                          | C   | J    | Labanon Rd -- [L]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 116.83         | +0.66                          | C   | UH   | <a href="#">Projects spanning M116 to M117</a>    | AC            | AC         | 2                   | 3             | 24                   | 8     | 0.03           | 27 Mar 2003        |                 |
| 116.84         | +0.68                          | C   | J    | Powerline Rd -- [R]                               |               |            |                     |               |                      |       |                |                    |                 |
| 116.86         | +0.69                          | C   | UH   | <a href="#">Projects spanning M116 to M117</a>    | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.35           | 27 Mar 2003        |                 |
| 117.21         | M117+0.04                      | C   | UH   | <a href="#">Projects spanning M117 to M118</a>    | AC            | AC         | 2                   | 8             | 24                   | 3     | 0.02           | 27 Mar 2003        |                 |
| 117.22         | +0.05                          | C   | J    | Cholla Dr -- [L3]                                 |               |            |                     |               |                      |       |                |                    |                 |
| 117.23         | +0.06                          | C   | UH   | <a href="#">Projects spanning M117 to M118</a>    | AC            | AC         | 2                   | 13            | 24                   | 3     | 0.12           | 27 Mar 2003        |                 |
| 117.35         | +0.18                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 3     | 0.02           | 27 Mar 2003        |                 |
| 117.36         | +0.19                          | C   | J    | 45th St -- [L]                                    |               |            |                     |               |                      |       |                |                    |                 |
| 117.37         | +0.20                          | C   | UH   | <a href="#">Projects spanning M117 to M118</a>    | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.19           | 27 Mar 2003        |                 |
| 117.56         | +0.39                          | C   | UH   |   | AC            | AC         | 2                   | 3             | 24                   | 8     | 0.01           | 27 Mar 2003        |                 |
| 117.57         | +0.40                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.09           | 27 Mar 2003        |                 |
| 117.66         | +0.49                          | C   | J    | Old Country Club Rd -- [R]                        |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M117 to M118</a>    | AC            | AC         | 2.5                 | 4             | 30                   | 8     | 0.01           | 27 Mar 2003        |                 |
| 117.67         | +0.50                          | C   | UH   |   | AC            | AC         | 2.5                 | 4             | 30                   | 8     | 0.14           | 03 Jun 2003        |                 |
| 117.81         | +0.64                          | C   | UH   |   | AC            | AC         | 3.5                 | 2             | 42                   | 8     | 0.09           | 03 Jun 2003        |                 |
| 117.90         | +0.73                          | C   | UH   |   | AC            | AC         | 4                   | 2             | 48                   | 8     | 0.47           | 03 Jun 2003        |                 |
| 118.30         | M118+0.13                      | C   | CG   | Curb to Left                                      |               |            |                     |               |                      |       | 0.09           |                    |                 |
| 118.37         | +0.21                          | C   | UH   | <a href="#">Projects spanning M118 to M119</a>    | AC            | AC         | 4                   | 0             | 48                   | 8     | 0.09           | 03 Jun 2003        |                 |
|                |                                | C   | MD   | Variable 0-12 ft Painted Median                   |               |            |                     |               | 6                    |       | 0.09           |                    |                 |
| 118.38         | +0.22                          | C   | CG   | Curb to Left and Right                            |               |            |                     |               |                      |       | 2.80           |                    |                 |
| 118.46         | +0.30                          | C   | UH   | <a href="#">Projects spanning M118 to M119</a>    | AC            | AC         | 4                   | 0             | 48                   | 0     | 2.73           | 03 Jun 2003        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                              |               |            |                     |               | 12                   |       | 0.44           |                    |                 |
| 118.49         | +0.33                          | C   | J    | Fairgrounds Rd -- [R]                             |               |            |                     |               |                      |       |                |                    |                 |
| 118.56         | +0.40                          | C   | J    | Armory Rd -- [R]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 118.82         | +0.65                          | C   | J    | Morris St -- [L]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 118.99         | +0.82                          | C   | J    | Arizona DOT Yard Entrance (Signalized) -- [B1234] |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UB   | SUB Safford/Thatcher                              |               |            |                     |               |                      |       |                |                    |                 |

**U 191 at M118+0.82**

**M118+0.82 on U 191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M118+0.83**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M118+0.83 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 118.99         | M118 +0.83                     | C   | J    | Solomon Rd/Discovery Park Blvd -- [B234]                       |               |            |                     |               |                      |       |                |                    |                 |
| 119.05         | +0.88                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.88  |                |                    |                 |
| 119.09         | +0.93                          | C   | J    | Navajo St -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 119.21         | M119 +0.07                     | C   | J    | Cemetery Rd -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 119.24         | +0.09                          | C   | JB   | Temp Leave Safford   |               |            |                     |               |                      |       |                |                    |                 |
| 119.40         | +0.25                          | C   | J    | Nor-Jean Way -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 119.63         | +0.48                          | C   | J    | 24th Place -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 119.93         | +0.78                          | C   | JB   | SCL Safford Elev 2900  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | JB   | Reenter Safford  |               |            |                     |               |                      |       |                |                    |                 |
| 119.98         | +0.83                          | C   | J    | 20th St/Lone Star Rd -- [B24]                                  |               |            |                     |               |                      |       |                |                    |                 |
| 120.03         | +0.88                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.41  |                |                    |                 |
| 120.08         | +0.94                          | C   | J    | 19th St -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 120.28         | M120 +0.14                     | C   | J    | 16th St -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 120.38         | +0.24                          | C   | J    | 15th St -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
| 120.48         | +0.34                          | C   | J    | Relation St -- [B24]   |               |            |                     |               |                      |       |                |                    |                 |
| 120.52         | +0.38                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.42  |                |                    |                 |
| 120.64         | +0.50                          | C   | J    | 12th St -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 120.72         | +0.58                          | C   | J    | 11th St -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
| 120.92         | +0.78                          | C   | J    | 9th St -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 120.98         | +0.84                          | C   | J    | 8th St -- [B1234]  |               |            |                     |               |                      |       |                |                    |                 |
| 121.02         | +0.88                          | C   | MD   | 12 ft Painted Median   |               |            |                     | 12            |                      | 0.10  |                |                    |                 |
| 121.05         | +0.91                          | C   | J    | 7th St -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 121.12         | +0.98                          | C   | J    | Main St -- [B]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | MD   | Variable Concrete Curbed Median                                |               |            |                     |               |                      | 0.07  |                |                    |                 |
| 121.19         | M121 +0.02                     | C   | J    | Segment End at U 070 - Overlaps U 070 for 10.05 miles -- [B24] |               |            |                     |               |                      |       |                |                    |                 |
| 131.24         | M130 +0.64                     | C   | J    | Continue U 191 North at U 070                                  |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M130 to M131</a>                 | BST           | BST        | 2                   | 2             | 25                   | 2     | 0.02           |                    | 52              |
| 131.26         | +0.65                          | C   | UH   |  | BST           | AC         | 2                   | 4.5           | 25                   | 4.5   | 0.37           |                    | 03 May 2004     |
| 131.40         | +0.79                          | C   | J    | UY191(2) South to West Wye Leg                                 |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | TI   | SB U 070 Y-ramp (off)  | AC            | AC         | 1                   | 1             | 12                   | 7     | 0.29           |                    |                 |
| 131.63         | M131 +0.17                     | C   | UH   | <a href="#">Projects spanning M131 to M132</a>                 | AC            | AC         | 2                   | 4.5           | 25                   | 4.5   | 7.83           |                    | 03 May 2004     |
| 139.37         | M138 +0.90                     | C   | J    | Old Safford Rd -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 139.46         | M139 +0.00                     | C   | UH   | <a href="#">Projects spanning M139 to M140</a>                 | AC            | AC         | 2                   | 5             | 25                   | 5     | 0.14           |                    | 03 May 2004     |
| 139.60         | +0.13                          | C   | UH   |  | AC            | AC         | 2                   | 6             | 25                   | 6     | 4.94           |                    | 03 May 2004     |
| 144.54         | M144 +0.06                     | C   | UH   | <a href="#">Projects spanning M144 to M145</a>                 | AC            | AC         | 2                   | 8             | 25                   | 8     | 0.13           |                    | 03 May 2004     |
| 144.57         | +0.09                          | C   | JB   | Greenlee County  |               |            |                     |               |                      |       |                |                    |                 |
| 144.68         | +0.20                          | C   | UH   | <a href="#">Projects spanning M144 to M145</a>                 | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.13           |                    | 21 Aug 2003     |
| 145.33         | +0.85                          | C   | J    | Local Rd -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 145.81         | M145 +0.33                     | C   | UH   | <a href="#">Projects spanning M145 to M146</a>                 | AC            | AC         | 2                   | 8             | 36                   | 8     | 1.43           |                    | 21 Aug 2003     |

**U 191 at M145+0.33**

**M145+0.33 on U 191**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**U 191 at M145+0.52**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M145+0.52 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 145.99         | M145 +0.52                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 146.25         | +0.77                          | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 146.78         | M146 +0.30                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 147.24         | +0.75                          | C   | UH   | <a href="#">Projects spanning M146 to M147</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.31           | 21 Aug 2003        |                 |
| 147.55         | M147 +0.07                     | C   | UH   | <a href="#">Projects spanning M147 to M148</a> | AC            | AC         | 2                   | 8             | 36                   | 8     | 2.28           | 21 Aug 2003        |                 |
| 147.66         | +0.18                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 148.96         | M148 +0.48                     | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 149.47         | +0.99                          | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 149.77         | M149 +0.28                     | C   | J    | Local Rd -- [B]                                |               |            |                     |               |                      |       |                |                    |                 |
| 149.83         | +0.34                          | C   | UH   | <a href="#">Projects spanning M149 to M150</a> | AC            | AC         | 2                   | 8             | 24                   | 8     | 1.27           | 21 Aug 2003        |                 |
| 150.57         | M150 +0.09                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
| 150.77         | +0.29                          | C   | J    | Local Rd -- [R]                                |               |            |                     |               |                      |       |                |                    |                 |
| 151.10         | +0.62                          | C   | UH   | <a href="#">Projects spanning M150 to M151</a> | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.13           | 21 Aug 2003        |                 |
| 151.23         | +0.75                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.39           | 21 Aug 2003        |                 |
| 151.62         | M151 +0.18                     | C   | J    | Local Rd -- [L]                                |               |            |                     |               |                      |       |                |                    |                 |
|                | +0.19                          | C   | UH   | <a href="#">Projects spanning M151 to M152</a> | AC            | AC         | 2                   | 8             | 48                   | 8     | 0.19           | 21 Aug 2003        |                 |
| 151.81         | +0.38                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 36                   | 8     | 0.10           | 21 Aug 2003        |                 |
| 151.91         | +0.48                          | C   | EQ   | MP 151+028 Back Equals MP 151+0.33 Ahead       |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M151 to M152</a> | AC            | AC         | 3                   | 1             | 48                   | 8     | 0.01           | 24 Jan 2001        |                 |
| 151.93         | +0.49                          | C   | UH   |  | AC            | AC         | 3                   | 1             | 48                   | 1     | 1.36           | 24 Jan 2001        |                 |
| 153.28         | M152 +0.83                     | C   | UH   | <a href="#">Projects spanning M152 to M153</a> | AC            | AC         | 3                   | 1             | 48                   | 1     | 0.12           | 24 Jan 2001        |                 |
| 153.40         | +0.95                          | C   | UH   |  | AC            | AC         | 3                   | 1             | 36                   | 1     | 0.08           | 24 Jan 2001        |                 |
| 153.48         | M153 +0.03                     | C   | UH   | <a href="#">Projects spanning M153 to M154</a> | AC            | AC         | 2                   | 2             | 24                   | 2     | 1.49           | 24 Jan 2001        |                 |
| 153.95         | +0.50                          | C   | BR   | Guthrie Wash                                   |               |            |                     |               |                      |       | 1950           | 707 ft Steel       |                 |
| 154.97         | M154 +0.51                     | C   | J    | S 075 and S 078                                |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M154 to M155</a> | BST           | BST        | 2                   | 2             | 24                   | 2     | 0.10           | 50                 |                 |
| 155.07         | +0.61                          | C   | UH   |  | BST           | BST        | 3                   | 2             | 36                   | 2     | 0.13           | 50                 |                 |
| 155.20         | +0.75                          | C   | UH   |  | AC            | MBH        | 3                   | 1             | 36                   | 1     | 0.07           | 70                 |                 |
| 155.27         | +0.82                          | C   | NB   |  | AC            | MBH        | 2                   | 1             | 24                   | 10    | 0.02           | 70                 |                 |
|                |                                | C   | MD   | Variable Soil Median                           |               |            |                     |               |                      |       | 5.20           |                    |                 |
| 155.29         | +0.84                          | C   | NB   | <a href="#">Projects spanning M154 to M155</a> | AC            | MBH        | 2                   | 4             | 24                   | 10    | 0.07           | 82                 |                 |
| 155.36         | +0.91                          | C   | NB   |  | AC            | AC         | 2                   | 4             | 24                   | 1     | 4.66           | 1999               |                 |
| 155.46         | M155 +0.00                     | C   | BR   | Cold Creek                                     |               |            |                     |               |                      |       | 1941           | 278 ft Steel       |                 |
| 156.61         | M156 +0.16                     | C   | J    | Median Cross-Over -- [U4]                      |               |            |                     |               |                      |       |                |                    |                 |
| 156.90         | +0.45                          | C   | BR   | Rattlesnake Canyon                             |               |            |                     |               |                      |       | 1942           | 290 ft Concrete    |                 |
| 157.88         | M157 +0.43                     | C   | JB   | SCL Clifton Elev 3502                          |               |            |                     |               |                      |       |                |                    |                 |
| 158.22         | +0.77                          | A   | J    | Skyline View Rd -- [R3]                        |               |            |                     |               |                      |       |                |                    |                 |
| 159.70         | M159 +0.23                     | C   | J    | Median Cross-Over -- [U4]                      |               |            |                     |               |                      |       |                |                    |                 |
| 160.02         | +0.55                          | C   | NB   | <a href="#">Projects spanning M159 to M160</a> | AC            | AC         | 1                   | 1             | 12                   | 12    | 0.36           | 1999               |                 |

**U 191 at M159+0.55**

**M159+0.55 on U 191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M159+0.91**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M159+0.91 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                    | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 160.38         | M159 +0.91                     | C   | NB   | <a href="#">Projects spanning M159 to M160</a>  | AC            | MBH        | 1                   | 12            | 1                    | 0.09  | 70             |                    |                 |
| 160.47         | M160 +0.01                     | C   | NB   | <a href="#">Projects spanning M160 to M161</a>  | AC            | MBH        | 2                   | 24            | 1                    | 0.11  | 70             |                    |                 |
| 160.58         | +0.12                          | C   | NB   |   | AC            | MBH        | 2                   | 24            | 2                    | 0.07  | 80             |                    |                 |
| 160.65         | +0.19                          | C   | UH   |   | AC            | MBH        | 3                   | 36            | 5                    | 0.92  | 64             |                    |                 |
| 161.57         | M161 +0.11                     | C   | UH   | <a href="#">Projects spanning M161 to M162</a>  | AC            | MBH        | 3                   | 36            | 5                    | 0.80  | 90             |                    |                 |
| 162.37         | +0.91                          | C   | UH   |   | AC            | MBH        | 3                   | 36            | 8                    | 0.35  | 90             |                    |                 |
| 162.73         | M162 +0.27                     | C   | UH   | <a href="#">Projects spanning M162 to M163</a>  | AC            | AC         | 3                   | 36            | 8                    | 0.32  | 03 May 2003    |                    |                 |
| 163.05         | +0.59                          | C   | UH   |   | AC            | AC         | 2.5                 | 30            | 8                    | 0.06  | 03 May 2003    |                    |                 |
| 163.10         | +0.64                          | C   | UH   |   | AC            | AC         | 2                   | 24            | 8                    | 0.01  | 03 May 2003    |                    |                 |
| 163.11         | +0.65                          | C   | UH   |   | AC            | AC         | 2                   | 24            | 9                    | 0.05  | 03 May 2003    |                    |                 |
| 163.12         | +0.66                          | C   | BR   | Ward Canyon                                     |               |            |                     |               |                      |       | 03 May 2003    | 231 ft Concrete    |                 |
| 163.17         | +0.71                          | C   | UH   | <a href="#">Projects spanning M162 to M163</a>  | AC            | AC         | 2                   | 24            | 10                   | 0.10  | 03 May 2003    |                    |                 |
| 163.24         | +0.78                          | C   | J    | Wards Canyon Rd -- [L2]                         |               |            |                     |               |                      |       |                |                    |                 |
| 163.27         | +0.81                          | C   | UH   | <a href="#">Projects spanning M162 to M163</a>  | AC            | AC         | 2                   | 24            | 10                   | 0.08  | 86             |                    |                 |
| 163.35         | +0.89                          | C   | UH   |   | AC            | MBH        | 2                   | 24            | 7                    | 0.58  | 86             |                    |                 |
| 163.41         | M163 +0.04                     | C   | J    | Entrance to Clifton High School                 |               |            |                     |               |                      |       |                |                    |                 |
| 163.86         | +0.50                          | C   | BR   | San Francisco River                             |               |            |                     |               |                      |       | 1959           | 365 ft Steel       |                 |
| 163.93         | +0.57                          | C   | UH   | <a href="#">Projects spanning M163 to M164</a>  | AC            | MBH        | 2                   | 24            | 3                    | 0.06  | 71             |                    |                 |
| 163.99         | +0.63                          | C   | UH   |   | AC            | MBH        | 2                   | 24            | 8                    | 0.42  | 82             |                    |                 |
| 164.41         | +0.95                          | C   | J    | UX191 at Bridge St                              |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | X    | Next 15.62 Miles Survey Only on UX191           |               |            |                     |               |                      |       |                |                    |                 |
| 178.73         | M173 +0.36                     | C   | J    | Continue U 191 at N end of UX191 S of Granville |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M173 to M174</a>  | AC            | AC         | 2                   | 24            | 8                    | 1.73  | 1999           |                    |                 |
| 180.21         | M174 +0.57                     | C   | JB   | Enter Apache NF                                 |               |            |                     |               |                      |       |                |                    |                 |
| 180.46         | M175 +0.00                     | C   | UH   | <a href="#">Projects spanning M175 to M176</a>  | AC            | AC         | 2                   | 24            | 8                    | 5.76  | 15 Oct 2004    |                    |                 |
| 180.82         | +0.36                          | C   | JB   | Temp Leave Apache NF                            |               |            |                     |               |                      |       |                |                    |                 |
| 181.85         | M176 +0.40                     | C   | JB   | Reenter Apache NF                               |               |            |                     |               |                      |       |                |                    |                 |
| 182.93         | M177 +0.51                     | C   | J    | Unknown Rd -- [R3]                              |               |            |                     |               |                      |       |                |                    |                 |
| 186.22         | M181 +0.00                     | C   | UH   | <a href="#">Projects spanning M181 to M182</a>  | AC            | AC         | 2                   | 24            | 8                    | 0.85  | 03 Dec 2001    |                    |                 |
| 187.08         | +0.85                          | C   | UH   |   | BST           | Gravel     | 2                   | 24            | 1                    | 0.23  | 03 Dec 2001    |                    |                 |
| 187.31         | M182 +0.11                     | C   | UH   | <a href="#">Projects spanning M182 to M183</a>  | AC            | Unk        | 2                   | 24            | 0                    | 0.49  | 03 Dec 2001    |                    |                 |
| 187.80         | +0.60                          | C   | UH   |   | BST           | Gravel     | 2                   | 24            | 1                    | 0.19  | 03 Dec 2001    |                    |                 |
| 187.99         | +0.79                          | C   | UH   |   | AC            | Unk        | 2                   | 24            | 0                    | 0.77  | 03 Dec 2001    |                    |                 |
| 188.76         | M183 +0.59                     | C   | UH   | <a href="#">Projects spanning M183 to M184</a>  | BST           | Gravel     | 2                   | 24            | 1                    | 14.23 | 03 Dec 2001    |                    |                 |
| 192.42         | M187 +0.27                     | C   | X    | Granville Elev 6948                             |               |            |                     |               |                      |       |                |                    |                 |
| 196.63         | M191 +0.50                     | C   | EQ   | MP 191+0.50 Back Equals MP 192-0.16 Ahead       |               |            |                     |               |                      |       |                |                    |                 |
| 200.00         | M195 +0.22                     | C   | X    | Grays Peak Maint Camp                           |               |            |                     |               |                      |       |                |                    |                 |
| 202.09         | M197 +0.30                     | C   | J    | Woolaroc Rd                                     |               |            |                     |               |                      |       |                |                    |                 |
| 202.99         | M198 +0.22                     | C   | UH   | <a href="#">Projects spanning M198 to M199</a>  | BST           | Unk        | 2                   | 24            | 0                    | 0.46  | 03 Dec 2001    |                    |                 |

**U 191 at M198+0.22**

**M198+0.22 on U 191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M198+0.68**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M198+0.68 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 203.45         | M198 +0.68                     | C   | UH   | <a href="#">Projects spanning M198 to M199</a>                     | BST           | BST        | 2                   | 1             | 24                   | 1     | 2.04           |                    | 03 Dec 2001     |
| 205.49         | M200 +0.74                     | C   | UH   | <a href="#">Projects spanning M200 to M201</a>                     | AC            | MBH        | 2                   | 1             | 24                   | 1     | 4.61           |                    | 03 Dec 2001     |
| 206.65         | M201 +0.89                     | C   | J    | U 191 Survey Route   |               |            |                     |               |                      |       |                |                    |                 |
| 210.10         | M205 +0.36                     | C   | UH   | <a href="#">Projects spanning M205 to M206</a>                     | AC            | Unk        | 2                   | 0             | 24                   | 0     | 6.43           |                    | 03 Dec 2001     |
| 212.24         | M208 +0.30                     | C   | J    | Rose Peak Ranger Station Rd  |               |            |                     |               |                      |       |                |                    |                 |
| 216.53         | M212 +0.60                     | C   | UH   | <a href="#">Projects spanning M212 to M213</a>                     | AC            | MBH        | 2                   | 1             | 24                   | 1     | 1.00           |                    | 03 Dec 2001     |
| 217.53         | M213 +0.59                     | C   | UH   | <a href="#">Projects spanning M213 to M214</a>                     | AC            | Unk        | 2                   | 0             | 24                   | 0     | 0.60           |                    | 03 Dec 2001     |
| 218.14         | M214 +0.24                     | C   | UH   | <a href="#">Projects spanning M214 to M215</a>                     | AC            | MBH        | 2                   | 1             | 24                   | 1     | 10.69          |                    | 03 Dec 2001     |
| 219.43         | M215 +0.43                     | C   | J    | Hagen Trailhead Rv Pullout Entrance S Left & Local Rd Right -- [B] |               |            |                     |               |                      |       |                |                    | 15 Oct 2004     |
|                |                                | C   | RA   | Hagen Trailhead RV Pullout Left (No Services)                      | AC            | AC         | 2                   |               | 24                   |       | 0.04           |                    | 15 Oct 2004     |
| 219.47         | +0.47                          | C   | RA   | Hagen Trailhead RV Pullout Parking Area Left (No Services)         | AC            | AC         | 5                   |               | 70                   |       | 0.04           |                    | 15 Oct 2004     |
| 219.48         | +0.48                          | C   | J    | Hagen Trailhead Rv Pullout Entrance N -- [L]                       |               |            |                     |               |                      |       |                |                    | 15 Oct 2004     |
|                |                                | C   | RA   | Hagen Trailhead RV Pullout Left (No Services)                      | AC            | AC         | 2                   |               | 24                   |       | 0.04           |                    | 15 Oct 2004     |
| 219.81         | +0.81                          | C   | J    | Local Rd (unpaved) -- [R]  |               |            |                     |               |                      |       |                |                    |                 |
| 224.89         | M221 +0.00                     | C   | X    | MP 221 to 253 set by Odometer                                      |               |            |                     |               |                      |       |                |                    |                 |
| 228.83         | M225                           | C   | UH   | <a href="#">Projects spanning M225 to M226</a>                     | AC            | MBH        | 2                   | 1             | 24                   | 1     | 5.20           |                    | 79              |
| 234.02         | M230 +0.16                     | C   | UH   | <a href="#">Projects spanning M230 to M231</a>                     | MBL           | MBH        | 2                   | 2             | 24                   | 2     | 4.30           |                    | 62              |
| 238.32         | M234 +0.45                     | C   | UH   | <a href="#">Projects spanning M234 to M235</a>                     | MBL           | MBH        | 2                   | 1             | 24                   | 1     | 8.94           |                    | 62              |
| 244.49         | M240 +0.61                     | C   | X    | Hannagan Meadow Elev 9200  |               |            |                     |               |                      |       |                |                    |                 |
| 247.26         | M243 +0.36                     | C   | UH   | <a href="#">Projects spanning M243 to M244</a>                     | MBL           | MBH        | 2                   | 2             | 24                   | 2     | 4.88           |                    | 62              |
| 251.06         | M247 +0.16                     | C   | J    | West Alta Dr -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 251.30         | +0.39                          | C   | JB   | Apache County  |               |            |                     |               |                      |       |                |                    |                 |
| 252.14         | M248 +0.24                     | C   | UH   | <a href="#">Projects spanning M248 to M249</a>                     | AC            | AC         | 2                   | 1             | 24                   | 1     | 5.45           |                    | 1999            |
| 252.84         | +0.94                          | C   | X    | Beaver Head Lodge Elev 8040  |               |            |                     |               |                      |       |                |                    |                 |
| 256.48         | M252 +0.58                     | C   | J    | Local Rd -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 256.71         | +0.81                          | C   | J    | Local Rd -- [L2]   |               |            |                     |               |                      |       |                |                    |                 |
| 257.59         | M253 +0.74                     | C   | J    | Segment End at U 180 - Overlap U 180 for 26.068 miles              |               |            |                     |               |                      |       |                |                    |                 |
| 283.66         | +26.8                          | C   | J    | U 060 and U 180 - Overlaps U 060 for 4.282 miles                   |               |            |                     |               |                      |       |                |                    |                 |
| 287.94         | +31.0                          | C   | J    | U 180 and U 060 - Overlaps U 180 for 25.403 miles                  |               |            |                     |               |                      |       |                |                    |                 |
| 313.35         | M315 +0.55                     | C   | J    | Continue U 191 to Sanders at U 180 in St Johns                     |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M315 to M316</a>                     | MBL           | MBH        | 2                   | 13            | 24                   | 13    | 0.11           |                    | 56              |
|                |                                | C   | CG   | Curb to Left and Right   |               |            |                     |               |                      |       | 0.11           |                    |                 |
| 313.46         | +0.66                          | C   | UH   | <a href="#">Projects spanning M315 to M316</a>                     | AC            | AC         | 2                   | 1             | 24                   | 1     | 2.33           |                    | 92              |
| 313.49         | +0.69                          | C   | BR   | Little Colorado River  |               |            |                     |               |                      |       |                |                    | 1978            |
| 315.79         | M318 +0.00                     | C   | UH   | <a href="#">Projects spanning M318 to M319</a>                     | AC            | AC         | 2                   | 1             | 24                   | 1     | 4.15           |                    | 28 Jul 2004     |
| 316.37         | +0.58                          | C   | JB   | NCL St Johns   |               |            |                     |               |                      |       |                |                    |                 |
| 318.41         | M320 +0.57                     | C   | J    | Local Rd -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 318.64         | +0.79                          | C   | J    | Power Plant Rd West  |               |            |                     |               |                      |       |                |                    |                 |
| 319.22         | M321 +0.40                     | C   | J    | Local Rd -- [R]  |               |            |                     |               |                      |       |                |                    |                 |

**U 191 at M321+0.40**

**M321+0.40 on U 191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M321+0.50**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M321+0.50 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 319.32         | M321+0.50                      | C   | J    | Local Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 319.52         | +0.70                          | C   | J    | Local Rd -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 319.94         | M322+0.13                      | C   | UH   | <a href="#">Projects spanning M322 to M323</a>  | AC            | AC         | 2                   | 1             | 24                   | 0     | 0.10           | 28 Jul 2004        |                 |
| 320.04         | +0.23                          | C   | UH   |   | AC            | AC         | 2                   | 1             | 24                   | 1     | 5.76           | 28 Jul 2004        |                 |
| 321.66         | M323+0.86                      | C   | BR   | Carrizo Wash  |               |            |                     |               |                      |       |                | 64 ft Unknown      |                 |
| 325.80         | M328+0.00                      | C   | UH   | <a href="#">Projects spanning M328 to M329</a>  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 2.83           | 77                 |                 |
| 328.63         | M330+0.85                      | C   | UH   | <a href="#">Projects spanning M330 to M331</a>  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 7.17           | 79                 |                 |
| 329.43         | M331+0.66                      | C   | BR   | Zuni Wash   |               |            |                     |               |                      |       | 1950           | 150 ft Steel       |                 |
| 335.80         | M337+0.98                      | C   | UH   | <a href="#">Projects spanning M337 to M338</a>  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 6.50           | 84                 |                 |
| 342.30         | M344+0.49                      | C   | UH   | <a href="#">Projects spanning M344 to M345</a>  | AC            | AC         | 2                   | 4             | 24                   | 4     | 0.30           | 11 Oct 2005        |                 |
| 342.42         | +0.62                          | C   | J    | S 061 East -- [B124]  |               |            |                     |               |                      |       |                |                    |                 |
| 342.60         | +0.80                          | C   | UH   | <a href="#">Projects spanning M344 to M345</a>  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.15           | 78                 |                 |
| 342.76         | +0.95                          | C   | UH   |   | AC            | MBH        | 2                   | 2             | 24                   | 2     | 6.50           | 78                 |                 |
| 342.80         | M345+0.02                      | C   | JB   | Enter Navajo IR   |               |            |                     |               |                      |       |                |                    |                 |
| 349.25         | M351+0.44                      | C   | UH   | <a href="#">Projects spanning M351 to M352</a>  | AC            | MBH        | 2                   | 2             | 36                   | 2     | 0.28           | 78                 |                 |
| 349.53         | +0.72                          | C   | UH   |   | AC            | MBH        | 2                   | 2             | 30                   | 2     | 0.05           | 78                 |                 |
| 349.59         | +0.77                          | C   | UH   |   | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.39           | 78                 |                 |
| 349.98         | M352+0.18                      | C   | UH   | <a href="#">Projects spanning M352 to M353</a>  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 12.76          | 78                 |                 |
| 362.74         | M364+0.91                      | C   | UH   | <a href="#">Projects spanning M364 to M365</a>  | AC            | AC         | 2                   | 8             | 24                   | 8     | 2.10           | 1993               |                 |
| 364.84         | M366+0.99                      | C   | UH   | <a href="#">Projects spanning M366 to M367</a>  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.16           | 1993               |                 |
| 365.00         | M367+0.14                      | C   | UH   | <a href="#">Projects spanning M367 to M368</a>  | AC            | AC         | 3                   | 8             | 48                   | 8     | 0.03           | 1993               |                 |
| 365.03         | +0.17                          | C   | UH   |   | AC            | AC         | 3                   | 8             | 42                   | 8     | 0.06           | 1993               |                 |
| 365.09         | +0.23                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 30                   | 8     | 0.13           | 1993               |                 |
| 365.22         | +0.37                          | C   | UH   |   | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.77           | 1993               |                 |
| 365.98         | M368+0.13                      | C   | BR   | Rio Puerco  |               |            |                     |               |                      |       | 1949           | 256 ft Concrete    |                 |
| 365.99         |                                | C   | UH   | <a href="#">Projects spanning M368 to M369</a>  | AC            | MBH        | 2                   | 1             | 24                   | 1     | 0.34           | 64                 |                 |
| 366.21         | +0.36                          | C   | OP   | Burlington Northern Santa Fe RR   |               |            |                     |               |                      |       | 1949           | 141 ft Steel       |                 |
| 366.24         | +0.39                          | C   | J    | I 040 Exit #339 Frontage Rd -- [L]  |               |            |                     |               |                      |       |                |                    |                 |
| 366.26         | +0.41                          | C   | J    | I 040 Exit #339 A & G-ramp -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 366.29         | +0.43                          | C   | OP   | I 040 EB  |               |            |                     |               |                      |       |                | Unknown            |                 |
| 366.33         | +0.50                          | C   | J    | I 040 Exit #339 J & C ramps - Segment Ends near Sanders - Overlaps 6.165 miles on I 040 WB and ramps -- [L] |               |            |                     |               |                      |       |                |                    |                 |
| 372.45         | M374+0.08                      | C   | J    | Continue U 191 at I 040 Exit #333 C & J-ramp near Chambers -- [L]   |               |            |                     |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M374 to M375</a>  | AC            | MBH        | 2                   | 2             | 24                   | 2     | 0.31           | 85                 |                 |
|                |                                | C   | X    | Milepost set by Odometer  |               |            |                     |               |                      |       |                |                    |                 |
| 372.47         | +0.10                          | C   | J    | I 040 Frontage Rd -- [B]  |               |            |                     |               |                      |       |                |                    |                 |
| 372.50         | +0.00                          | C   | J    | I 040 Exit #333 A & G-ramp -- [R]   |               |            |                     |               |                      |       |                |                    |                 |
| 372.73         | +0.36                          | C   | MD   | Variable 0-12 ft Painted Median   |               |            |                     | 6             |                      |       | 0.18           |                    |                 |
| 372.75         | +0.38                          | C   | UH   | <a href="#">Projects spanning M374 to M375</a>  | AC            | AC         | 2                   | 3             | 24                   | 3     | 0.16           | 18 Oct 2004        |                 |
| 372.91         | +0.54                          | C   | J    | Chambers School Rd -- [B]   |               |            |                     |               |                      |       |                |                    |                 |

**U 191 at M374+0.54**

**M374+0.54 on U 191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M374+0.54**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M374+0.54 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                       | Shoulder Type | Thru Lanes | Shoulder   |               | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
|                |                                |     |      |  |               |            | Width Left | Surface Width |                      |       |                |                    |                 |
| 372.91         | M374 +0.54                     | C   | UH   | <a href="#">Projects spanning M374 to M375</a>     | AC            | AC         | 2          | 4             | 24                   | 2     | 0.33           | 18 Oct 2004        |                 |
|                |                                | C   | MD   | 12 ft Painted Median                               |               |            |            |               | 12                   |       | 0.33           |                    |                 |
| 373.25         | +0.88                          | C   | UH   | <a href="#">Projects spanning M374 to M375</a>     | AC            | AC         | 2          | 3             | 24                   | 2     | 0.15           | 18 Oct 2004        |                 |
|                |                                | C   | MD   | Variable 12-0 ft Painted Median                    |               |            |            |               | 6                    |       | 0.15           |                    |                 |
| 373.40         | +1.03                          | C   | UH   | <a href="#">Projects spanning M374 to M375</a>     | AC            | MBH        | 2          | 1             | 24                   | 1     | 3.60           | 85                 |                 |
| 377.00         | M378 +0.59                     | C   | UH   | <a href="#">Projects spanning M378 to M379</a>     | AC            | MBH        | 2          | 6             | 24                   | 6     | 6.41           | 85                 |                 |
| 377.04         | +0.63                          | C   | JB   | Enter Navajo IR                                    |               |            |            |               |                      |       |                |                    |                 |
| 383.41         | M385 +0.05                     | C   | UH   | <a href="#">Projects spanning M385 to M386</a>     | MBL           | MBH        | 2          | 6             | 24                   | 6     | 0.42           | 72                 |                 |
| 383.83         | +0.47                          | C   | UH   |  | BST           | BST        | 2          | 2             | 24                   | 2     | 0.02           | 69                 |                 |
| 383.85         | +0.50                          | C   | UH   |  | AC            | AC         | 2          | 2             | 24                   | 2     | 9.29           | 12 Sep 2002        |                 |
| 384.50         | M386 +0.00                     | C   | EQ   | MP 385+1.15 Back Equals MP 386+0.00 Ahead          |               |            |            |               |                      |       |                |                    |                 |
| 390.57         | M391 +0.92                     | C   | J    | Wide Ruins Rd East                                 |               |            |            |               |                      |       |                |                    |                 |
| 393.14         | M394 +0.50                     | C   | UH   | <a href="#">Projects spanning M394 to M395</a>     | AC            | AC         | 2          | 2             | 24                   | 2     | 2.44           | 20 Jun 2003        |                 |
| 393.41         | +0.77                          | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 393.76         | M395 +0.10                     | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 394.97         | M396 +0.33                     | C   | J    | Local Rd -- [R]                                    |               |            |            |               |                      |       |                |                    |                 |
|                |                                | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.06         | +0.42                          | C   | J    | Local Rd -- [R]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.37         | +0.73                          | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.44         | +0.80                          | C   | J    | Local Rd -- [R]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.52         | +0.88                          | C   | J    | Local Rd -- [R]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.59         | +0.94                          | C   | UH   | <a href="#">Projects spanning M396 to M397</a>     | BST           | AC         | 2          | 4             | 24                   | 4     | 0.26           | 08 Apr 2005        |                 |
| 395.66         | M397 +0.01                     | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.71         | +0.06                          | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.78         | +0.13                          | C   | J    | Local Rd -- [R]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.80         | +0.15                          | C   | J    | BIA 28 to Greasewood -- [B1234]                    |               |            |            |               |                      |       |                | 08 Apr 2005        |                 |
| 395.83         | +0.18                          | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.85         | +0.20                          | C   | UH   | <a href="#">Projects spanning M397 to M398</a>     | BST           | AC         | 2          | 2             | 24                   | 2     | 0.09           | 69                 |                 |
| 395.90         | +0.25                          | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.93         | +0.28                          | C   | J    | Local Rd -- [R]                                    |               |            |            |               |                      |       |                |                    |                 |
| 395.94         | +0.29                          | C   | UH   | <a href="#">Projects spanning M397 to M398</a>     | BST           | BST        | 2          | 2             | 24                   | 2     | 2.01           | 69                 |                 |
| 396.02         | +0.37                          | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 396.11         | +0.46                          | C   | J    | Local Rd -- [L]                                    |               |            |            |               |                      |       |                |                    |                 |
| 397.95         | M399 +0.30                     | C   | UH   | <a href="#">Projects spanning M399 to M400</a>     | BST           | BST        | 2          | 1             | 24                   | 1     | 12.32          | 64                 |                 |
| 408.65         | M410 +0.00                     | C   | VMS  | (NB) Variable Message Sign #44 (Proposed)          |               |            |            |               |                      |       |                |                    |                 |
| 408.77         | +0.12                          | C   | J    | Cornfields Rd West                                 |               |            |            |               |                      |       |                |                    |                 |
| 410.27         | M411 +0.63                     | C   | J    | S 264 at Ganado - Overlaps S 264 for 5.884 miles   |               |            |            |               |                      |       |                |                    |                 |
| 416.16         | M417 +0.55                     | C   | J    | Continue U 191 North at S 264/BIA 15 - West Ganado |               |            |            |               |                      |       |                |                    |                 |
|                |                                | C   | UH   | <a href="#">Projects spanning M417 to M418</a>     | AC            | Unk        | 2          | 2             | 24                   | 2     | 0.12           | 88                 |                 |

**U 191 at M417+0.55**

**M417+0.55 on U 191**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M417+0.67**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M417+0.67 on U 191**

| GIS Route Mile | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 416.28         | M417 +0.67                     | C   | UH   | <a href="#">Projects spanning M417 to M418</a> | AC            | Unk        | 2                   | 0             | 24                   | 0     | 7.33           | 79                 |                 |
| 418.68         | M420 +0.00                     | C   | VMS  | (SB) Variable Message Sign #45 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 423.61         | M424 +0.98                     | C   | UH   | <a href="#">Projects spanning M424 to M425</a> | BST           | Unk        | 2                   | 0             | 24                   | 0     | 0.26           | 64                 |                 |
| 423.87         | M425 +0.25                     | C   | UH   | <a href="#">Projects spanning M425 to M426</a> | BST           | BST        | 2                   | 1             | 24                   | 1     | 10.74          | 64                 |                 |
| 427.83         | M429 +0.19                     | C   | J    | Nazlini Rd East                                |               |            |                     |               |                      |       |                |                    |                 |
| 434.61         | M435 +0.96                     | C   | UH   | <a href="#">Projects spanning M435 to M436</a> | AC            | MBH        | 2                   | 1             | 24                   | 1     | 10.82          | 88                 |                 |
| 441.93         | M443 +0.26                     | C   | BR   | Cottonwood Wash                                |               |            |                     |               |                      |       | 1964           | 32 ft Concrete     |                 |
| 445.35         | M446 +0.69                     | C   | J    | Road to Chinle Hospital                        |               |            |                     |               |                      |       |                |                    |                 |
| 445.43         | +0.76                          | C   | UH   | <a href="#">Projects spanning M446 to M447</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.40           | 87                 |                 |
| 445.83         | M447 +0.13                     | C   | UH   | <a href="#">Projects spanning M447 to M448</a> | AC            | MBH        | 4                   | 2             | 48                   | 2     | 0.63           | 87                 |                 |
| 446.27         | +0.57                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.27           |                    |                 |
| 446.46         | +0.76                          | C   | UH   | <a href="#">Projects spanning M447 to M448</a> | AC            | MBH        | 4                   | 4             | 48                   | 4     | 0.46           | 87                 |                 |
| 446.54         | +0.84                          | C   | J    | BIA 7 to Chinle                                |               |            |                     |               |                      |       |                |                    |                 |
| 446.59         | +0.90                          | C   | MD   | 12 ft Painted Median                           |               |            |                     |               | 12                   |       | 0.32           |                    |                 |
| 446.92         | M448 +0.23                     | C   | UH   | <a href="#">Projects spanning M448 to M449</a> | AC            | MBH        | 2                   | 5             | 24                   | 5     | 0.09           | 87                 |                 |
| 447.01         | +0.32                          | C   | UH   |  | AC            | AC         | 2                   | 1             | 24                   | 1     | 13.71          | 1994               |                 |
| 460.43         | M461 +0.74                     | C   | J    | BIA 59 to Rough Rock                           |               |            |                     |               |                      |       |                |                    |                 |
| 460.71         | M462 +0.03                     | C   | UH   | <a href="#">Projects spanning M462 to M463</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 0.05           | Oct 2000           |                 |
| 460.77         | +0.08                          | C   | UH   |  | AC            | AC         | 2                   | 2             | 24                   | 2     | 16.18          | Oct 2000           |                 |
| 468.76         | M470 +0.10                     | C   | BR   | Chinle Wash                                    |               |            |                     |               |                      |       | 1964           | 658 ft Concrete    |                 |
| 475.02         | M476 +0.35                     | C   | BR   | Agua Sal Wash                                  |               |            |                     |               |                      |       | 1964           | 252 ft Concrete    |                 |
| 476.58         | M477 +0.89                     | C   | J    | BIA 12 to Lukachukai                           |               |            |                     |               |                      |       |                |                    |                 |
| 476.64         | +0.95                          | C   | X    | Round Rock Trading Post                        |               |            |                     |               |                      |       |                |                    |                 |
| 476.95         | M478 +0.27                     | C   | UH   | <a href="#">Projects spanning M478 to M479</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 3.72           | Oct 2000           |                 |
| 478.56         | M479 +0.87                     | C   | BR   | Agua Sal Wash                                  |               |            |                     |               |                      |       | 1962           | 284 ft Concrete    |                 |
| 480.67         | M482 +0.00                     | C   | UH   | <a href="#">Projects spanning M482 to M483</a> | AC            | AC         | 2                   | 1             | 24                   | 1     | 18.90          | 1995               |                 |
| 487.06         | M488 +0.38                     | C   | BR   | Lukachukai Creek                               |               |            |                     |               |                      |       | 1962           | 422 ft Concrete    |                 |
| 493.84         | M495 +0.13                     | C   | X    | Rock Point Trading Post                        |               |            |                     |               |                      |       |                |                    |                 |
| 493.85         | +0.14                          | C   | J    | BIA 35 at Rock Point                           |               |            |                     |               |                      |       |                |                    |                 |
| 495.00         | M517 +0.74                     | C   | J    | End U 191 (Signed) at UT/AZ Line               |               |            |                     |               |                      |       |                |                    |                 |
| 499.57         | M500 +0.85                     | C   | UH   | <a href="#">Projects spanning M500 to M501</a> | BST           | BST        | 2                   | 1             | 24                   | 1     | 9.49           | 63                 |                 |
| 503.72         | M505 +0.00                     | C   | VMS  | (NB) Variable Message Sign #47 (Proposed)      |               |            |                     |               |                      |       |                |                    |                 |
| 509.06         | M510 +0.34                     | C   | J    | U 160 - Overlaps U 160 East for 2.325 miles    |               |            |                     |               |                      |       |                |                    |                 |
| 511.38         | M512 +0.74                     | C   | J    | Continue U 191 signing North on BIA 12         |               |            |                     |               |                      |       |                |                    |                 |

**U 191 at M512+0.74**

**M512+0.74 on U 191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**U 191 at M066+0.61**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M066+0.61 on U 191**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes    | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles         | Year/Date Open | Bridge Length/Type    | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|---------------|---------------------|---------------|----------------------|---------------|----------------|-----------------------|-----------------|
| <b>U 191 - Non-cardinal (from low to high for divided hwy segments)</b> |                                |     |      |   |               |               |                     |               |                      |               |                |                       |                 |
| 66.65   | M066 +0.61                     | N   | TI   | SB I 010 (EB) (on)                                    |               |               |                     |               |                      |               |                |                       |                 |
| 87.93   | M087 +0.67                     | N   | J    | Begin U 191 SB divided centerline -- [B2]             |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M87 to M88</a>          | AC            | AC            | 2                   | 10            | 24                   | 4             | 0.26           | 08 Aug 2005           | 80 ft Concrete  |
| 88.11   | +0.85                          | N   | BR   | (SB) Monk Draw  |               |               |                     |               |                      |               | 08 Aug 2005    |                       |                 |
| 88.18   | +0.92                          | N   | SB   | <a href="#">Projects spanning M87 to M88</a>          | AC            | AC            | 2                   | 10            | 24                   | 4             | 2.08           | 08 Aug 2005           |                 |
| 88.69   | M088 +0.44                     | N   | J    | Local Rd -- [L]                                       |               |               |                     |               |                      |               |                |                       |                 |
| 89.57   | M089 +0.29                     | N   | BR   | (SB) Monk Draw  |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M89 to M90</a>          | AC            | AC            | 2                   | 10            | 24                   | 2             | 1.61           | 08 Aug 2005           | Concrete        |
| 90.26   | +0.99                          | N   | SB   | <a href="#">Projects spanning M91 to M92</a>          | AC            | AC            | 1.5                 | 10            | 18                   | 8             | 0.05           | 08 Aug 2005           |                 |
| 91.88   | M091 +0.62                     | N   | SB   | <a href="#">Projects spanning M91 to M92</a>          |               |               |                     |               |                      |               |                |                       |                 |
| 91.93   | +0.67                          | N   | J    | U 191 return to single centerline                     |               |               |                     |               |                      |               |                |                       |                 |
| 97.92   | M097 +0.66                     | N   | SB   | <a href="#">Projects spanning M97 to M98</a>          | AC            | AC            | 1                   | 2             | 12                   | 2             | 0.10           | 15 Nov 2005           |                 |
| 98.02   | +0.77                          | N   | SB   |   | AC            | AC            | 1.5                 | 2             | 18                   | 2             | 0.15           | 15 Nov 2005           |                 |
| 98.17   | +0.91                          | N   | SB   |   | AC            | AC            | 2                   | 2             | 24                   | 10            | 2.48           | 15 Nov 2005           |                 |
| 100.65  | M100 +0.36                     | N   | SB   | <a href="#">Projects spanning M100 to M101</a>        | AC            | AC            | 1.5                 | 2             | 18                   | 8             | 0.03           | 15 Nov 2005           |                 |
| 100.68  | +0.40                          | N   | SB   |   | AC            | AC            | 1                   | 2             | 12                   | 7             | 0.08           | 15 Nov 2005           |                 |
| 155.38  | M154 +0.82                     | N   | J    | Continue U 191 SB divided centerline South of Clifton |               |               |                     |               |                      |               |                |                       |                 |
|   |                                | N   | SB   | <a href="#">Projects spanning M154 to M155</a>        | AC            | MBH           | 2                   | 1             | 24                   | 1             | 0.08           | 70                    |                 |
| 155.46  | +0.90                          | N   | SB   |   | AC            | AC            | 2                   | 1             | 24                   | 4             | 4.94           | 1999                  |                 |
| 160.40  | M159 +0.82                     | N   | SB   | <a href="#">Projects spanning M159 to M160</a>        | AC            | MBH           | 2                   | 10            | 24                   | 4             | 0.19           | 80                    |                 |
| 160.59  | M160 +0.01                     | N   | J    | U 191 return to single centerline                     |               |               |                     |               |                      |               |                |                       |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                |     |      |   |               | <b>804.24</b> | <b>2.45</b>         | <b>24.63</b>  | <b>2.54</b>          | <b>395.90</b> | <b>1990.8</b>  | 16.21 Miles of Median |                 |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                |     |      |   |               | <b>23.81</b>  | <b>4.37</b>         | <b>23.71</b>  | <b>4.95</b>          | <b>12.05</b>  | <b>2001.9</b>  |                       |                 |

**U 191 at M160+0.01**

**M160+0.01 on U 191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**UA089 at M523+0.92**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M523+0.92 on UA089**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|------------------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>UA089 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |                        |                      |       |                |                    |                 |
| 0.00   | M523 +0.92                     | C   | J    | Begin UA089 at Bitter Springs                  |               |            |                     |                        |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Navajo IR, Coconino County              |               |            |                     |                        |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M523 to M524</a> | AC            | AC         | 2                   | 8                      | 24                   | 8     | 0.27           | 1993               |                 |
| 0.27   | M524 +0.18                     | C   | UH   | <a href="#">Projects spanning M524 to M525</a> | AC            | MBH        | 2                   | 1                      | 24                   | 1     | 3.63           | 91                 |                 |
| 3.90   | M527 +0.82                     | C   | UH   | <a href="#">Projects spanning M527 to M528</a> | AC            | MBH        | 2                   | 8                      | 24                   | 8     | 0.35           | 90                 |                 |
| 4.25   | M528 +0.16                     | C   | UH   | <a href="#">Projects spanning M528 to M529</a> | AC            | MBH        | 2                   | 1                      | 24                   | 1     | 1.78           | 91                 |                 |
| 6.03   | M529 +0.95                     | C   | UH   | <a href="#">Projects spanning M529 to M530</a> | AC            | MBH        | 2                   | 8                      | 24                   | 8     | 0.55           | 90                 |                 |
| 6.58   | M530 +0.52                     | C   | UH   | <a href="#">Projects spanning M530 to M531</a> | AC            | MBH        | 2                   | 1                      | 24                   | 1     | 1.35           | 91                 |                 |
| 7.93   | M531 +0.86                     | C   | UH   | <a href="#">Projects spanning M531 to M532</a> | AC            | AC         | 2                   | 1                      | 24                   | 1     | 5.43           | 1994               |                 |
| 13.36  | M537 +0.29                     | C   | UH   | <a href="#">Projects spanning M537 to M538</a> | AC            | AC         | 2                   | 1                      | 24                   | 1     | 0.03           | 37                 |                 |
| 13.39  | +0.33                          | C   | UH   |  | AC            | Unk        | 2                   | 4.5                    | 24                   | 4.5   | 0.50           | 37                 |                 |
| 13.89  | +0.83                          | C   | UH   |  | AC            | AC         | 2                   | 8                      | 24                   | 8     | 0.44           | 37                 |                 |
| 13.97  | +0.91                          | C   | JB   | Leave Navajo IR, Enter Grand Canyon NP         |               |            |                     |                        |                      |       |                |                    |                 |
| 14.00  | +0.93                          | C   | BR   | Colorado River (Historic)                      |               |            |                     |                        |                      |       | 1929           | 838 ft Steel       |                 |
|  |                                | C   | BR   | Colorado River                                 |               |            |                     |                        |                      |       | 1995           | 909 ft Steel       |                 |
| 14.11  | M538 +0.01                     | C   | JB   | Leave Grand Canyon NP, Enter Glen Canyon NRA   |               |            |                     |                        |                      |       |                |                    |                 |
| 14.15  | +0.04                          | C   | J    | Navajo Bridge Interpretive Center -- [R]       |               |            |                     |                        |                      |       |                |                    |                 |
| 14.28  | +0.18                          | C   | J    | Lees Ferry -- [R]                              |               |            |                     |                        |                      |       |                |                    |                 |
| 14.33  | +0.22                          | C   | UH   | <a href="#">Projects spanning M538 to M539</a> | AC            | AC         | 2                   | 8                      | 22                   | 8     | 0.19           | 29 Aug 2005        |                 |
|  |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |                        | 12                   |       | 0.19           |                    |                 |
| 14.34  | +0.23                          | C   | JB   | Leave Glen Canyon NRA                          |               |            |                     |                        |                      |       |                |                    |                 |
| 14.35  | +0.25                          | C   | J    | Local Rd -- [R]                                |               |            |                     |                        |                      |       |                |                    |                 |
| 14.36  | +0.26                          | C   | J    | Driveway -- [L]                                |               |            |                     |                        |                      |       |                |                    |                 |
| 14.43  | +0.32                          | C   | J    | Local Rd -- [L]                                |               |            |                     |                        |                      |       |                |                    |                 |
|  | +0.33                          | C   | J    | Business Driveway -- [R]                       |               |            |                     |                        |                      |       |                |                    |                 |
| 14.46  | +0.35                          | C   | J    | Business Driveway -- [R]                       |               |            |                     |                        |                      |       |                |                    |                 |
| 14.49  | +0.38                          | C   | J    | Business Driveway -- [R]                       |               |            |                     |                        |                      |       |                |                    |                 |
| 14.51  | +0.41                          | C   | UH   | <a href="#">Projects spanning M538 to M539</a> | AC            | AC         | 2                   | 4                      | 23                   | 4.5   | 0.05           | 29 Aug 2005        |                 |
|  |                                | C   | MD   | Variable 12-0 ft Painted Median                |               |            |                     |                        | 6                    |       | 0.05           |                    |                 |
| 14.56  | +0.46                          | C   | UH   | <a href="#">Projects spanning M538 to M539</a> | AC            | AC         | 2                   | 1                      | 22                   | 1     | 2.98           | 29 Aug 2005        |                 |
| 17.54  | M541 +0.54                     | C   | UH   | <a href="#">Projects spanning M541 to M542</a> | AC            | AC         | 2                   | 4                      | 23                   | 1     | 0.10           | 29 Aug 2005        |                 |
|  |                                | C   | MD   | Variable 0-12 ft Painted Median                |               |            |                     |                        | 6                    |       | 0.12           |                    |                 |
| 17.64  | +0.64                          | C   | UH   | <a href="#">Projects spanning M541 to M542</a> | AC            | AC         | 2                   | 4                      | 23                   | 8     | 0.03           | 29 Aug 2005        |                 |
| 17.67  | +0.66                          | C   | UH   |  | AC            | AC         | 2                   | 4                      | 24                   | 8     | 0.11           | 29 Aug 2005        |                 |
|  |                                | C   | MD   | 12 ft Painted Median                           |               |            |                     |                        | 12                   |       | 0.11           |                    |                 |
|  | +0.67                          | C   | J    | Unknown -- [R]                                 |               |            |                     |                        |                      |       |                |                    |                 |
| 17.75  | +0.75                          | C   | J    | Badger Creek -- [R]                            |               |            |                     |                        |                      |       |                |                    |                 |

**UA089 at M541+0.75**

**M541+0.75 on UA089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**UA089 at M541+0.77**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M541+0.77 on UA089**

| GIS Route Mile | Distance from Reference Marker | Sym  | Data   | Surface Type | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|----------------|--------------------------------|------|--|--------------|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| 17.78          | M541 +0.77                     | C UH | <a href="#">Projects spanning M541 to M542</a> | AC           | AC            | 2          | 4                   | 23            | 8                    | 0.10  | 29 Aug 2005    |                    |                 |
|                |                                | C MD | Variable 12-0 ft Painted Median                |              |               |            |                     | 6             |                      | 0.12  |                |                    |                 |
| 17.88          | +0.88                          | C UH | <a href="#">Projects spanning M541 to M542</a> | AC           | Gravel        | 2          | 4                   | 23            | 1                    | 0.02  | 29 Aug 2005    |                    |                 |
| 17.90          | +0.90                          | C UH |  | AC           | Gravel        | 2          | 4                   | 22            | 1                    | 0.01  | 29 Aug 2005    |                    |                 |
|                |                                | C J  | Honeymoon Trail -- [R]                         |              |               |            |                     |               |                      |       |                |                    |                 |
| 17.92          | +0.91                          | C UH | <a href="#">Projects spanning M541 to M542</a> | AC           | Gravel        | 2          | 1                   | 22            | 1                    | 0.18  | 29 Aug 2005    |                    |                 |
| 18.09          | M542 +0.10                     | C UH | <a href="#">Projects spanning M542 to M543</a> | AC           | Gravel        | 2          | 4.5                 | 22            | 4.5                  | 0.10  | 29 Aug 2005    |                    |                 |
| 18.19          | +0.20                          | C UH |  | AC           | Gravel        | 2          | 8                   | 22            | 8                    | 0.09  | 29 Aug 2005    |                    |                 |
| 18.26          | +0.27                          | C BR | Badger Creek                                   |              |               |            |                     |               |                      |       | 1993           | 65 ft Concrete     |                 |
| 18.28          | +0.29                          | C UH | <a href="#">Projects spanning M542 to M543</a> | AC           | Gravel        | 2          | 8                   | 22            | 4.5                  | 0.07  | 29 Aug 2005    |                    |                 |
| 18.35          | +0.36                          | C UH |  | AC           | Gravel        | 2          | 4.5                 | 22            | 1                    | 0.07  | 29 Aug 2005    |                    |                 |
| 18.42          | +0.43                          | C UH |  | AC           | Gravel        | 2          | 1                   | 22            | 1                    | 4.16  | 29 Aug 2005    |                    |                 |
| 22.58          | M546 +0.57                     | C UH | <a href="#">Projects spanning M546 to M547</a> | AC           | Gravel        | 2          | 4.5                 | 22            | 4.5                  | 0.24  | 29 Aug 2005    |                    |                 |
| 22.71          | +0.70                          | C BR | Soap Creek                                     |              |               |            |                     |               |                      |       | 1993           | 100 ft Concrete    |                 |
| 22.82          | +0.81                          | C J  | Unknown -- [R]                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 22.83          |                                | C UH | <a href="#">Projects spanning M546 to M547</a> | AC           | Gravel        | 2          | 4.5                 | 22            | 1                    | 0.01  | 29 Aug 2005    |                    |                 |
| 22.84          | +0.82                          | C UH |  | AC           | Gravel        | 2          | 1                   | 22            | 1                    | 0.02  | 29 Aug 2005    |                    |                 |
| 22.86          | +0.85                          | C UH |  | AC           | Gravel        | 2          | 1                   | 22            | 1                    | 0.03  | 29 Aug 2005    |                    |                 |
| 22.88          | +0.87                          | C UH |  | AC           | AC            | 2          | 2.5                 | 23            | 4.5                  | 0.11  | 29 Aug 2005    |                    |                 |
|                |                                | C MD | Variable 0-12 ft Painted Median                |              |               |            |                     | 6             |                      | 0.11  |                |                    |                 |
| 23.00          | M547 +0.10                     | C UH | <a href="#">Projects spanning M547 to M548</a> | AC           | AC            | 2          | 2.5                 | 24            | 4.5                  | 0.08  | 29 Aug 2005    |                    |                 |
|                |                                | C MD | 12 ft Painted Median                           |              |               |            |                     | 12            |                      | 0.08  |                |                    |                 |
| 23.01          | +0.11                          | C J  | Unknown -- [R]                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 23.06          | +0.15                          | C J  | Unknown -- [R]                                 |              |               |            |                     |               |                      |       |                |                    |                 |
| 23.08          | +0.17                          | C UH | <a href="#">Projects spanning M547 to M548</a> | AC           | AC            | 2          | 2.5                 | 23            | 4.5                  | 0.11  | 29 Aug 2005    |                    |                 |
|                |                                | C MD | Variable 12-0 ft Painted Median                |              |               |            |                     | 6             |                      | 0.11  |                |                    |                 |
| 23.19          | +0.29                          | C UH | <a href="#">Projects spanning M547 to M548</a> | AC           | Gravel        | 2          | 1                   | 22            | 1                    | 1.32  | 29 Aug 2005    |                    |                 |
| 23.71          | +0.81                          | C J  | Cliff Dwellers Airport Rd -- [L]               |              |               |            |                     |               |                      |       |                |                    |                 |
| 24.51          | M548 +0.50                     | C UH | <a href="#">Projects spanning M548 to M549</a> | AC           | Gravel        | 2          | 1                   | 24            | 1                    | 11.20 | 37             |                    |                 |
| 35.50          | M559 +0.49                     | C BR | Jacob Wash RCB                                 |              |               |            |                     |               |                      |       | 1992           | 40 ft Concrete     |                 |
| 35.71          | +0.70                          | C UH | <a href="#">Projects spanning M559 to M560</a> | AC           | Unk           | 2          | 0                   | 24            | 0                    | 6.22  | 49             |                    |                 |
| 38.12          | M562 +0.10                     | C BR | Blue Clay Wash RCB                             |              |               |            |                     |               |                      |       | 1992           | 44 ft Concrete     |                 |
| 38.83          | +0.81                          | C BR | House Rock Canyon                              |              |               |            |                     |               |                      |       | 1992           | 110 ft Concrete    |                 |
| 41.93          | M565 +0.92                     | C UH | <a href="#">Projects spanning M565 to M566</a> | AC           | Unk           | 2          | 0                   | 24            | 0                    | 4.99  | 78             |                    |                 |
| 42.08          | M566 +0.04                     | C JB | Enter Kaibab NF                                |              |               |            |                     |               |                      |       |                |                    |                 |
| 46.92          | M570 +0.93                     | C UH | <a href="#">Projects spanning M570 to M571</a> | AC           | Gravel        | 2          | 1                   | 24            | 1                    | 1.01  | 78             |                    |                 |
| 47.93          | M571 +0.94                     | C UH | <a href="#">Projects spanning M571 to M572</a> | AC           | Unk           | 2          | 0                   | 24            | 0                    | 7.09  | 88             |                    |                 |
| 55.02          | M579 +0.08                     | C UH | <a href="#">Projects spanning M579 to M580</a> | AC           | MBH           | 2          | 2                   | 24            | 2                    | 0.27  | 78             |                    |                 |
| 55.23          | +0.29                          | C J  | S 067 South at Jacob Lake Unincorp Elev 7921   |              |               |            |                     |               |                      |       |                |                    |                 |

**UA089 at M579+0.29**

**M579+0.29 on UA089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**UA089 at M579+0.32**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M579+0.32 on UA089**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type                                  | Shoulder Type | Thru Lanes    | Shoulder Width Left | Shoulder Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|---------------|---------------------|------------------------|----------------------|--------------|----------------|----------------------|-----------------|
| 55.26                                     | M579 +0.32                     | C   | TI   | S 067 Connector                               |               |               |                     |                        |                      |              |                |                      |                 |
| 55.29                                     | +0.35                          | C   | UH   | BST   | BST           | 2             | 2                   | 24                     | 2                    | 8.70         | 40             |                      |                 |
| 63.99                                     | M588 +0.12                     | C   | UH   | AC  | AC            | 3             | 2                   | 36                     | 1                    | 1.19         | 1994           |                      |                 |
| 65.18                                     | M589 +0.31                     | C   | UH   | BST   | BST           | 2             | 2                   | 24                     | 2                    | 0.87         | 40             |                      |                 |
| 66.05                                     | M590 +0.17                     | C   | UH   | BST   | BST           | 2             | 1                   | 24                     | 1                    | 3.34         | 39             |                      |                 |
| 69.30                                     | M593 +0.41                     | C   | JB   | Leave Kaibab NF                               |               |               |                     |                        |                      |              |                |                      |                 |
| 69.39                                     | +0.50                          | C   | UH   | AC  | MBH           | 2             | 1                   | 24                     | 1                    | 1.07         | 80             |                      |                 |
| 70.46                                     | M594 +0.61                     | C   | UH   | AC  | MBH           | 2             | 2                   | 24                     | 2                    | 14.38        | 80             |                      |                 |
| 83.56                                     | M607 +0.72                     | C   | J    | Ryan Rd (Fredonia)                            |               |               |                     |                        |                      |              |                |                      |                 |
| 84.54                                     | M608 +0.69                     | C   | JB   | SCL Fredonia Elev 4800                        |               |               |                     |                        |                      |              |                |                      |                 |
| 84.84                                     | M609 +0.00                     | C   | UH   | AC  | AC            | 2             | 2                   | 24                     | 2                    | 0.09         | Oct 2001       |                      |                 |
| 84.93                                     | +0.09                          | C   | UH   | AC  | AC            | 4             | 4                   | 48                     | 4                    | 1.17         | Oct 2001       |                      |                 |
|   |                                | C   | MD   | 12 ft Painted Median                          |               |               |                     |                        |                      |              |                |                      |                 |
| 85.07                                     | +0.23                          | C   | J    | S 389 West                                    |               |               |                     |                        |                      |              |                |                      |                 |
| 85.16                                     | +0.32                          | C   | CG   | Curb to Left and Right                        |               |               |                     |                        |                      |              |                |                      |                 |
| 86.02                                     | M610 +0.17                     | C   | IS   | Unk   | Unk           | 1             |                     | 12                     |                      | 0.12         |                |                      |                 |
| 86.10                                     | +0.25                          | C   | UH   | AC  | AC            | 4             | 4                   | 48                     | 4                    | 0.03         | Jul 2001       |                      |                 |
| 86.13                                     | +0.28                          | C   | IS   | Inspection Station Left (off)                 |               |               |                     |                        |                      |              |                |                      |                 |
|   |                                | C   | UH   | AC  | AC            | 2             | 2                   | 24                     | 2                    | 2.63         | Jul 2001       |                      |                 |
| 86.22                                     | +0.37                          | C   | RA   | Fredonia Rest Area & Information Center Right |               |               |                     |                        |                      |              |                |                      |                 |
| 88.49                                     | M612 +0.68                     | C   | JB   | NCL Fredonia                                  |               |               |                     |                        |                      |              |                |                      |                 |
| 88.76                                     | +0.95                          | C   | UH   | AC  | MBH           | 2             | 2                   | 24                     | 2                    | 0.07         | 80             |                      |                 |
| 88.83                                     | M613 +0.03                     | C   | J    | End UA089 at AZ/UT Line                       |               |               |                     |                        |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |   |               | <b>181.25</b> | <b>1.36</b>         | <b>24.27</b>           | <b>1.36</b>          | <b>88.83</b> | <b>1972.4</b>  | 2.09 Miles of Median |                 |

**UA089 at M613+0.03**

**M613+0.03 on UA089**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**UB191 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on UB191**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>UB191 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00   | M000 +0.00                     | C   | J    | Begin UB191 at Intl Border in Douglas      |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UB   | Inside Douglas Urbanized Area              |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | JB   | Inside Douglas, Cochise County             |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UH   | AC   | AC            | 4           | 10                  | 48            | 10                   | 0.11        | 1999           |                      |                 |
|  |                                | C   | CG   | Curb to Left and Right                     |               |             |                     |               |                      |             |                |                      |                 |
| 0.08   | +0.08                          | C   | MD   | 12 ft Painted Median                       |               |             |                     |               |                      |             |                |                      |                 |
| 0.11   | +0.11                          | C   | UH   | AC   | AC            | 4           | 4                   | 48            | 4                    | 0.25        | 1999           |                      |                 |
| 0.16   | +0.16                          | C   | J    | J Ave -- [R4]                              |               |             |                     |               |                      |             |                |                      |                 |
| 0.38   | +0.37                          | C   | J    | 5th St (Signalized) -- [B24]               |               |             |                     |               |                      |             |                |                      |                 |
| 0.42   | +0.42                          | C   | MD   | 12 ft Painted Median                       |               |             |                     |               |                      |             |                |                      |                 |
| 0.76   | +0.75                          | C   | J    | 10th St (Signalized) -- [R4]               |               |             |                     |               |                      |             |                |                      |                 |
| 0.83   | +0.83                          | C   | MD   | 12 ft Painted Median                       |               |             |                     |               |                      |             |                |                      |                 |
| 1.08   | M001 +0.08                     | C   | UH   | AC   | AC            | 4           | 4                   | 48            | 4                    | 0.34        | 07 Dec 2005    |                      |                 |
| 1.15   | +0.15                          | C   | J    | End UB191 at S 080 (Signalized) -- [B1234] |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |  |               | <b>4.60</b> | <b>4.57</b>         | <b>48.00</b>  | <b>4.57</b>          | <b>1.15</b> | <b>1997.6</b>  | 0.85 Miles of Median |                 |

**UB191 at M001+0.15**

**M001+0.15 on UB191**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**UT095 at M000+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M000+0.00 on UT095**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                   | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|--|--------------------------------|-----|------|--------------------------------|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>UT095 - Cardinal (low to higher reference marker)</b> |                                |     |      |                                |               |             |                     |               |                      |             |                |                      |                 |
| 0.00   | M000 +0.00                     | C   | JB   | Inside San Luis, Yuma County   |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UH   | AC                             | MBH           | 2           | 5                   | 24            | 5                    | 0.45        | 85             |                      |                 |
|  |                                | C   | J    | Begin UT095 at A St            |               |             |                     |               |                      |             |                |                      |                 |
|  |                                | C   | UB   | Inside San Luis Urbanized Area |               |             |                     |               |                      |             |                |                      |                 |
| 0.36   | +0.35                          | C   | J    | Left turn onto "D" St          |               |             |                     |               |                      |             |                |                      |                 |
| 0.45   | +0.46                          | C   | J    | End UT095 at U 095 in San Luis |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                |                                |     |      |                                |               | <b>0.90</b> | <b>5.00</b>         | <b>24.00</b>  | <b>5.00</b>          | <b>0.45</b> | <b>1985.0</b>  | 0.00 Miles of Median |                 |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**UX060 at M160+0.04**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M160+0.04 on UX060**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>UX060 - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M160 +0.04                     | C   | J    | Begin UX060 (Grand Ave) at U 060 and Thomas Rd Ramp |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UB   | Inside Phoenix-Mesa Urbanized Area                  |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Phoenix, Maricopa County                     |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | EB   | AC  | AC            | 2          | 4                   | 24            | 8                    | 0.50  | 28 Jul 2003    |                    |                 |
|  |                                | C   | MD   | Raised Barrier Median                               |               |            |                     |               |                      |       |                |                    |                 |
| 0.20   | +0.24                          | C   | OP   | (EB) U 060 EB to Thomas Rd / 27th Ave               |               |            |                     |               |                      |       |                |                    |                 |
| 0.32   | +0.37                          | C   | OP   | (EB) Thomas Rd / 27th Ave                           |               |            |                     |               |                      |       |                |                    |                 |
| 0.33   | +0.38                          | C   | TI   | AC  | AC            | 1          | 0                   | 12            | 0                    | 0.17  | 2003           | Concrete           |                 |
| 0.36   | +0.40                          | C   | TI   | AC  | AC            | 1          | 0                   | 18            | 0                    | 0.02  | 2003           | Concrete           |                 |
| 0.50   | +0.54                          | C   | EB   | AC  | AC            | 3          | 4                   | 36            | 8                    | 0.18  | 28 Jul 2003    |                    |                 |
|  |                                | C   | TI   | (EB) Exit # 160 Thomas Rd / 27th Ave (on)           |               |            |                     |               |                      |       |                |                    |                 |
| 0.65   | +0.69                          | A   | OP   | I 017   |               |            |                     |               |                      |       |                |                    |                 |
| 0.68   | +0.72                          | C   | EB   | AC  | MBH           | 3          | 2                   | 36            | 2                    | 0.05  | 87             | 403 ft Concrete    |                 |
|  |                                | C   | MD   | Variable Concrete Curbed Median                     |               |            |                     |               |                      |       |                |                    |                 |
| 0.69   | +0.73                          | C   | CG   | Curb to Left and Right                              |               |            |                     |               |                      |       |                |                    |                 |
| 0.72   | +0.77                          | C   | EB   | AC  | MBH           | 3          | 0                   | 36            | 0                    | 0.14  | 87             |                    |                 |
|  |                                | C   | MD   | Variable Curbed Median                              |               |            |                     |               |                      |       |                |                    |                 |
| 0.86   | +0.91                          | C   | EB   | AC  | MBH           | 3          | 3                   | 36            | 3                    | 0.86  | 86             |                    |                 |
|  |                                | C   | MD   | 14 ft Curbed Median                                 |               |            |                     |               |                      |       |                |                    |                 |
| 0.92   | +0.96                          | A   | J    | Encanto Blvd -- [B24]                               |               |            |                     |               |                      |       |                |                    |                 |
| 1.51   | M161 +0.47                     | C   | MD   | 12 ft Curbed Median                                 |               |            |                     |               |                      |       |                |                    |                 |
| 1.73   | +0.69                          | C   | EB   | AC  | MBH           | 3          | 1                   | 36            | 3                    | 0.01  | 86             |                    |                 |
| 1.74   | +0.70                          | C   | J    | 19th Ave and McDowell Rd                            |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | AC  | MBH           | 4          | 1                   | 48            | 2                    | 0.17  | 86             |                    |                 |
| 1.91   | +0.88                          | C   | J    | End UX060 at Willeta St and 18th Ave                |               |            |                     |               |                      |       |                |                    |                 |

**UX060 at M161+0.88**

**M161+0.88 on UX060**



## ARIZONA STATE HIGHWAY SYSTEM LOG

**UX060 at M160+0.01**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M160+0.01 on UX060**

| GIS<br>Route<br>Mile  | Distance from<br>Reference<br>Marker | Sym | Data | Surface<br>Type  | Shoulder<br>Type | Thru<br>Lanes | Shoulder<br>Width<br>Left | Surface<br>Width | Shoulder<br>Width<br>Right | Miles       | Year/Date Open | Bridge<br>Length/Type | Vert.<br>Clearance |
|---|--------------------------------------|-----|------|--|------------------|---------------|---------------------------|------------------|----------------------------|-------------|----------------|-----------------------|--------------------|
| <b>UX060 - Non-cardinal (from low to high for divided hwy segments)</b> |                                      |     |      |  |                  |               |                           |                  |                            |             |                |                       |                    |
| 0.00  | M160 +0.01                           | N   | J    | Begin UX060 (Grand Ave) WB at U 060 and Thomas Rd Ramp |                  |               |                           |                  |                            |             |                |                       |                    |
|   |                                      | N   | WB   | AC   | AC               | 3             | 8                         | 36               | 4                          | 0.71        | 28 Jul 2003    |                       |                    |
| 0.21  | +0.22                                | N   | TI   | (WB) Thomas Rd / 27th Ave (off)                        |                  |               |                           |                  |                            |             |                |                       |                    |
| 0.23  | +0.25                                | N   | OP   | (WB) U 060 EB to Thomas Rd / 27th Ave                  |                  |               |                           |                  |                            |             |                |                       |                    |
| 0.35  | +0.36                                | N   | OP   | (WB) Thomas Rd / 27th Ave                              |                  |               |                           |                  |                            |             |                |                       |                    |
| 0.71  | +0.72                                | N   | WB   | AC   | MBH              | 3             | 2                         | 36               | 2                          | 0.05        | 87             | Concrete              |                    |
| 0.75  | +0.77                                | N   | WB   | AC   | MBH              | 3             | 0                         | 36               | 0                          | 0.14        | 87             | Concrete              |                    |
| 0.89  | +0.91                                | N   | WB   | AC   | MBH              | 3             | 3                         | 36               | 3                          | 0.87        | 86             |                       |                    |
| 1.76  | M161 +0.70                           | N   | J    | UX060 return to single centerline                      |                  |               |                           |                  |                            |             |                |                       |                    |
| <b>Cardinal Mainline Averages/Totals:</b>                               |                                      |     |      |  |                  | <b>5.40</b>   | <b>2.92</b>               | <b>33.93</b>     | <b>4.45</b>                | <b>1.91</b> | <b>1992.2</b>  | 1.90 Miles of Median  |                    |
| <b>Non-Cardinal Mainline Averages/Totals:</b>                           |                                      |     |      |  |                  | <b>5.31</b>   | <b>4.74</b>               | <b>36.00</b>     | <b>3.14</b>                | <b>1.77</b> | <b>1992.9</b>  |                       |                    |

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**UX060(1) at M189+0.00**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M189+0.00 on UX060(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                                  | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type                             | Vert. Clearance |
|---|--------------------------------|-----|------|---|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--|-----------------|
| <b>UX060(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |   |               |            |                     |               |                      |       |                |  |                 |
| 0.00  | M189 +0.00                     | C   | J    | (EB) Begin UX060(1) at Sossaman Rd. -- [B234] |               |            |                     |               |                      |       |                |  |                 |
|   |                                | C   | UB   | Inside Phoenix-Mesa Urbanized Area            |               |            |                     |               |                      |       |                |  |                 |
|   |                                | A   | JB   | Inside Maricopa County at ECL Mesa            |               |            |                     |               |                      |       |                |  |                 |
|   |                                | C   | EB   | AC  | AC            | 3          | 1                   | 36            | 1                    | 3.00  | 82             | <a href="#">Projects spanning M189 to M190</a> |                 |
|   |                                | C   | MD   | Variable Soil Median                          |               |            |                     |               |                      |       |                |  |                 |
| 2.01  | M191                           | A   | J    | Ellsworth Rd -- [B1234]                       |               |            |                     |               |                      |       |                |  |                 |
| 2.51  | +0.50                          | A   | J    | 96th St -- [B24]                              |               |            |                     |               |                      |       |                |  |                 |
| 3.00  | +0.99                          | C   | EB   | AC  | AC            | 3          | 1                   | 36            | 1                    | 0.10  | 88             | <a href="#">Projects spanning M191 to M192</a> |                 |
| 3.02  | M192+0.00                      | A   | J    | Crismon Rd -- [B124]                          |               |            |                     |               |                      |       |                |  |                 |
| 3.06  | +0.04                          | A   | BR   | CAP Canal                                     |               |            |                     |               |                      |       |                |  |                 |
| 3.10  | +0.08                          | C   | EB   | AC  | AC            | 3          | 3                   | 36            | 3                    | 1.93  | 88             | 1986   | 24 ft Concrete  |
| 3.45  | +0.43                          | A   | J    | Merrill Rd -- [L2]                            |               |            |                     |               |                      |       |                |  |                 |
| 4.01  | M193 +0.00                     | A   | J    | Signal Butte Rd -- [B1234]                    |               |            |                     |               |                      |       |                |  |                 |
| 5.02  | M194                           | A   | JB   | WCL Apache Junction                           |               |            |                     |               |                      |       |                |  |                 |
|   |                                | A   | J    | End UX060(1) at Meridian Dr -- [B124]         |               |            |                     |               |                      |       |                |  |                 |
|   |                                | C   | X    | End UX060(1) at Meridian Dr                   |               |            |                     |               |                      |       |                |  |                 |

**UX060(1) at M194+0.00**

**M194+0.00 on UX060(1)**



**ARIZONA STATE HIGHWAY SYSTEM LOG**

**UX191 at M163+0.95**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M163+0.95 on UX191**

| GIS Route Mile   | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles | Year/Date Open | Bridge Length/Type | Vert. Clearance |
|--|--------------------------------|-----|------|--|---------------|------------|---------------------|---------------|----------------------|-------|----------------|--------------------|-----------------|
| <b>UX191 - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |            |                     |               |                      |       |                |                    |                 |
| 0.00   | M163 +0.95                     | C   | J    | Begin UX191 at U 191 in Clifton                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Inside Clifton, Greenlee County                |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | UH   | <a href="#">Projects spanning M163 to M164</a> | AC            | MBH        | 2                   | 8             | 24                   | 8     | 0.16           |                    | 82              |
|  |                                | C   | CG   | Curb to Left and Right                         |               |            |                     |               |                      |       | 0.14           |                    |                 |
| 0.16   | M164 +0.11                     | C   | UH   | <a href="#">Projects spanning M164 to M165</a> | AC            | MBH        | 2                   | 3             | 24                   | 3     | 0.69           |                    | 70              |
| 0.85   | +0.80                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.11           |                    | 14 Jul 2000     |
| 0.90   | +0.85                          | C   | J    | Chase Creek St -- [L2]                         |               |            |                     |               |                      |       |                |                    |                 |
| 0.97   | +0.91                          | C   | UH   | <a href="#">Projects spanning M164 to M165</a> | AC            | AC         | 3                   | 8             | 36                   | 8     | 1.25           |                    | 14 Jul 2000     |
| 1.57   | M165 +0.52                     | C   | JB   | WCL Clifton                                    |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Temp Leave Clifton                             |               |            |                     |               |                      |       |                |                    |                 |
|  |                                | C   | JB   | Reenter Clifton                                |               |            |                     |               |                      |       |                |                    |                 |
| 2.22   | M166 +0.16                     | C   | UH   | <a href="#">Projects spanning M166 to M167</a> | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.04           |                    | 14 Jul 2000     |
| 2.25   | +0.19                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.04           |                    | 14 Jul 2000     |
| 2.29   | +0.23                          | C   | UH   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.05           |                    | 14 Jul 2000     |
| 2.34   | +0.28                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.07           |                    | 14 Jul 2000     |
| 2.41   | +0.35                          | C   | UH   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.05           |                    | 14 Jul 2000     |
| 2.46   | +0.40                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.03           |                    | 14 Jul 2000     |
| 2.49   | +0.43                          | C   | UH   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.06           |                    | 14 Jul 2000     |
| 2.55   | +0.49                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.07           |                    | 14 Jul 2000     |
| 2.62   | +0.56                          | C   | UH   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.04           |                    | 14 Jul 2000     |
| 2.66   | +0.60                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.02           |                    | 14 Jul 2000     |
| 2.68   | +0.62                          | C   | UH   |  | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.03           |                    | 14 Jul 2000     |
| 2.71   | +0.65                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.10           |                    | 14 Jul 2000     |
| 2.81   | M167 +0.02                     | C   | UH   | <a href="#">Projects spanning M167 to M168</a> | AC            | AC         | 3                   | 10            | 36                   | 8     | 0.05           |                    | 14 Jul 2000     |
| 2.86   | +0.06                          | C   | UH   |  | AC            | AC         | 3                   | 8             | 36                   | 8     | 0.29           |                    | 14 Jul 2000     |
| 3.14   | +0.35                          | C   | UH   |  | AC            | AC         | 2                   | 8             | 24                   | 8     | 0.02           |                    | 14 Jul 2000     |
|  |                                | C   | TI   | One Way NB Wye Leg                             | AC            | AC         | 1                   | 1             | 12                   | 1     | 0.15           |                    |                 |
| 3.17   | +0.38                          | C   | UH   | <a href="#">Projects spanning M167 to M168</a> | MBL           | MBH        | 2                   | 3             | 24                   | 3     | 0.13           |                    | 48              |
| 3.30   | +0.51                          | C   | UH   |  | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 1.47           |                    | 48              |
| 3.34   | +0.55                          | C   | J    | Road to Morenci (Signalized) -- [L4]           |               |            |                     |               |                      |       |                |                    |                 |
| 3.49   | +0.70                          | C   | UP   | Pedestrian OP                                  |               |            |                     |               |                      |       |                |                    | 1972            |
| 3.88   | M168 +0.05                     | C   | UP   | Pedestrian OP                                  |               |            |                     |               |                      |       |                |                    | 1972            |
| 4.65   | +0.82                          | C   | X    | Overhead Ore Belt                              |               |            |                     |               |                      |       |                |                    | 18'-00"         |
| 4.77   | +0.94                          | C   | UH   | <a href="#">Projects spanning M168 to M169</a> | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 0.90           |                    | 49              |
| 4.89   | M169 +0.07                     | C   | J    | Smelter Mine Rd                                |               |            |                     |               |                      |       |                |                    |                 |
| 5.13   | +0.31                          | C   | UP   | Mine RR  |               |            |                     |               |                      |       |                |                    | 1949            |
| 5.67   | +0.85                          | C   | UH   | <a href="#">Projects spanning M169 to M170</a> | MBL           | MBH        | 2                   | 5             | 24                   | 5     | 0.40           |                    | 48              |

**UX191 at M169+0.85**

**M169+0.85 on UX191**

## ARIZONA STATE HIGHWAY SYSTEM LOG

**UX191 at M169+0.89**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M169+0.89 on UX191**

| GIS Route Mile                            | Distance from Reference Marker | Sym | Data | Surface Type                                   | Shoulder Type | Thru Lanes   | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles        | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|--------------|---------------------|---------------|----------------------|--------------|----------------|----------------------|-----------------|
| 5.71                                      | M169 +0.89                     | C   | TN   | Tunnel   |               |              |                     |               |                      |              | 1949           | 440 ft               | 12'-07"         |
| 6.07                                      | M170 +0.27                     | C   | UH   | <a href="#">Projects spanning M170 to M171</a> | MBL           | MBH          | 2                   | 2             | 24                   | 2            | 2.83           | 73                   |                 |
| 6.77                                      | +0.97                          | C   | J    | Road to Stargo                                 |               |              |                     |               |                      |              |                |                      |                 |
| 8.14                                      | M172 +0.38                     | C   | J    | Eagle Creek Rd W                               |               |              |                     |               |                      |              |                |                      |                 |
| 8.90                                      | M173 +0.09                     | C   | UH   | <a href="#">Projects spanning M173 to M174</a> | MBL           | MBH          | 2                   | 2             | 30                   | 2            | 0.06           | 73                   |                 |
| 8.97                                      | +0.15                          | C   | UH   |  | MBL           | MBH          | 2                   | 2             | 36                   | 2            | 0.46           | 73                   |                 |
| 9.43                                      | +0.61                          | C   | UH   |  | MBL           | MBH          | 2                   | 2             | 30                   | 2            | 0.07           | 73                   |                 |
| 9.50                                      | +0.68                          | C   | UH   |  | MBL           | MBH          | 2                   | 2             | 24                   | 2            | 1.21           | 73                   |                 |
| 10.71                                     | M175 +0.02                     | C   | UH   | <a href="#">Projects spanning M175 to M176</a> | MBL           | MBH          | 2                   | 2             | 30                   | 2            | 0.10           | 73                   |                 |
| 10.81                                     | +0.12                          | C   | UH   |  | MBL           | MBH          | 2                   | 2             | 36                   | 2            | 0.63           | 73                   |                 |
| 11.44                                     | M176 +0.15                     | C   | UH   | <a href="#">Projects spanning M176 to M177</a> | MBL           | MBH          | 2                   | 2             | 30                   | 2            | 0.05           | 73                   |                 |
| 11.49                                     | +0.20                          | C   | UH   |  | MBL           | MBH          | 2                   | 2             | 24                   | 2            | 2.83           | 73                   |                 |
| 14.32                                     | M179 +0.57                     | C   | J    | End UX191 at U 191 & FH 19                     |               |              |                     |               |                      |              |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b> |                                |     |      |  |               | <b>30.81</b> | <b>3.72</b>         | <b>26.87</b>  | <b>3.68</b>          | <b>14.31</b> | <b>1972.3</b>  | 0.00 Miles of Median |                 |

**UX191 at M179+0.57**

**M179+0.57 on UX191**

**ARIZONA STATE HIGHWAY SYSTEM LOG**

**UY191(1) at M086+0.57**

(As of 12/31/2005) Generated: 10/17/2006 4:51:58PM

**M086+0.57 on UY191(1)**

| GIS Route Mile  | Distance from Reference Marker | Sym | Data | Surface Type                               | Shoulder Type | Thru Lanes  | Shoulder Width Left | Surface Width | Shoulder Width Right | Miles       | Year/Date Open | Bridge Length/Type   | Vert. Clearance |
|---|--------------------------------|-----|------|--|---------------|-------------|---------------------|---------------|----------------------|-------------|----------------|----------------------|-----------------|
| <b>UY191(1) - Cardinal (low to higher reference marker)</b> |                                |     |      |  |               |             |                     |               |                      |             |                |                      |                 |
| 0.00  | M086+0.57                      | C   | J    | Begin UY191(1) at I 010 Exit #355 (Luzena) |               |             |                     |               |                      |             |                |                      |                 |
|   |                                | C   | UH   | AC   | MBH           | 2           | 5                   | 24            | 5                    | 3.11        | 61             |                      |                 |
| 0.05  | +0.62                          | C   | J    | I 010 Exit #355 A & G-ramp (Luzena) -- [R] |               |             |                     |               |                      |             |                |                      |                 |
| 0.18  | +0.75                          | C   | J    | I 010 Exit #355 J & C-ramp (Luzena) -- [L] |               |             |                     |               |                      |             |                |                      |                 |
| 3.11  | M089+0.68                      | C   | UH   | AC   | AC            | 2           | 6.5                 | 24            | 6.5                  | 0.40        | 08 Aug 2005    |                      |                 |
| 3.16  | +0.73                          | C   | MD   | Variable 0-12 ft Painted Median            |               |             |                     |               |                      |             |                |                      |                 |
| 3.26  | +0.83                          | C   | MD   | Variable 12-0 ft Painted Median            |               |             |                     |               |                      |             |                |                      |                 |
| 3.28  | +0.85                          | C   | MD   | Variable 0-12 ft Painted Median            |               |             |                     |               |                      |             |                |                      |                 |
| 3.37  | +0.94                          | C   | MD   | Variable 0-? Soil Median                   |               |             |                     |               |                      |             |                |                      |                 |
| 3.45  | M090+0.07                      | C   | TI   | AC   | AC            | 1           | 4                   | 12            | 8                    | 0.07        | 08 Aug 2005    |                      |                 |
| 3.49  | +0.11                          | C   | J    | U 191 NB -- [B]                            |               |             |                     |               |                      |             |                |                      |                 |
| 3.51  | +0.13                          | C   | J    | End UY191(1) at U 191 SB -- [B]            |               |             |                     |               |                      |             |                |                      |                 |
| <b>Cardinal Mainline Averages/Totals:</b>                   |                                |     |      |  |               | <b>7.02</b> | <b>5.17</b>         | <b>24.00</b>  | <b>5.17</b>          | <b>3.51</b> | <b>1966.0</b>  | 0.29 Miles of Median |                 |

**UY191(1) at M090+0.13**

**M090+0.13 on UY191(1)**