CORRIDOR PROFILE STUDY PROGRAM

STATEWIDE SUMMARY REPORT

FINAL REPORT

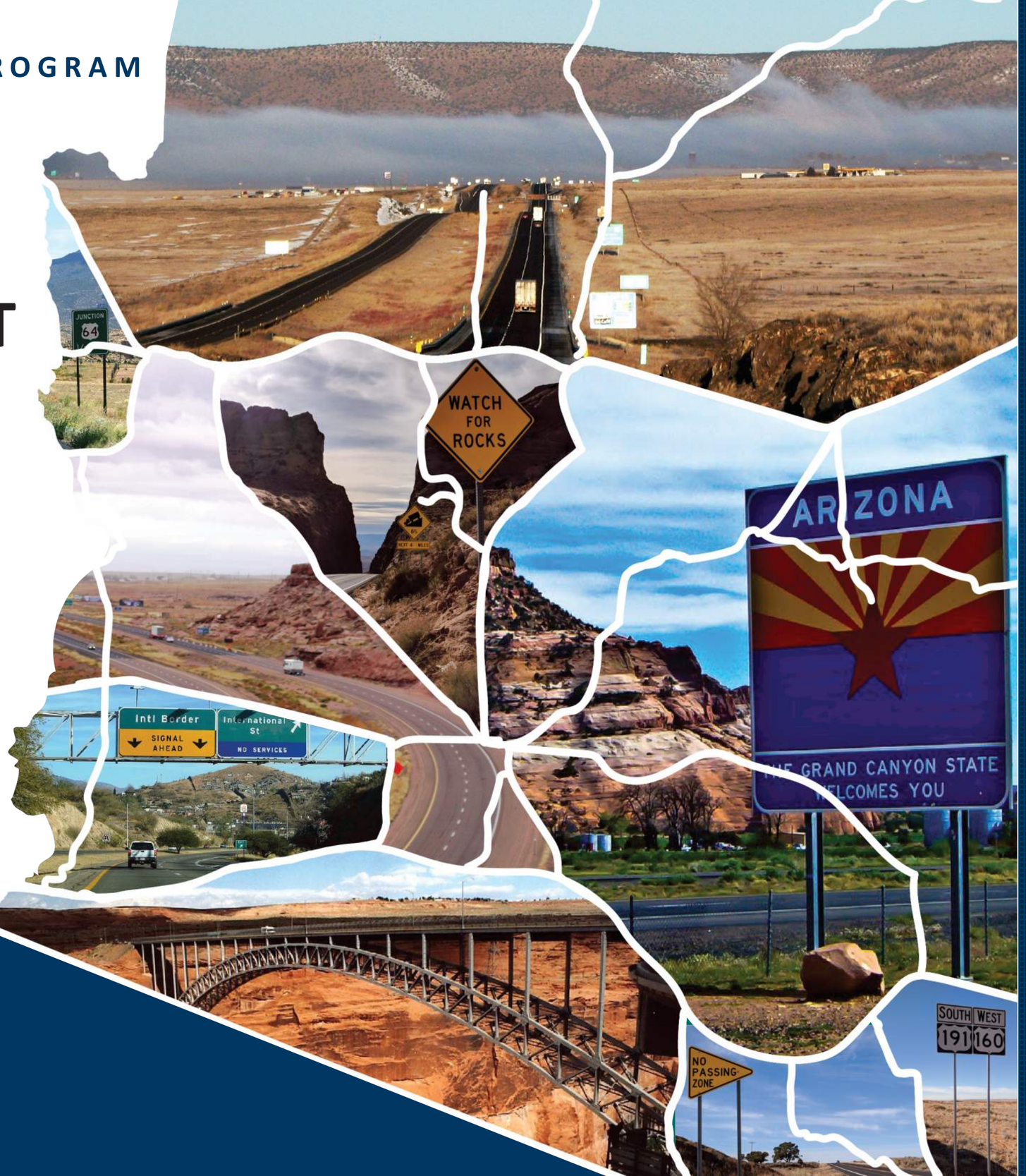
PREPARED FOR ADOT JULY 2024

ADOT WORK TASK NO.
MPD 0021-21 H80

ADOT CONTRACT NO.
17-171963

PREPARED BY

Kimley»Horn



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ARIZONA DEPARTMENT OF TRANSPORTATION

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ACRONYMS & ABBREVIATIONS

AADT	Average Annual Daily Traffic
ADOT	Arizona Department of Transportation
ASLD	Arizona State Land Department
AZTDM	Arizona Travel Demand Model
BCA	Benefit-Cost Analysis
BLM	Bureau of Land Management
BQAZ	Building a Quality Arizona
CCTV	Closed Circuit Television
CDP	Census Designated Places
CR	Cracking Rating
CYMPO	Central Yavapai Metropolitan Planning Organization
DMS	Dynamic Message Sign
DCR	Design Concept Report
FMPO	Flagstaff Metropolitan Planning Organization
FY	Fiscal Year
HCRS	Highway Condition Reporting System
HPMS	Highway Performance Monitoring System
I-	Interstate
INRIX	Real-time traffic conditions database
IRI	International Roughness Index
ITS	Intelligent Transportation System
LCCA	Life-Cycle Cost Analysis
LOS	Level of Service
LOTTR	Level of Travel Time Reliability
LRTP	Long Range Transportation Plan
MAG	Maricopa Association of Governments
MAP 21	Moving Ahead for Progress in the 21st Century
MP	Milepost
MPD	Multimodal Planning Division
NACOG	Northern Arizona Council of Governments
NB	Northbound
NPV	Net Present Value
OP	Overpass
PES	Performance Effectiveness Score
P2P	Planning to Programming
PDI	Pavement Distress Index
PSR	Pavement Serviceability Rating
RTP	Regional Transportation Plan
SB	Southbound
STSP	Strategic Traffic Safety Plan
SR	State Route
TI	Traffic Interchange
TIP	Transportation Improvement Plan
TTTR	Truck Travel Time Reliability
UP	Underpass
USDOT	United States Department of Transportation
V/C	Volume to Capacity Ratio
VMT	Vehicle-Miles Traveled
WIM	Weigh-in-motion

1 INTRODUCTION

The Arizona Department of Transportation (ADOT) is the lead agency for the Corridor Profile Study (CPS) Program, which comprises a series of 21 separate studies of strategic corridors across the state. These studies examined key performance measures relative to the strategic corridors and the results of these performance evaluations were used to identify potential strategic improvements. The intent of the CPS Statewide Summary is to combine the results from individual corridor reports into a statewide report to aid ADOT's Planning-to-Programming (P2P) process. The CPS approach implements a performance-based planning process that identifies areas of need and corresponding preliminary candidate solutions on strategic corridors. This approach identifies the most efficient use of available funding to provide the greatest benefit to the statewide transportation network.

ADOT initially completed 21 original CPS within four separate rounds in 2017 and 2018. When ADOT decided to update and reassess the previously studied corridors, they were aggregated into two rounds: Northern and Southern. The Northern round was updated in 2022 and contained thirteen CPS split into three groups: Northeast, Northcentral, and Northwest. The Southern round was updated in 2023 and contained eight CPS split into three groups: Southeast, Southcentral, and Southwest. The Northern and Southern CPS corridors and their limits are described below.

Northern

- I-17: SR 101L to I-40
- I-40 West: California State Line to I-17
- I-40 East: I-17 to New Mexico State Line
- SR 64: I-40 to Grand Canyon National Park
- SR 68/SR 95: US 93 to California State Line
- SR 69/SR 89A/SR 89: I-17 to I-40
- SR 77: US 60 to SR 377
- SR 87/SR 260/SR 377: SR 202L to I-40
- US 89: Flagstaff to Utah State Line
- US 93/US 60: Nevada State Line to SR 303L
- US 160: US 89 to New Mexico State Line
- SR 179/SR 89A/SR 260: I-17 to I-17
- SR 260/US 60: Heber-Overgaard to New Mexico State Line

Southern

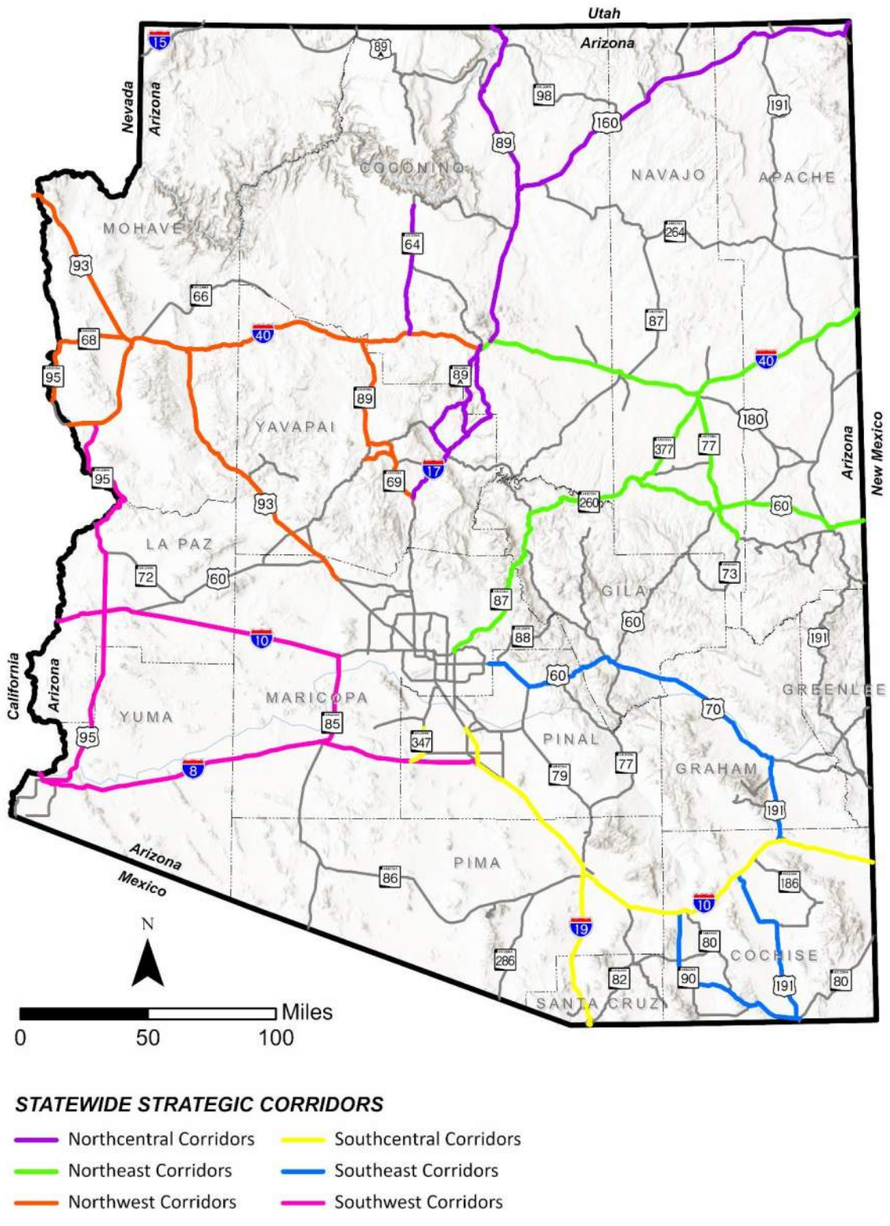
- I-8 California State Line to I-10
- I-10 West/SR 85: California State Line to I-8
- I-10 East: SR 202L to New Mexico State Line
- I-19: Nogales to I-10
- US 60/US 70/US 191: Apache Junction to Douglas
- SR 90/80: I-10 to US 191
- SR 95/US 95: I-8 to I-40
- SR 347/SR 84: I-8 to I-10

The 2017/2018 CPS limits were modified in the 2022/2023 update as follows:

- I-10E: SR 202L to New Mexico State Line – Original CPS limits remain the same but only the portion of I-10 between Casa Grande and the New Mexico State Line was the focus of the CPS update; the portion between SR 202L and Casa Grande (Segments 10E-1 and 10E-2) was not studied during the 2022/2023 update because it was recently evaluated separately in the I-10: SR 202L to SR 387 Design Concept Report prepared by ADOT
- I-17: SR 101L to I-40 – Original CPS limits remain the same but only the portion of I-17 between SR 69 and I-40 was the focus of the CPS update; the portion of I-17 between SR 101L and SR 69 (Segments 17-1 through 17-5) was not studied during the 2022/2023 update because it is programmed for reconstruction
- US 60/US 70/US 191: Apache Junction to Douglas – Original CPS limits were expanded to include the portion of US 60 between SR 79 and Apache Junction (Segments 60-18 through 60-20)
- US 93/US 60: Nevada State Line to SR 74 – Original CPS limits remain the same but only the portion of US 60 between US 93 and SR 74 along with US 93 between the Nevada State Line and US 60 were the focus of the CPS update; the portion of US 60 between SR 74 and SR 303L (Segments 60W-1 and 60W-2) was not studied during the 2022/2023 update because it is where there is a pending corridor study by the Maricopa Association of Governments (MAG)
- SR 179/SR 89A/SR 260: I-17 to I-17 – Original CPS limits were expanded to include the portion of SR 89A between SR 179 and I-17 (Segments 89A-7 and 89A-8)
- SR 347/SR 84: I-8 to I-10 – Original CPS limits remain the same but only the portion of SR 347 between Peters and Nall Road and SR 84 along with SR 84 between SR 347 and I-8 were the focus of the CPS update; the portion of SR 347 between I-10 and Peters and Nall Road (Segments 347-3 through 347-5) was not studied during the 2022/2023 update because it was recently evaluated separately in the SR 347: I-10 to Peters and Nall Road Scoping Study prepared by MAG

The study area for the CPS segments studied as part of the 2022/2023 update is shown in **Figure 1**.

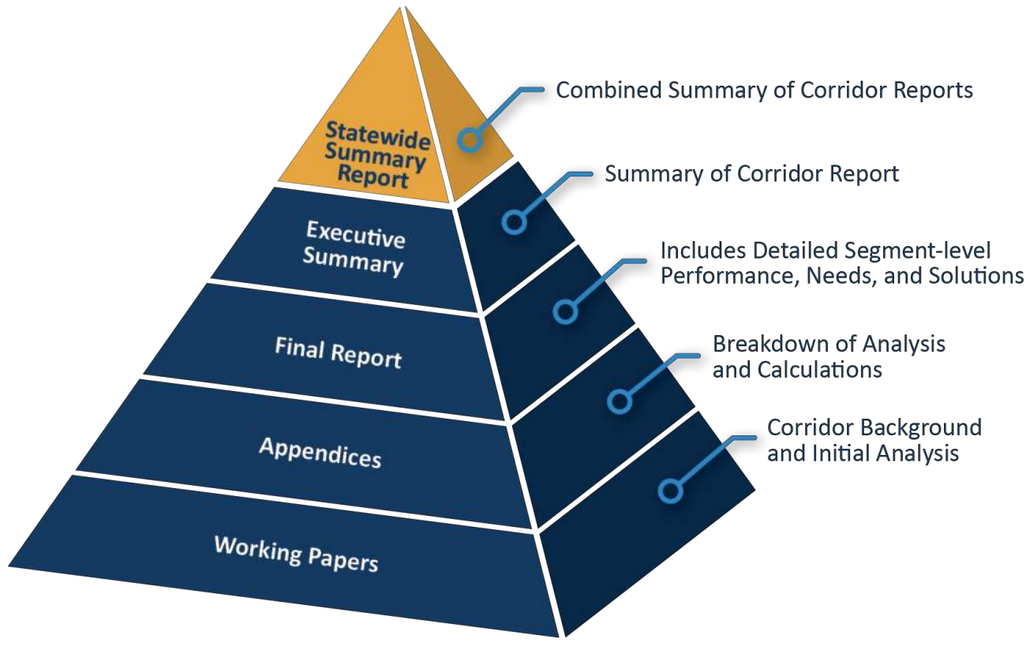
Figure 1: 2022/2023 CPS Update Study Area



The Statewide Summary summarizes the overall health, or performance, of the state's strategic highways. The CPS will identify preliminary candidate solutions for consideration in ADOT's Multimodal Planning Division's (MPD) P2P project prioritization process, providing information to guide corridor-specific project selection and programming decisions.

Each element developed throughout the CPS Program is illustrated in **Figure 2**.

Figure 2: CPS Program Elements



1.1 Corridor Study Purpose

The purpose of the CPS is to measure corridor performance to inform the development of strategic preliminary candidate solutions that are cost-effective and account for potential risks. This purpose can be accomplished by following the process described below:

- Inventory past improvement recommendations
- Define corridor goals and objectives
- Assess existing performance based on quantifiable performance measures
- Propose various preliminary candidate solutions to improve corridor performance
- Identify specific preliminary candidate solutions that can provide quantifiable benefits relative to the performance measures

- Prioritize preliminary candidate solutions for future implementation, accounting for performance effectiveness and risk analysis findings

1.2 Study Goals and Objectives

The objective of this study is to identify a recommended set of prioritized preliminary candidate solutions for consideration in future construction programs, derived from a transparent, defensible, logical, and replicable process. Preliminary candidate solutions and improvements recommended for each corridor study were combined and ranked to determine which investments offer the greatest benefit to the statewide system. Recommendations are categorized by the following three investment types:

- Preservation: Activities that protect transportation infrastructure by sustaining asset condition or extending asset service life
- Modernization: Highway improvements that upgrade efficiency, functionality, and safety without adding capacity
- Expansion: Improvements that add transportation capacity through the addition of new facilities and/or services

Proposed recommendations are compared against each other based on their likelihood of achieving desired performance levels, life-cycle costs and cost-effectiveness, resulting in a prioritized list of preliminary candidate solutions to help achieve statewide goals.

The following goals are identified as the desired outcome of this study:

- Link project decision-making and investments on key corridors to strategic goals
- Develop preliminary candidate solutions that address identified corridor needs based on measured performance
- Prioritize improvements that cost-effectively preserve, modernize, and expand transportation infrastructure

1.3 Statewide Overview and Location

The CPS limits statewide cover 2,725 corridor centerline miles across 226 segments, including Interstates, United States highway routes and Arizona highway routes. These corridors address demand for critical freight needs and/or mobility needs to accommodate intercity travel, commuting and/or recreation. The 2022/2023 update studied 2,614 of the 2,725 corridor centerline miles and 214 of the 226 segments.

1.4 Corridor Characteristics

Each individual corridor has unique regional and route characteristics. Corridor characteristics summaries are included in the following list. For further detail on specific corridors, please reference the individual CPS reports.

I-8: California State Line to I-10

The I-8 Corridor provides significant movement for freight, commuter and recreation needs within Arizona and beyond. It provides east/west connectivity between central Arizona (Casa Grande), Yuma and southern California (San Diego). I-8 is used heavily for the transportation of agricultural products, intrastate/interstate/international commercial distribution and military transportation. The I-8 Corridor provides recreational connectivity to the Colorado River, Imperial Sand Dunes Recreational Area, Organ Pipe National Monument, Lukeville US/Mexico Border Crossing and further access into Southern California.

I-10 West: California State Line to SR 85; SR 85: I-10 to I-8; I-8B: SR 85 to I-8

I-10 is the fourth-longest interstate in the country, extending from California to Florida. I- 10 within Arizona is recognized as a Key Commerce Corridor, providing significant international and domestic freight mobility. The eastern portion of the I-10 West Corridor experiences significant commuter traffic occurring between the Phoenix urbanized area, Gila Bend via SR 85 and the Arizona Public Service Palo Verde Nuclear Power Plant. SR 85 serves as a Phoenix bypass route for truck traffic on I-10, utilizing I-8 to SR 85, and connecting north back to I-10. While there are few direct recreational and tourist destinations throughout this corridor, I-10 provides tourist connectivity for both the Phoenix urbanized area and southern California.

I-10 East: SR 202L to New Mexico State Line

The I-10 East Corridor experiences significant commuter traffic primarily in segments connecting the urbanized areas of greater Phoenix and Tucson. Additionally, this corridor provides direct recreational and tourism connectivity to Phoenix and Tucson, access to connections leading toward southern California and the US/Mexico Border Crossings, as well as access to parks and recreation areas including Saguaro National Park, Chiricahua National Monument and Catalina State Park.

I-17: SR 101L to I-40

I-17 provides the primary north-south connectivity between central Arizona (Phoenix urbanized area) and northern Arizona (Flagstaff) and contains the northern portion of the Sun Corridor terminating in the Prescott area. The I-17 Corridor provides freight connectivity to/ from the Phoenix urbanized area to I-40 and commuter connectivity amongst multiple origins/ destinations along the corridor including Phoenix, Anthem, New River, Prescott, Sedona and Flagstaff. Additionally, I-17 connects the Phoenix urbanized area and Sky Harbor International Airport to northern Arizona destinations including Flagstaff, Sedona, Grand Canyon National Park, Slide Rock State Park, Montezuma Castle National Monument and the Snow Bowl Ski Resort.

I-19: Nogales to I-10

The I-19 Corridor provides international connectivity between Mexico and the Tucson urbanized area. I-19 is the beginning segment of the proposed I-11 Corridor, a major freight route carrying more than 5,000 trucks daily and offers commuter connectivity to/from the Tucson urbanized area. Additionally, the I-19 Corridor provides recreational and tourist connectivity to destinations including Tucson, the Arizona/Mexico border crossing, Saguaro National Park, Coronado National Forest and Tubac.

I-40 West: California State Line to I-17

I-40 is a critical east-west freight route and the third-longest interstate in the country. The I-40 West Corridor experiences pass-through freight traffic as well as interstate freight connections to/from the Phoenix urbanized area. A majority of the I-40 West commuter traffic occurs in the Flagstaff and Kingman areas. Additionally, I-40 West offers recreational and tourist connectivity to Flagstaff, Grand Canyon National Park, the Snow Bowl Ski Resort and Lake Havasu State Park.

I-40 East: I-17 to New Mexico State Line

The I-40 East Corridor originated out of the former US Route 66 alignment and provides connectivity between Flagstaff and New Mexico. The I-40 East Corridor experiences significant commuter traffic in the Flagstaff area, with the interstate being a primary route. The I-40 East Corridor offers recreational and tourist connectivity to Flagstaff, Grand Canyon National Park, the Snow Bowl Ski Resort, Petrified Forest National Park and Painted Desert National Monument.

SR 64: I-40 to Grand Canyon National Park

The SR 64 Corridor is a significant recreation, tourism and regional route for northern Arizona and connects I-40 (west of Flagstaff) to the Grand Canyon National Park. The Grand Canyon National Park is a significant global attraction causing a frequent influx of tourist travel year-round. SR 64 is the sole regional route providing local and regional traffic between the three population centers directly along the corridor: Williams, Valle and Tusayan.

SR 68: SR 95 to US 93; SR 95: California State Line to Nevada State Line

The SR 68/95 Corridor provides regional and urban connectivity for northwestern Arizona and Bullhead City, respectively. The SR 95 portion of the corridor is situated along the California and Nevada state lines adjacent to the Colorado River connecting Needles, California through Fort Mohave and Bullhead City to Laughlin, Nevada and the SR 68 portion of the corridor. The SR 68 portion of the corridor travels east-west from Laughlin, traverses across the Black Mountains, through the residential area of Golden Valley, and terminates at US 93 northwest of Kingman. SR 95 experiences significant commuter and regional traffic as Bullhead City is a major regional economic center. Additionally, there is significant commuter traffic between Golden Valley and Kingman along SR 68.

SR 69: I-17 to SR 89: Fain Rd: SR 69 to SR 89A; SR 89A: Fain Rd to SR 89; SR 89: SR 89A to I-40

The SR 69/ SR 89A/ SR 89 Corridor is primarily a regional route connecting communities in central Yavapai County to both northern and central Arizona. This corridor serves as primary connective routes between the urbanized areas of Prescott, Prescott Valley and Chino Valley. Most segments serve as notable commuter routes for Yavapai County and SR 69, providing a connection between greater Prescott and metropolitan Phoenix. Furthermore, the portions of SR 69 and SR 89 are classified through the ADOT State Freight Plan as a Critical Urban Freight Corridor and Critical Rural Freight Corridor, respectively.

SR 77: US 60 to SR 377

The SR 77 Corridor is the segment of SR 77 stretching between Show Low and Holbrook. This corridor provides strategic connectivity between Show Low and Holbrook as well as the census designated places of Taylor and Snowflake, located directly along the corridor. Significant freight distribution is experienced primarily along the northern portion of the corridor between Snowflake and Holbrook. The corridor experiences its greatest volumes between Taylor and Snowflake due to regional dependence upon this route.

SR 87: SR 202L to SR 260; SR 260: SR 87 to SR 277; SR 277: SR 260 to SR 377; SR 377: SR 277 to SR 77; SR 77: SR 377 to I-40B; I-40B: SR 77 to I-40

The SR 87/SR 260/SR 377 Corridor is an important travel corridor for recreational, tourist and regional traffic for central/northeastern Arizona. The SR 87 portion of the route, between the Phoenix urbanized area and Payson, experiences both the greatest freight and commuter traffic volumes. The entire SR 87/SR 260/SR 377 Corridor offers a variety of recreational and tourist accesses, including Tonto National Forest, Roosevelt Lake and Petrified Forest National Park.

SR 90: I-10 to SR 80; SR 80: SR 90 to US 191

The SR 90/SR 80 Corridor is a recreational, tourist, freight, cross-border, and regional travel route across southeastern Arizona. This corridor links I-10 to the Douglas Port of Entry at the Mexico border, traveling directly through the various population centers of Sierra Vista, Benson, Bisbee and Douglas. Major traffic generators outside of the corridor's population centers include the Fort Huachuca U.S. Army installation and military intelligence center as well as Kartchner Caverns State Park, Coronado National Monument, and other recreation areas.

SR 95: I-8 to I-40

The SR 95/US 95 Corridor is an important north/south travel corridor on the western edge of the state, primarily used for agricultural, military, recreational, tourist and regional traffic. SR 95 is an essential regional route connecting a number of small communities primarily between Yuma and Lake Havasu City. Additionally, the SR 95 Corridor experiences a high volume of recreational and tourist traffic accessing destinations including Lake Havasu State Park, Imperial Sand Dunes Recreational Area and Buckskin National Park

SR 179: I-17 to SR 89A; SR 89A: SR 179 to SR 260; and SR 89A to I-17

The SR 179/SR 89A/SR 260 Corridor begins and ends at different points along I-17, crossing through Village of Oak Creek, Sedona, Cottonwood and Camp Verde. This route serves as a regional connector between these population centers, acts as an alternative route to I-17 and most significantly serves as a significant tourism corridor in and out of Sedona and surrounding state parks and recreation areas. Significant population growth is projected amongst the population centers throughout the corridor.

SR 260: SR 277 to SR 73; US 60: SR 260 to New Mexico State Line

The SR 260/US 60 Corridor covers the route between Heber-Overgaard through Show Low and Springerville to the New Mexico state line, as well as a second prong of SR 260 that begins in Show Low and continues past Pinetop-Lakeside, terminating at SR 73. This corridor has significant daily traffic volume disparities, with volumes much higher in Show Low than near the New Mexico state line. It provides critical freight and regional connectivity between population centers across the route. Additionally, this corridor is a major east-west route to a multitude of recreation sites including Mount Baldy Wilderness Area and Apache-Sitgreaves National Forest.

SR 347: I-10 to SR 84 and SR 84: SR 347 to I-8

The SR 347 Corridor is a north-south corridor between I-8 and I-10, passing through the city of Maricopa in northern Pinal County and southern Maricopa County. The northern segments of the route provide significant regional commuter traffic between the city of Maricopa and the greater Phoenix metro area. This corridor enables freight access to the city of Maricopa and serves as an oversized truck route bypassing I-10. Approximately half of the corridor is located within the Ak-Chin or the Gila River Indian reservations.

US 60: Meridian Road to US 70; US 70: US 60 to US 191; US 191: US 70 to US 191B

The US 60/US 70/US 191 Corridor is an important travel corridor for agriculture, mining, recreation and tourism and serves as a major international freight route. The US 60/US 70/ US 191 Corridor is an important route for the transport of agricultural products in the Gila River Valley and for large-scale mining operations near Safford, Miami and Superior. Most commuter traffic occurs between the economic and population centers including Safford, Globe and Superior. Additionally, the US 60/US 70/US 191 Corridor experiences recreational and tourist traffic to Tonto and Coronado Forests, Apache Gold Casino and Resort, and Boyce Thompson Arboretum and State Park.

US 89: Flagstaff to Utah State Line

The US 89 Corridor extends between Flagstaff and the Utah state line north of Page. This route is the Arizona portion of the extensive US 89, which extends from Arizona to the US Canada border. A majority of this corridor is a rural two-lane undivided highway and serves as the only north-south route through the central portion of northern Arizona. A large variation of traffic volumes is found throughout the corridor, with the highest volume areas occurring in the southernmost segments of the corridor within the Flagstaff urbanized area, whereas the remainder of the route has limited traffic volumes with minimal development and commuting travel occurring throughout.

US 93: Nevada State Line to US 60; US 60: US 93 to SR 303L

The US 93/US 60 Corridor is an important travel corridor for central/northeastern Arizona for recreation, tourist, and regional traffic. US 93 is designated as a portion of the future I-11 Corridor. The US 93/US 60 Corridor provides significant freight connectivity between the Phoenix urbanized area, Wickenburg, Kingman and southern Nevada. The commuter traffic occurs primarily between Wickenburg and the Phoenix urbanized area. The US 93/US 60 Corridor provides recreational and tourist access to the Hoover Dam and Lake Mead National Recreation Area

US 160: US 89 to New Mexico State Line

The US 160 Corridor is primarily a rural two-lane undivided highway that crosses through the Navajo Nation and Hopi Tribe lands in northern Arizona. This east-west route serves as a regional freight route as well as tourism-based corridor providing access to Tuba City, Kayenta, the Four Corners and the Navajo National Monument. The entire corridor experiences very low traffic volumes, with Tuba City and Kayenta experiencing the highest volumes from local traffic.

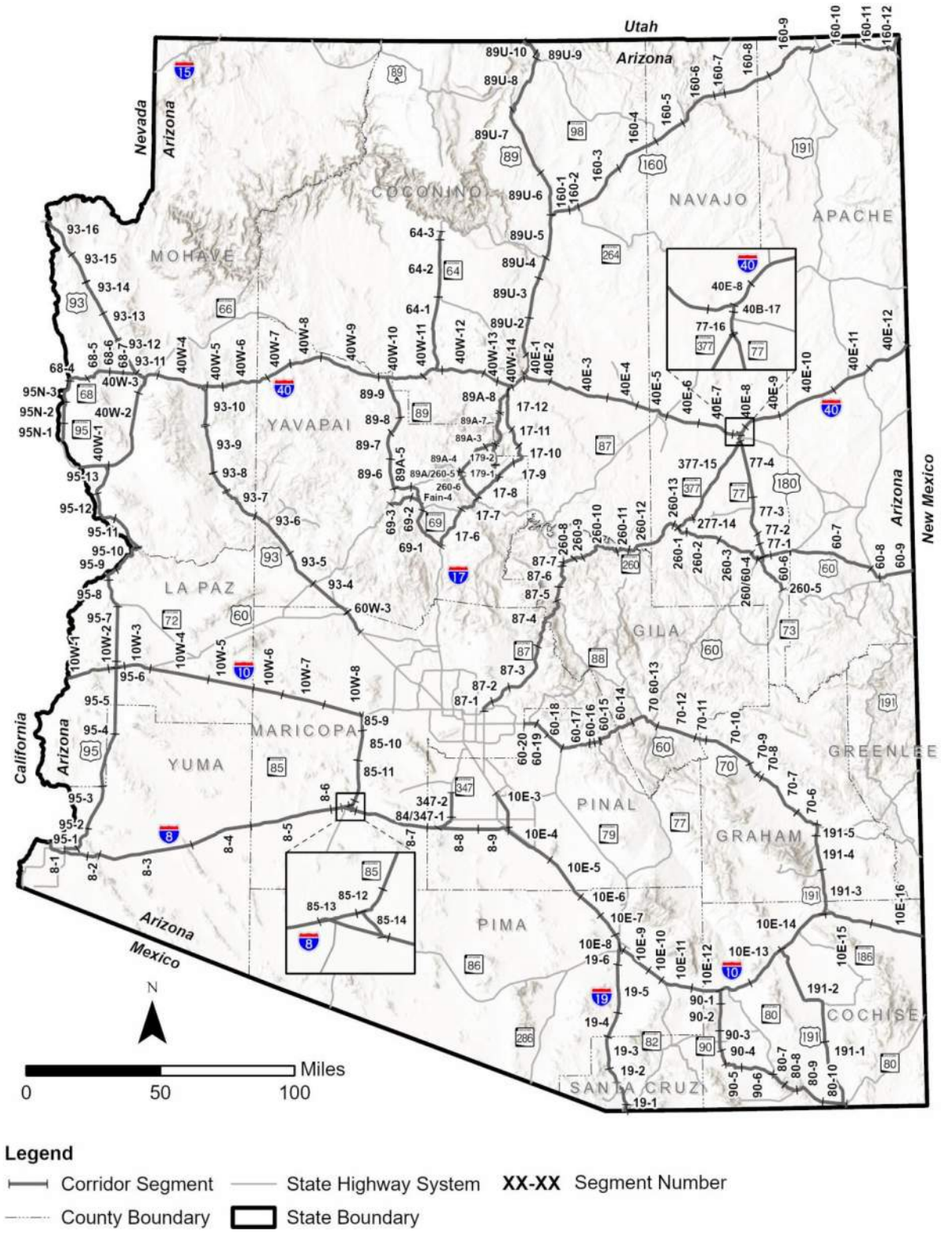
1.5 Corridor Segmentation

Each corridor was segmented to allow for an appropriate level of detailed needs analysis, performance evaluation and comparison between different segments. Segments were determined at logical breaks where differences in characteristics such as terrain, daily traffic volumes or roadway typical section were identified. **Table 1** describes the CPS corridor limits, length, and number of segments for the overall corridors and for those portions of the corridors studied as part of the 2022/2023 update. **Figure 3** shows the CPS segments studied as part of the 2022/2023 update.

Table 1: CPS Limits

Corridor	Corridor Limits	Total Centerline Miles (Studied Centerline Miles)	Total # of Segments (Studied # of Segments)
I-8	MP 0 – MP 178	178 (178)	9 (9)
I-10W/SR 85	I-10W: MP 0 – MP 113 SR 85: MP 118 – MP 155 I-8B: MP 120 – MP 123	153 (153)	14 (14)
I-10E	MP 160 – MP 392	232 (205)	16 (14)
I-17	MP 215 – MP 340	125 (77)	12 (7)
I-19	MP 0 – MP 64	64 (64)	6 (6)
I-40W	MP 0 – MP 196	196 (196)	14 (14)
I-40E	MP 196 – MP 360	164 (164)	12 (12)
SR 64	MP 185 – MP 237	52 (52)	3 (3)
SR 68/SR 95	SR 68: MP 0 – MP 27 SR 95: MP 226 – MP 250	51 (51)	7 (7)
SR 69/ SR 89A/SR 89	SR 69: MP 263 – MP 296 Fain Rd: MP 324 – MP 331 SR 89A: MP 317 – MP 324 SR 89: MP 319 – MP 346, MP 348 – MP 363	89 (89)	9 (9)
SR 77	MP 342 – MP 386	44 (44)	4 (4)
SR 87/ SR 260/SR 377	SR 87: MP 177 – MP 253 SR 260: MP 252 – MP 306 SR 277: MP 306 – MP 313 SR 377: MP 0 – MP 34 SR 77: MP 386 – MP 389 I-40B: MP 287 – MP 288	175 (175)	17 (17)
SR 90/SR 80	SR 90: MP 290 – MP 336 SR 80: MP 333 – MP 365	78 (78)	10 (10)
SR 95/US 95	US 95: MP 29 – MP 104 SR 95: MP 109 – MP 202	168 (168)	13 (13)
SR 179/ SR 89A/SR 260	SR 179: MP 299 – MP 314 SR 89A: MP 355 – MP 399 SR 260: MP 206 – MP 219	72 (72)	8 (8)
SR 260/US 60	SR 260: MP 306 – MP 357 US 60: MP 340 – MP 402	112 (112)	9 (9)
SR 347/SR 84	SR 347: MP 162 – MP 189 SR 84: MP 155 – MP 162	34 (16)	5 (2)
US 60/US 70/ US 191	US 191: MP 0 – MP 67, MP 87 – MP 121 US 70: MP 252 – MP 314, MP 325 – MP 339 US 60: MP 194 – MP 252	235 (235)	20 (20)
US 89	MP 420 – MP 557	137 (137)	10 (10)
US 93/US 60	US 60: MP 111 – MP 138 US 93: MP 0 – MP 71, MP 91 – MP 200	207 (189)	16 (14)
US 160	MP 311 – MP 470	159 (159)	12 (12)
21 Total Corridors		**2,725 (2,614) Miles**	**226 (214) Segments**

Figure 3: CPS Segments Studied in 2022/2023 Update



2 STATEWIDE PERFORMANCE & NEEDS

This chapter describes the evaluation of the existing performance of the studied corridors. A series of performance measures is used to assess each corridor. The results of the performance evaluation are used to define corridor needs relative to the long-term goals and objectives for each corridor.

2.1 Corridor Performance Framework

This study uses a performance-based process to define baseline corridor performance, diagnose corridor needs, develop preliminary candidate corridor solutions, and prioritize strategic corridor investments. In support of this objective, a framework for the performance-based process was developed through a collaborative process involving ADOT and the CPS consultant teams.

Figure 4 illustrates the performance framework, which includes a two-tiered system of performance measures (primary and secondary) to evaluate baseline performance. The primary measures in each of five performance areas are used to define the overall health of the corridor, while the secondary measures identify locations that warrant further diagnostic investigation to delineate needs. Needs are defined as the difference between baseline corridor performance and established performance objectives.

Figure 4: Corridor Profile Performance Framework

The following five performance areas guide the performance-based corridor analyses:

- Pavement
- Bridge
- Mobility
- Safety
- Freight

These performance areas reflect national performance goals stated in *Moving Ahead for Progress in the 21st Century* (MAP-21):

- Safety: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition: To maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction: To achieve a significant reduction in congestion on the National Highway System
- System Reliability: To improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability: To enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion

In 2015, the *Fixing America's Surface Transportation Act* (FAST Act) was passed. The FAST Act continued to emphasize the performance management approach identified in MAP-21 but included additional provisions for meeting established performance targets.

The MAP-21 and FAST Act performance areas were considered in the development of ADOT's P2P process, which integrates transportation planning with capital improvement programming and project delivery. Because the P2P program requires the preparation of annual transportation system performance reports using the five performance areas, consistency is achieved among various ADOT processes by using these same performance areas.

While these performance areas were established prior to the earlier rounds of the CPS program, several related federal and ADOT reporting measures and targets were not yet in place at that time. These measures and targets have since been established (subsequent to completion of the prior CPS rounds). As such, it became necessary to revisit and revise the CPS performance measures to be more consistent with the latest federal and ADOT reporting measures and targets.

The performance measures include five primary measures: Pavement Index, Bridge Index, Mobility Index, Safety Index, and Freight Index. Additionally, a set of secondary performance measures provides for a more detailed analysis of corridor performance.

Each of the primary and secondary performance measures is comprised of one or more quantifiable indicators. A three-level scale was developed to standardize the performance scale across the five performance areas, with numerical thresholds specific to each performance measure:

Good/Above Average Performance – Rating is above the identified desirable/average range

Fair/Average Performance – Rating is within the identified desirable/average range

Poor/Below Average Performance – Rating is below the identified desirable/average range

The terms “good”, “fair” and “poor” apply to the Pavement, Bridge, Mobility and Freight performance measures, which have individually defined thresholds. The terms “above average”, “average” and “below average” apply to the Safety performance measures, which have thresholds referenced to statewide averages.

Table 2 provides the complete list of primary and secondary performance measures for each of the five performance areas.

Table 2: Corridor Performance Measures

Performance Area	Primary Measure	Secondary Measures
Pavement	**Pavement Index** Based on a combination of International Roughness Index, cracking, and rutting	• Directional Pavement Serviceability • Pavement Failure • Pavement Hot Spots
Bridge	**Bridge Index** Based on lowest of deck, substructure, superstructure and structural evaluation rating	• Bridge Sufficiency • Bridge Rating • Bridge Hot Spots
Mobility	**Mobility Index** Based on combination of existing and future daily volume-to-capacity ratios	• Future Congestion • Peak Congestion • Travel Time Reliability • Multimodal Opportunities
Safety	**Safety Index** Based on frequency of fatal and suspected serious injury crashes	• Directional Safety Index • Strategic Highway Safety Plan Emphasis Areas • Other Crash Unit Types • Safety Hot Spots
Freight	**Freight Index** Based on bi-directional truck travel time reliability	• Truck Travel Time Reliability • Bridge Vertical Clearance • Bridge Vertical Clearance Hot Spots

The general template for each performance area is illustrated in **Figure 6**.

The guidelines for performance measure development are:

- Indicators and performance measures for each performance area should be developed for relatively homogeneous corridor segments
- Performance measures for each performance area should be tiered, consisting of primary measure(s) and secondary measure(s)
- Primary and secondary measures should assist in identifying those corridor segments that warrant in-depth diagnostic analyses to identify performance-based needs and a range of corrective actions known as preliminary candidate solution sets
- One or more primary performance measures should be used to develop a Performance Index to communicate the overall health of a corridor and its segments for each performance area; the Performance Index should be a single numerical index that is quantifiable, repeatable, scalable, and capable of being mapped; primary performance measures should be transformed into a Performance Index using mathematical or statistical methods to combine one or more data fields from an available ADOT database
- One or more secondary performance measure indicators should be used to provide additional details to define corridor locations that warrant further diagnostic analysis; secondary performance measures may include the individual indicators used to calculate the Performance Index and/or “hot spot” features

2.2 Corridor Needs Assessment Process

The performance-based needs assessment evaluates the difference between the baseline performance and the performance objectives for each of the five performance areas used to characterize the health of the corridor: Pavement, Bridge, Mobility, Safety and Freight. The step-by-step performance-based needs assessment process is illustrated in **Figure 5**.

The needs assessment compares baseline corridor performance with performance objectives to provide a starting point for the identification of performance needs. This mathematical comparison results in an initial need rating of None, Low, Medium or High for each primary and secondary performance measure. An illustrative example of the process is shown in **Figure 6**.

In subsequent steps, the initial level of need was refined to account for recent projects (Step 2 shown in **Figure 5**), and then a composite need score was calculated for each segment based on all five performance areas (Step 4 shown in **Figure 5**).

Figure 5: Needs Assessment Process

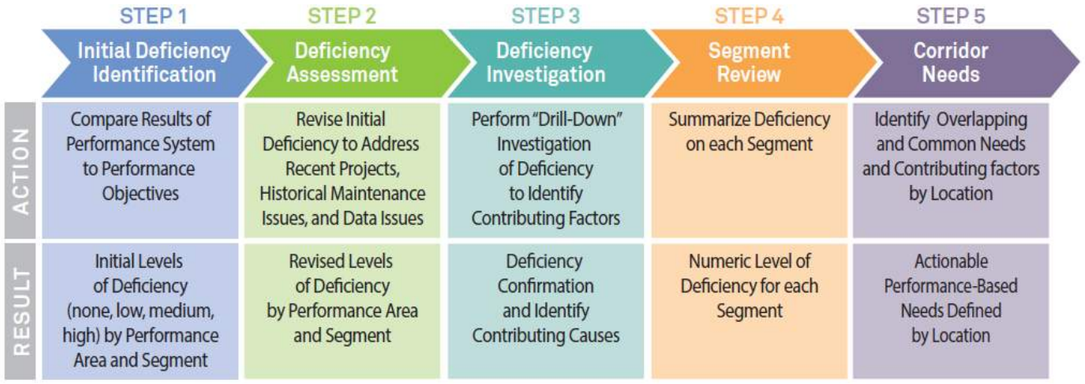


Figure 6: Initial Need Ratings in Relation to Baseline Performance (Bridge Example)

Performance Thresholds	Performance Level	Initial Level of Need	Description
6.5	Good	None*	All levels of Good and top 1/3 of Fair (>6.0)
	Good		
	Good		
	Fair		
	Fair	Low	Middle 1/3 of Fair (5.5-6.0)
	Fair	Medium	Lower 1/3 of Fair and top 1/3 of Poor (4.5-5.5)
5.0	Poor		
	Poor	High	Lower 2/3 of Poor (<4.5)
	Poor		

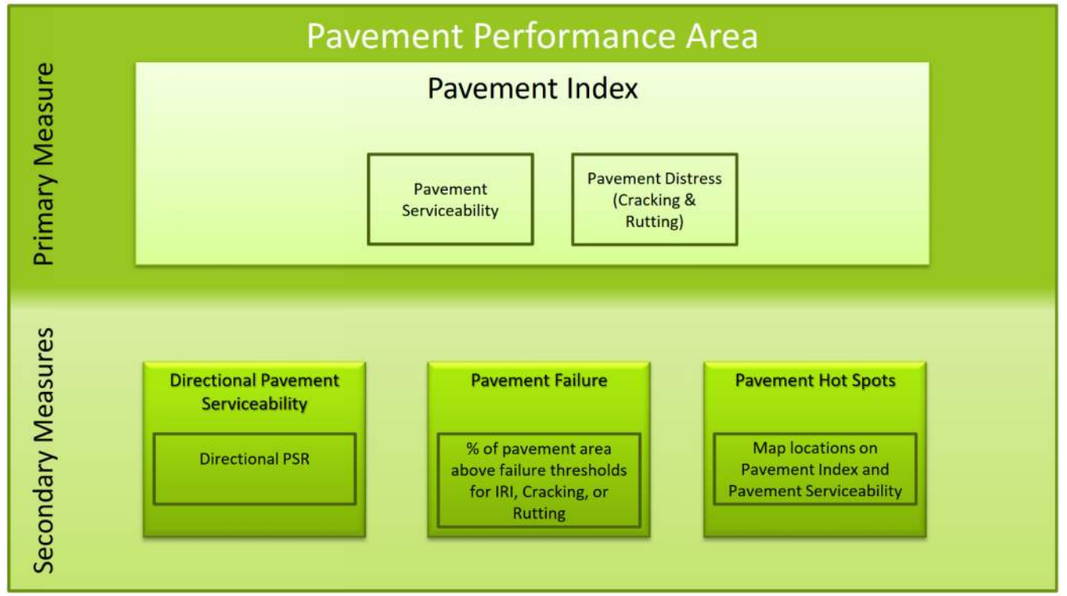
**A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic preliminary candidate solutions for that segment will not be developed as part of this study.*

2.3 Pavement Performance Area

The Pavement Performance Area consists of a primary measure (Pavement Index) and three secondary measures, as shown in **Figure 7**. These measures assess the condition of the existing pavement along the studied corridors.

The Pavement performance measures and performance thresholds in the 2022/2023 CPS update have been revised from the 2017/2018 version. For the Pavement performance area, the new methodology includes the use of Rutting data and the performance thresholds have been slightly modified.

Figure 7: Pavement Performance Measures



Primary Pavement Index

The Pavement Index is calculated using two pavement condition ratings: the Pavement Serviceability Rating (PSR) and the Pavement Distress Index (PDI).

The PSR is extracted from the International Roughness Index (IRI), a measurement of pavement roughness based on field-measured longitudinal roadway profiles. The PDI is extracted from the Cracking Rating (CR) and Rutting Rating, field-measured samples from each mile of highway.

Both the PSR and PDI use a 0 to 5 scale with 0 representing the lowest performance and 5 representing the highest. The Pavement Index for each segment is a weighted average of the directional ratings based on the number of travel lanes. Therefore, the condition of a section with more travel lanes will have a greater influence on the resulting segment Pavement Index than the condition of a section with fewer travel lanes.

Each corridor segment is rated on a scale with other segments in similar operating environments. **Table 3** includes the Pavement Index scoring range. Within the Pavement performance area, the relevant operating environments are designated as interstate and non-interstate segments:

- Interstate: 76 studied segments (1,037 miles)
- Non-Interstate: 138 studied segments (1,577 miles)

Table 3: Pavement Index Scoring Range

Performance Level	Pavement Index	
	Interstates	Non-Interstates
Good	> 3.75	> 3.60
Fair	3.00 - 3.75	2.80 – 3.60
Poor	< 3.00	< 2.80

Secondary Pavement Measures

Three secondary measures provide an in-depth evaluation of the different characteristics of pavement performance.

Directional Pavement Serviceability

- Weighted average (based on number of lanes) of the PSR for the pavement in each direction of travel

Pavement Failure

- Percentage of pavement area rated above failure thresholds for IRI, Cracking, or Rutting

Pavement Hot Spots

- A Pavement "hot spot" exists where a given one-mile section of roadway rates as being in "poor" condition
- Highlights problem areas that may be under-represented in a segment average. This measure is recorded and mapped, but not included in the Pavement performance area rating calculations

Statewide Pavement Performance Results

The Pavement Index provides a high-level assessment of the pavement condition for each segment of the studied corridors. The three secondary measures provide more detailed information to assess pavement performance.

Based on the results of this analysis, the following observations were made:

43.5% **Good Condition**

36.0% **Fair Condition**

20.5% **Poor Condition**

- 1,138 miles of segments have "good" pavement condition (43.5%)
- 94 miles of segments have "fair" pavement condition (36.0%)
- 536 miles of segments have "poor" pavement condition (20.5%)
- 6 of the lowest 20 performing segments are located on the I-40 East corridor

Table 4 shows the 20 lowest performing pavement segments on the statewide system based on lowest Pavement Index score compared to the segments' needs score. **Figure 9** illustrates the statewide pavement performance results (Pavement Index). Maps for each secondary measure can be found in **Appendix A**. The full statewide pavement performance table, including all secondary measures, can be found in **Appendix B**.

Pavement Needs Refinement and Contributing Factors

- 25.5% of all studied corridor segment miles were identified as having "High" pavement needs
- 12.5% of all studied corridor segment miles were identified as having "Medium" pavement needs
- The remaining 62.0% of all studied corridor segment miles were identified as having "Low" or "None" pavement needs (48.5% and 13.5% respectively)

Figure 8 illustrates the pavement needs distribution across all studied corridor miles.

Figure 10 illustrates the resulting statewide pavement needs; refer to **Appendix D** for the complete pavement needs. The presence of a recently completed project, subsequently superseding the calculated performance, can result in a decreased level of need. Conversely, the presence of a hot spot can result in an increased level of need. Refer to Section 3.3 in the individual corridor reports to identify each corridor segment's contributing factors toward needs identification.

Figure 8: Pavement Needs Distribution

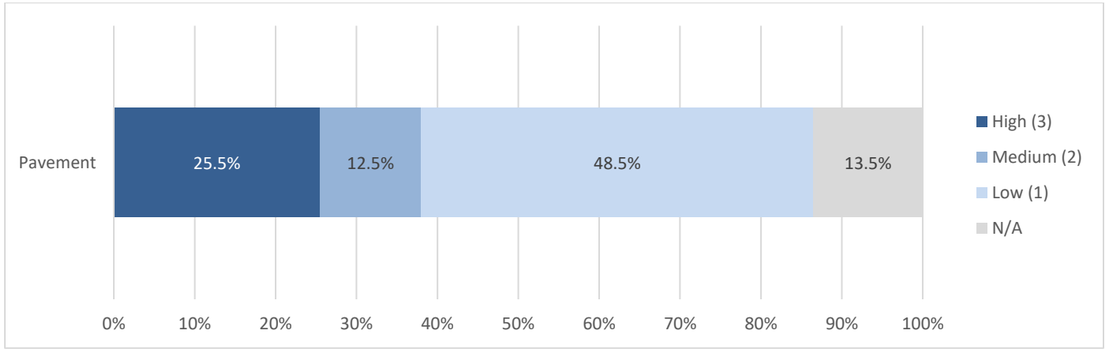
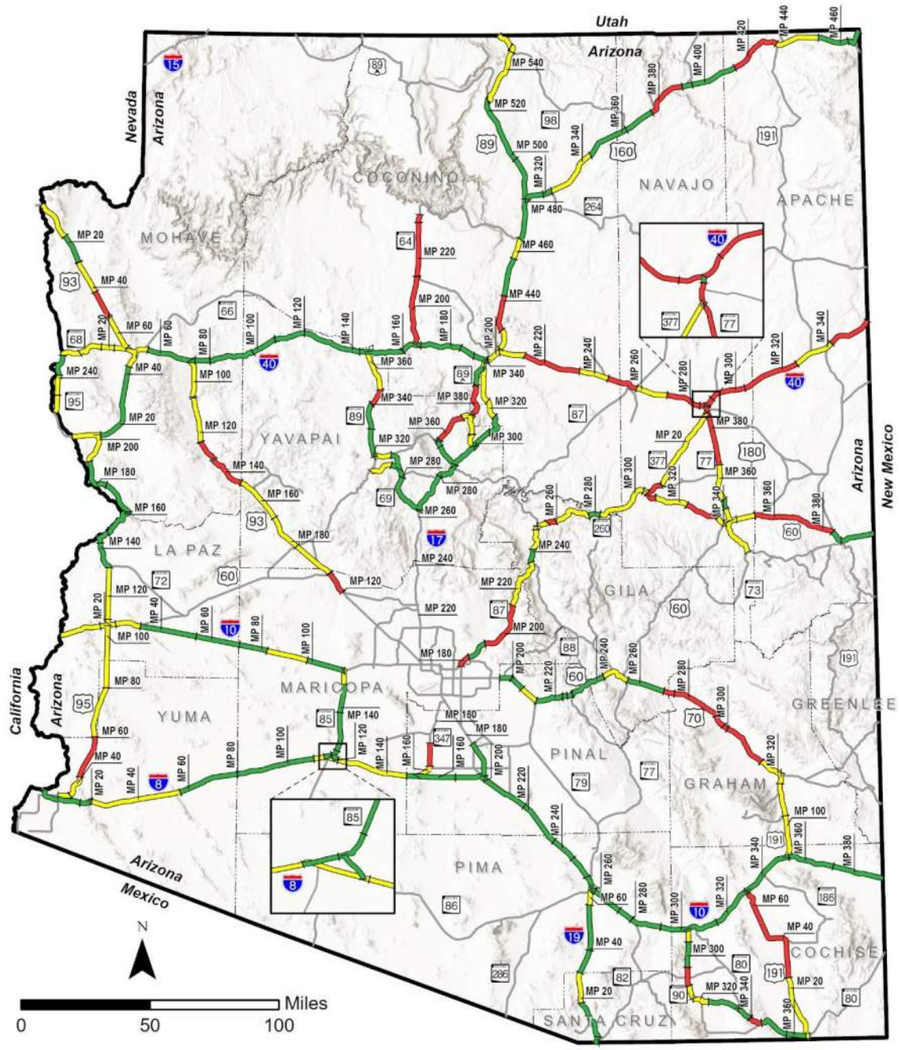


Table 4: Lowest Performing Pavement Segments

Rank	Segment #	Route	Milepost Range	Length (miles)	Pavement Index Score	Pavement Need Score
1	64-2	SR 64	213-234	21	1.76	High
2	40E-5	I-40	246-258	12	1.77	High
3	260-1	SR 260	306-310	4	1.94	High
4	40E-3	I-40	212-234	22	1.96	High
5	64-1	SR 64	185-213	28	2.12	High
6	93-7	US 93	132-149	17	2.20	High
7	40E-12	I-40	342-360	18	2.20	High
8	260-3	SR 260	306-310	4	2.21	High
9	40E-9	I-40	290-304	14	2.25	High
10	60W-3	US 60	111-120	9	2.27	High
11	93-8	US 93	124-132	8	2.31	High
12	40E-10	I-40	304-326	22	2.32	High
13	347-2	SR 347	162-171	9	2.35	High
14	40E-7	I-40	270-286	16	2.36	High
15	89U-2	US 89	428-442	14	2.38	High
16	70-11	US 70	270-274	4	2.40	High
17	60-7	US 60	352-384	32	2.46	High
18	89-8	SR 89	340-348	8	2.54	High
19	70-8	US 70	298-300	2	2.59	High
20	64-3	SR 64	234-237	3	2.66	High

Figure 9: Statewide Pavement Performance

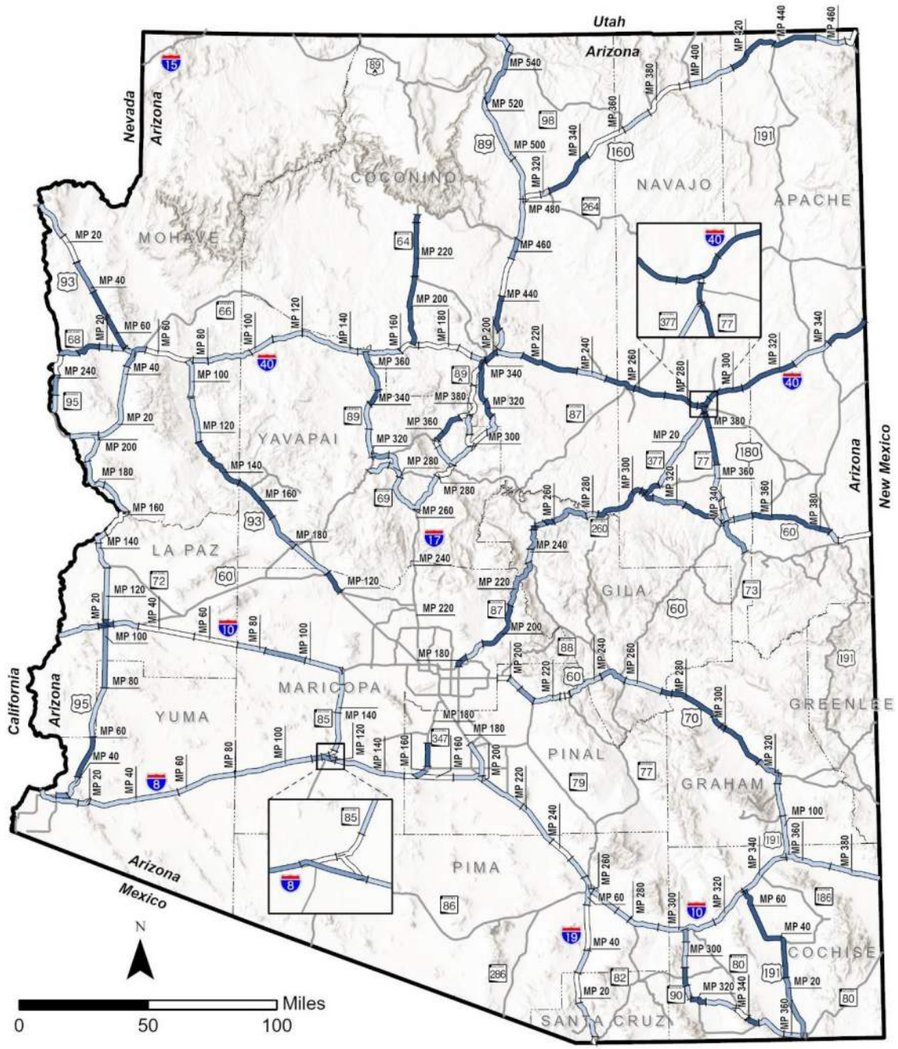


STATEWIDE PAVEMENT PERFORMANCE

Pavement Index

Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment

Figure 10: Statewide Pavement Needs



Pavement Needs

High | Low | Insufficient Data
Medium | None | Corridor Segment

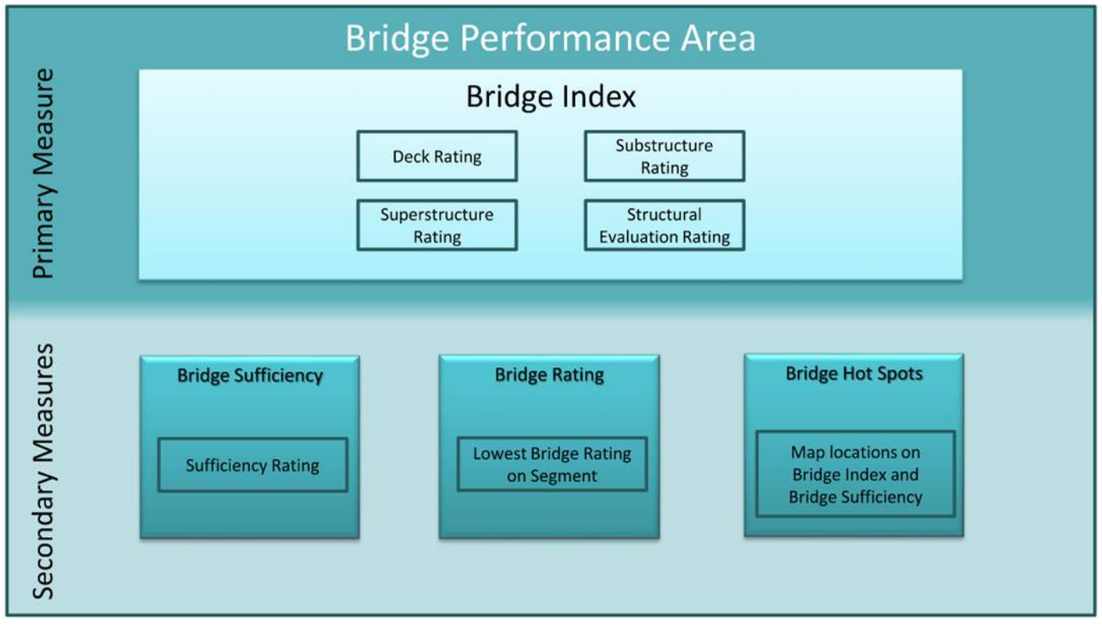
A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

2.4 Bridge Performance Area

The Bridge Performance Area consists of a primary measure (Bridge Index) and three secondary measures, as shown in **Figure 11**. These measures assess the condition of the existing bridges along each studied corridor. Only bridges that carry mainline traffic or bridges that cross the mainline are included in the calculation.

The Bridge performance measures in the 2022/2023 CPS update have been revised from the 2017/2018 version. For the Bridge performance area, the new methodology excludes the performance metric related to Functionally Obsolete bridges that was used in the previous methodology.

Figure 11: Bridge Performance Measures



Primary Bridge Index

The Bridge Index is calculated based on the use of four different bridge condition ratings from the ADOT Bridge Database, also known as the Arizona Bridge Information and Storage System (ABISS). The four ratings are the Deck Rating, Substructure Rating, Superstructure Rating, and Structural Evaluation Rating. These ratings are based on inspection reports and establish the structural adequacy of each bridge. The performance of each individual bridge is established by using the lowest of these four ratings. The use of these ratings, and the use of the lowest rating, is consistent with the approach used by the ADOT Bridge Group to assess the need for bridge rehabilitation. The Bridge Index is calculated as a weighted average for each segment based on deck area. **Table 5** includes the bridge index scoring range.

Table 5: Bridge Index Scoring Range

Performance Level	Bridge Index
Good	> 6.5
Fair	5.0 – 6.5
Poor	< 5.0

Secondary Bridge Measures

Three secondary measures provide an in-depth evaluation of the characteristics of each bridge:

Bridge Sufficiency

- Multipart rating includes structural adequacy and safety factors as well as functional aspects such as traffic volume and length of detour
- Rates the structural and functional sufficiency of each bridge on a 100-point scale

Bridge Rating

- The lowest rating of the four bridge condition ratings (substructure, superstructure, deck, and structural evaluation) on each segment
- Identifies lowest performing evaluation factor on each bridge

Bridge Hot Spots

- A Bridge “hot spot” is identified where a given bridge has a bridge rating of 4 or lower or multiple ratings of 5 between the deck, superstructure, and substructure ratings
- Identifies particularly low-performing bridges or those that may decline to low performance in the immediate future

Statewide Bridge Performance Results

The Bridge Index provides a high-level assessment of the structural condition of bridges for the corridor and for each segment. The four secondary measures provide more detailed information to assess bridge performance.

Based on the results of this analysis, the following observations were made:

- 286 bridges are located in segments with “good” bridge condition (27.2%)
- 762 bridges are located in segments with “fair” bridge condition (72.6%)
- 2 bridges are located in segments with “poor” bridge condition (0.2%)
- About 14.7% of hot spot bridges were located amongst the 20 lowest performing bridge segments (14 bridges)
- Only 2.1% of hot spot bridges are located with the 5 highest needs segments (2 bridges)

Table 6 shows the 20 lowest performing bridge segments on the statewide system based on lowest Bridge Index score compared to the segments needs score. **Figure 13** illustrates the statewide

bridge performance results (Bridge Index). Maps for each secondary measure can be found in **Appendix A**. The full statewide bridge performance table, including all secondary measures, can be found in **Appendix B**.

27.2%	72.6%	0.2%
Good Condition	**Fair Condition**	**Poor Condition**

Bridge Needs Refinement and Contributing Factors

- Only 1.5% of bridges along studied corridor segments were identified as having a “High” need
- 12.3% of bridges along studied corridor segments were identified as having a “Medium” need
- The remaining 86.2% of bridges along studied corridor segments were identified as having “Low” or “None” needs (39.1% and 47.1%. respectively)

Figure 12 illustrates the bridge needs distribution across all studied corridor bridges.

Figure 14 illustrates the resulting statewide bridge needs; refer to **Appendix D** for the complete bridge needs. The presence of a recently completed project, subsequently superseding the calculated performance, can result in a decreased level of need. Conversely, the presence of a hot spot can result in an increased level of need. Refer to Section 3.3 in the individual corridor reports to identify each corridor segment’s contributing factors towards needs identification.

Figure 12: Bridge Needs Distribution

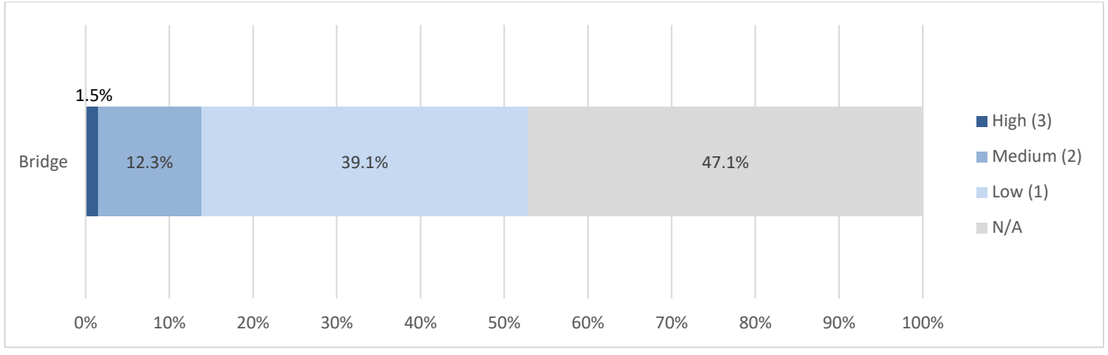
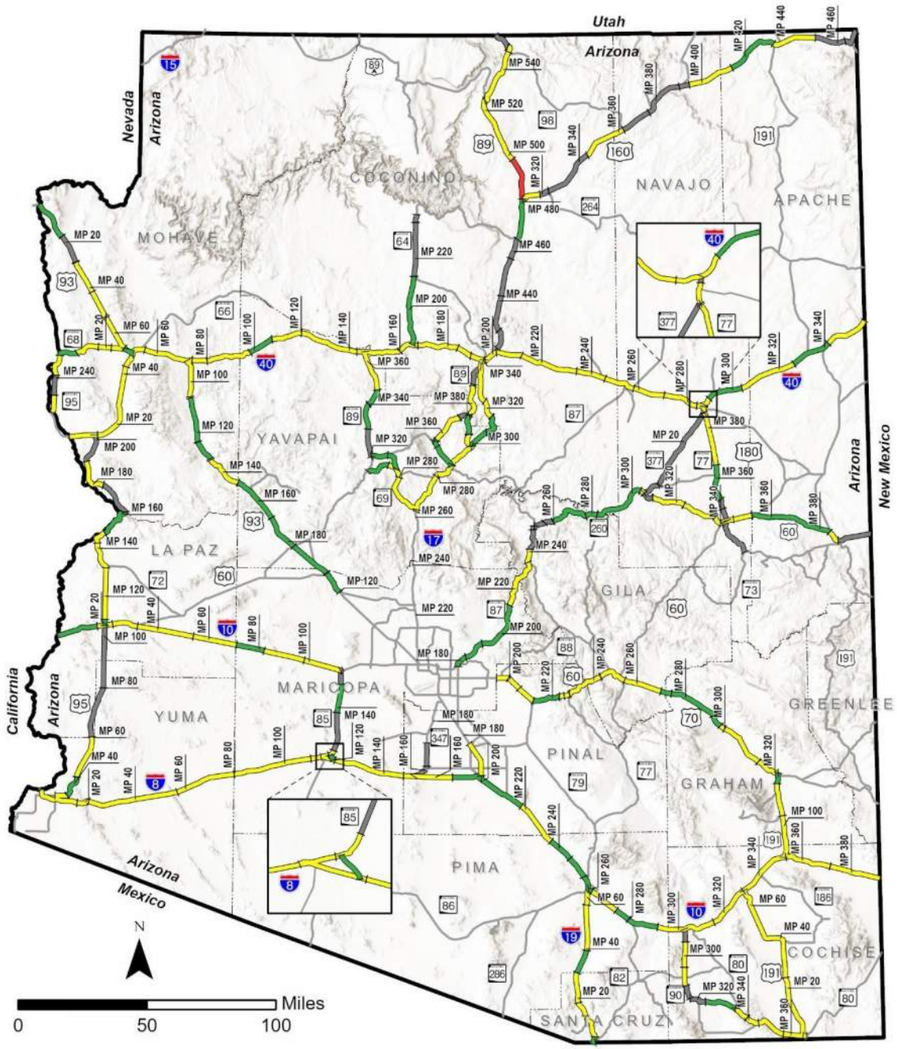


Table 6: Lowest Performing Bridge Segments

Rank	Segment #	Route	Milepost Range	# of Bridges	Bridge Index Score	Bridge Need Score	Bridge Hot Spots
1	89U-6	US 89	481-498	2	4.46	High	1
2	95N-3	SR 95	241-250	1	5.00	High	0
2	179-1	SR 179	299-305	1	5.00	High	0
3	85-12	SR 85	120-123	1	5.00	Medium	0
3	95N-1	SR 95	226-233	1	5.00	Medium	0
3	69-2	SR 69	280-287	1	5.00	Medium	0
3	80-10	SR 80	357-365	1	5.00	Medium	0
3	95-1	US 95	29-34	1	5.00	Medium	1
3	95-3	US 95	43-60	1	5.00	Medium	0
3	95-8	SR 95	131-142	1	5.00	Medium	1
3	160-1	US 160	311-319	1	5.00	Medium	0
3	160-10	US 160	434-451	1	5.00	Medium	0
3	60-16	US 60	223-225	2	5.00	Medium	0
14	40W-1	I-40	0-11	4	5.15	Medium	1
15	8-1	I-8	0-16	19	5.19	Low	3
16	70/60-13	US 70/US 60	243-255	11	5.20	Medium	5
16	40W-12	I-40	168-184	4	5.20	Medium	0
18	89A-4	SR 89A	356-369	2	5.31	Medium	0
18	40W-14	I-40	190-196	11	5.31	Medium	3
20	8-2	I-8	16-21	6	5.31	Low	1

Figure 13: Statewide Bridge Performance

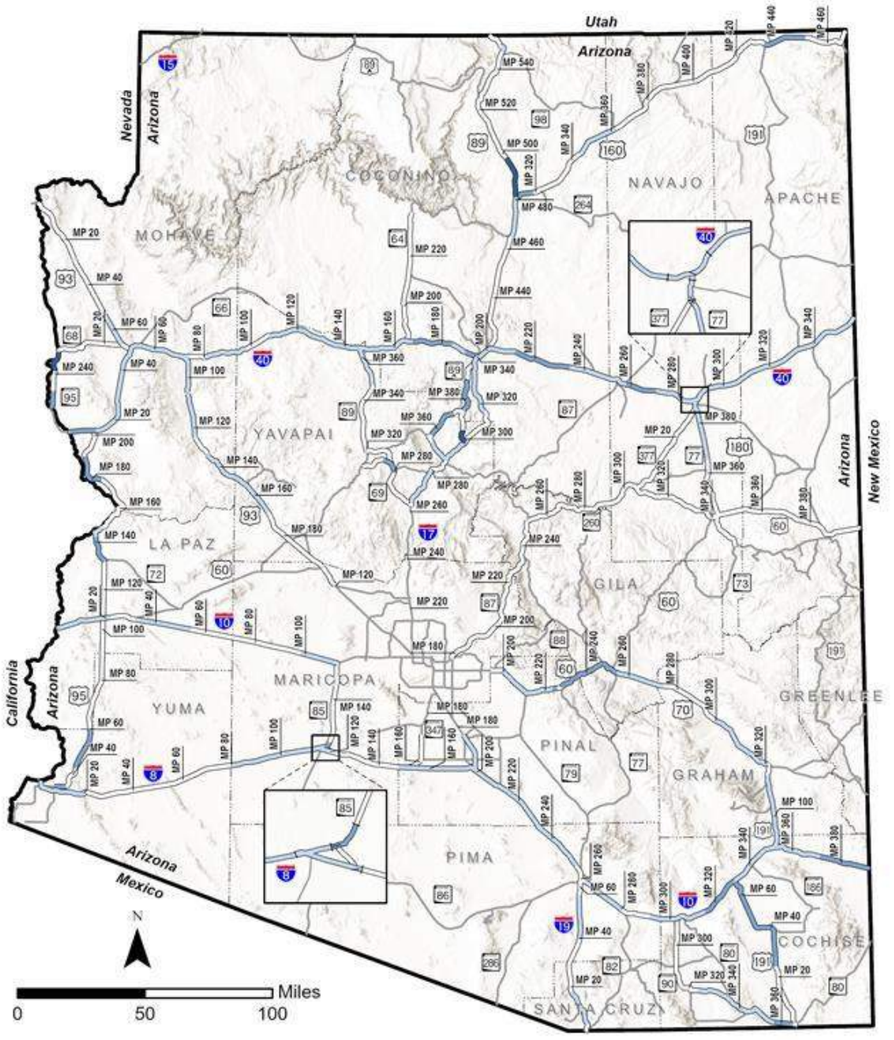


STATEWIDE BRIDGE PERFORMANCE

Bridge Index

Good | Poor | State Boundary | State Highway System
Fair | No Bridge | County Boundary | Corridor Segment

Figure 14: Statewide Bridge Needs



Bridge Needs

High | Low | Insufficient Data
Medium | None | Corridor Segment

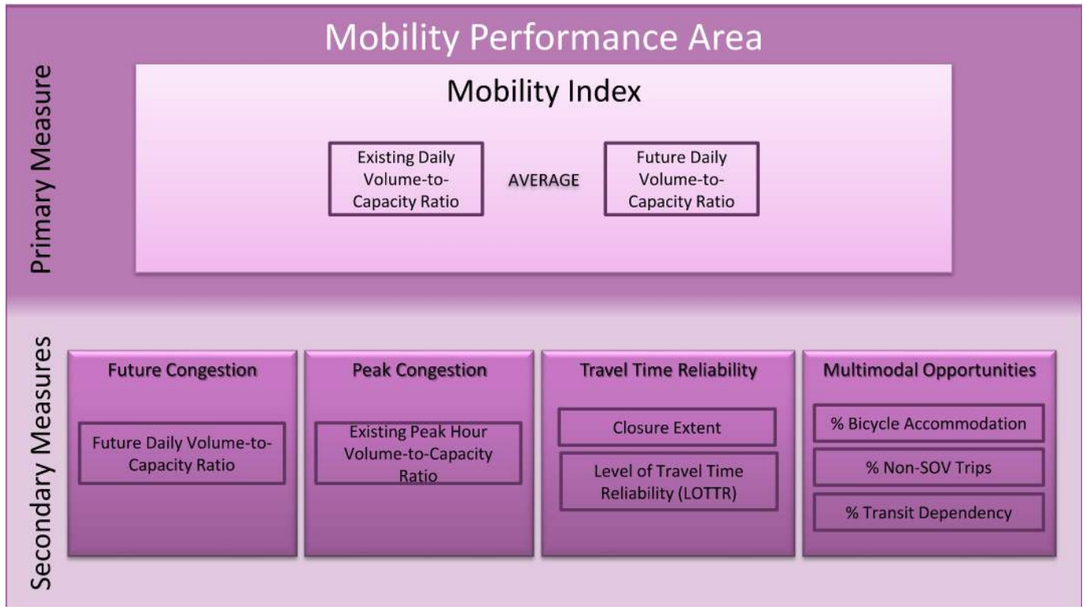
A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

2.5 Mobility Performance Area

The Mobility performance area consists of a primary measure (Mobility Index) and four secondary measures, as shown in **Figure 15**. These measures assess the condition of existing mobility along the studied corridors.

The Mobility performance measures in the 2022/2023 CPS update have been revised from the 2017/2018 version. For the Mobility performance area, the new methodology includes the use of the Level of Travel Time Reliability measure in place of the Travel Time Index and Planning Time Index measures that were used in the previous methodology.

Figure 15: Mobility Performance Measures



Primary Mobility Index

The Mobility Index is an average of the existing (2020) daily volume-to-capacity (V/C) ratio and the future (2040 Arizona Travel Demand Model [AZTDM]) daily V/C ratio for each segment of the corridor. The V/C ratio is an indicator of the level of congestion. This measure compares the average annual daily traffic (AADT) volume to the capacity of the corridor segment as defined by the service volume for level of service (LOS) E. By using the average of the existing and future year daily volumes, this index measures the level of daily congestion projected to occur in approximately ten years (2030) if no capacity improvements are made to the corridor.

Each corridor segment is rated on a scale with other segments in similar operating environments. **Table 7** includes the Mobility Index scoring range. Within the Mobility performance area, the relevant operating environments are urban vs. rural setting.

- Rural: 162 Segments (2211 miles)
- Fringe Urban: 28 Segments (219 miles)
- Urban: 26 Segments (184 miles)

Table 7: Mobility Index Scoring Range

Performance Level	Mobility Index	
	Urban or Fringe Urban	Rural
Good	< 0.71	< 0.56
Fair	0.71 – 0.89	0.56 – 0.76
Poor	> 0.89	> 0.76

Secondary Mobility Measures

Four secondary measures provide an in-depth evaluation of operational characteristics of the corridor:

Future Congestion – Future Daily V/C

- The future (2040 AZTDM) daily V/C ratio. This measure is the same value used in the calculation of the Mobility Index
- Provides a measure of future congestion if no capacity improvements are made to the corridor

Peak Congestion – Existing Peak Hour V/C

- The peak hour V/C ratio for each direction of travel
- Provides a measure of existing peak hour congestion during typical weekdays

Travel Time Reliability – Two separate travel time reliability indicators together provide a comprehensive picture of how much time may be required to travel within the corridor:

- Closure Extent:
  - The average number of instances a particular milepost is closed per year per mile on a given segment of the corridor in a specific direction of travel; a weighted average was applied to each closure that takes into account the distance over which the closure occurs
  - Closures related to crashes, weather, or other incidents are a significant contributor to non-recurring delays; construction-related closures were excluded from the analysis

- Level of Travel Time Reliability (LOTTR):
  - The ratio of the 80th percentile travel time to average (50th percentile) travel time for a given corridor segment in a specific direction; as corridor segments were often comprised of multiple roadway sections for which LOTTR was reported, a weighted average was applied to each section based on the section length in order to arrive at the segment LOTTR
  - The LOTTR reflects how consistent or dependable the travel might be from day to day or during different times of day

Multimodal Opportunities – Three multimodal opportunity indicators reflect the characteristics of the corridor that promote alternate modes to the single occupancy vehicle (SOV) for trips along the corridor:

- % Bicycle Accommodation:
  - Percentage of the segment that accommodates bicycle travel; bicycle accommodation on the roadway or on shoulders varies depending on traffic volumes, speed limits, and surface type
  - Encouraging bicycle travel has the potential to reduce automobile travel, especially on non-interstate highways
- % Non-SOV Trips:
  - The percentage of trips (less than 50 miles in length) by non-SOVs
  - The percentage of non-SOV trips in a corridor gives an indication of travel patterns along a section of roadway that could benefit from additional multimodal options
- % Transit Dependency:
  - The percentage of households that have zero or one automobile and households where the total income level is below the federally defined poverty level
  - Used to track the level of need among those who are considered transit dependent and more likely to utilize transit if it is available

Mobility Performance Results

The Mobility Index provides a high-level assessment of mobility conditions for the corridor and for each segment. The four secondary measures provide more detailed information to assess mobility performance.

Based on the results of this analysis, the following observations were made:

- 131 corridor miles (5%) are projected to have “poor” future traffic operations based upon Future Daily V/C measure
- Based on the weighted average of the Mobility Index, urban operating environments perform 67.6% worse than the statewide average Mobility Index score of 0.38
- Only 46.1% of all corridor miles have sufficient shoulder widths for “good” performance for bicycle accommodation
- 2,354 miles of segments have “good” mobility conditions (90.1%)
- 155 miles of segments have “fair” mobility conditions (5.9%)
- 105 miles of segments have “poor” mobility conditions (4.0%)
- 4 of the 20 worst performing segments are located on the I-10 East Corridor.

Table 8 shows the 20 lowest performing mobility segments on the statewide system based on lowest Mobility Index score compared to the segments’ needs score. **Figure 17** illustrates the statewide mobility performance results (Mobility Index). Maps for each secondary measure can be found in **Appendix A**. The full statewide mobility performance table, including all secondary measures, can be found in **Appendix B**.

90.1%	5.9%	4.0%
Good Condition	**Fair Condition**	**Poor Condition**

Mobility Needs Refinement and Contributing Factors

- Only 5.2% of all studied corridor segments were identified as having “High” mobility needs
- 1.7% of all studied corridor segments were identified as having “Medium” mobility needs
- The remaining 93.0% of studied corridor segments were identified as having “Low” or “None” mobility needs (59.6% and 33.4%, respectively)

Figure 16 illustrates the mobility needs distribution across all studied corridor miles.

Figure 18 illustrates the resulting statewide mobility needs; refer to **Appendix D** for the complete list of mobility needs. The presence of a recently completed project, subsequently superseding the calculated performance, can result in a decreased level of need. Refer to Section 3.3 in the individual corridor reports to identify each corridor segment’s contributing factors towards needs identification.

Figure 16: Mobility Needs Distribution

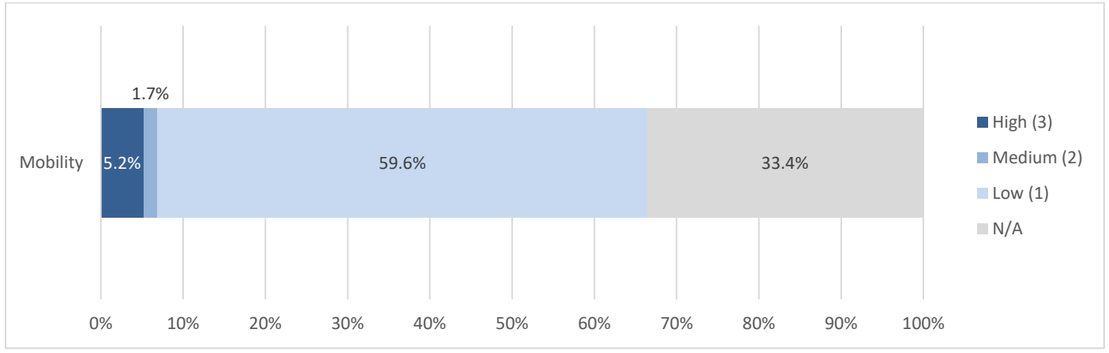
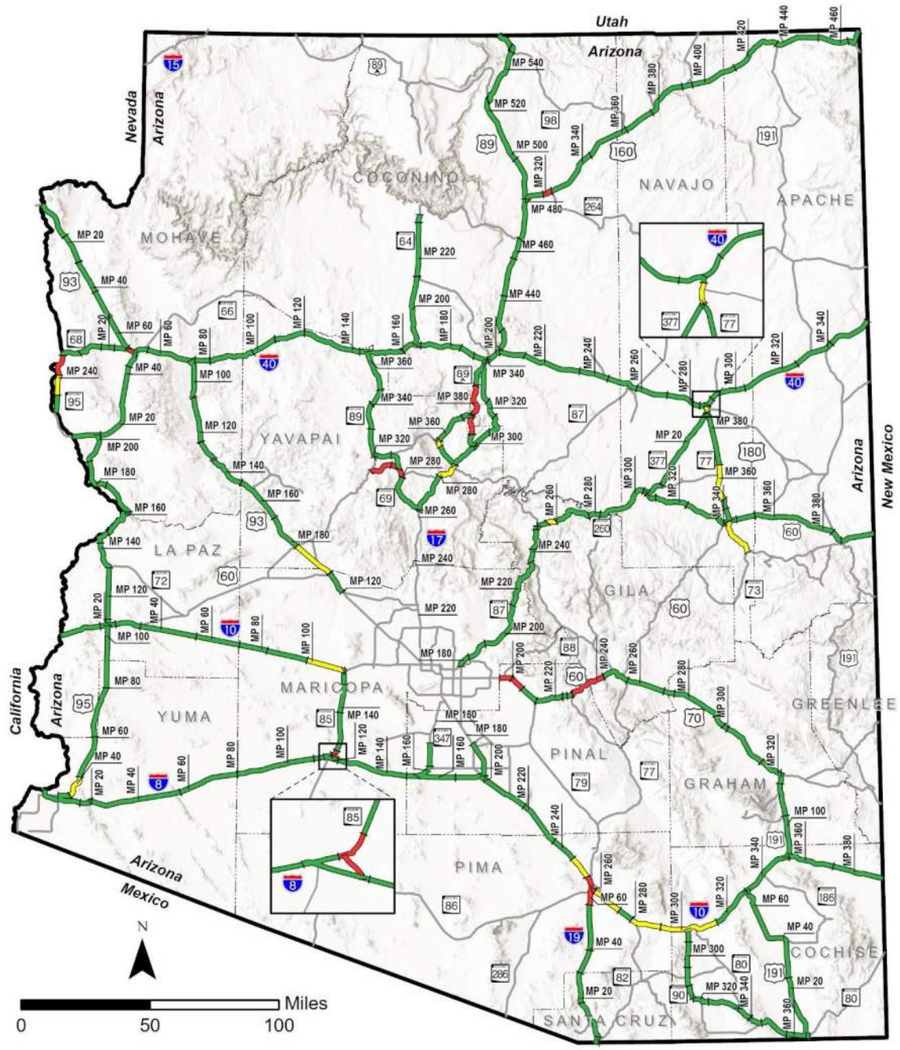


Table 8: Lowest Performing Mobility Segments

Rank	Segment #	Route	Milepost Range	Length (miles)	Mobility Index Score	Mobility Need Score
1	60-14	US 60	227-243	16	1.42	High
2	85-14	SR 85	120-123	3	1.40	High
3	60-20	US 60	194-199	5	1.31	High
4	10E-8	I-10	255-262	7	1.09	High
5	93-11	US 93	67-71	4	1.08	High
6	85-12	SR 85	120-123	3	1.02	High
7	160-2	US 160	319-323	4	1.01	High
8	60-19	US 60	199-205	6	1.01	High
9	69-3	SR 69	287-296	9	0.98	High
10	95N-3	SR 95	241-250	9	0.95	High
11	179-2	SR 179	305-314	9	0.95	High
12	19-6	I-19	57-64	7	0.91	High
13	69-2	SR 69	280-287	7	0.90	High
14	95N-2	SR 95	233-241	8	0.89	High
15	77-16	SR 77	386-389	3	0.89	High
16	89A-7	SR 89A	374-390	16	0.88	High
17	10E-7	I-10	246-255	9	0.86	High
18	10E-9	I-10	262-274	12	0.80	Medium
19	93-4	US 93	183-200	17	0.79	Medium
20	10E-11	I-10	280-292	12	0.76	High

Figure 17: Mobility Performance

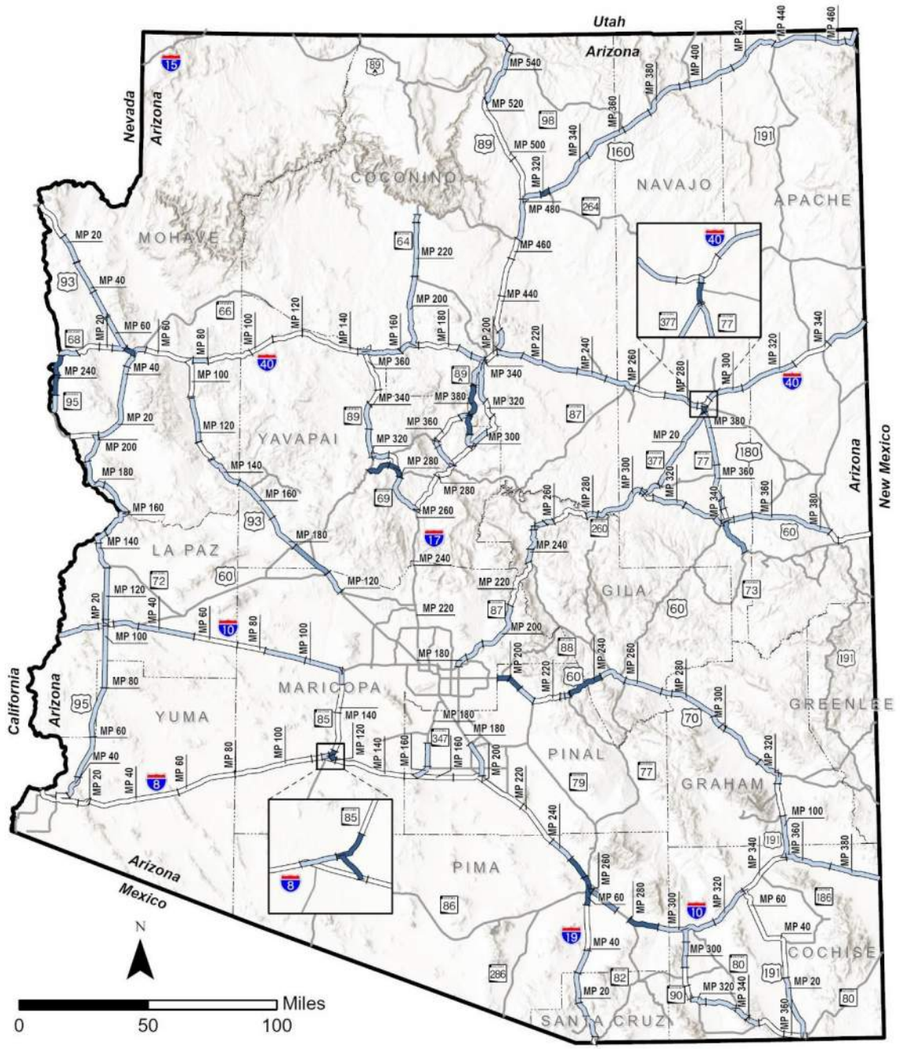


STATEWIDE MOBILITY PERFORMANCE

Mobility Index

Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment

Figure 18: Statewide Mobility Needs



Mobility Needs

High | Low | Insufficient Data
Medium | None | Corridor Segment

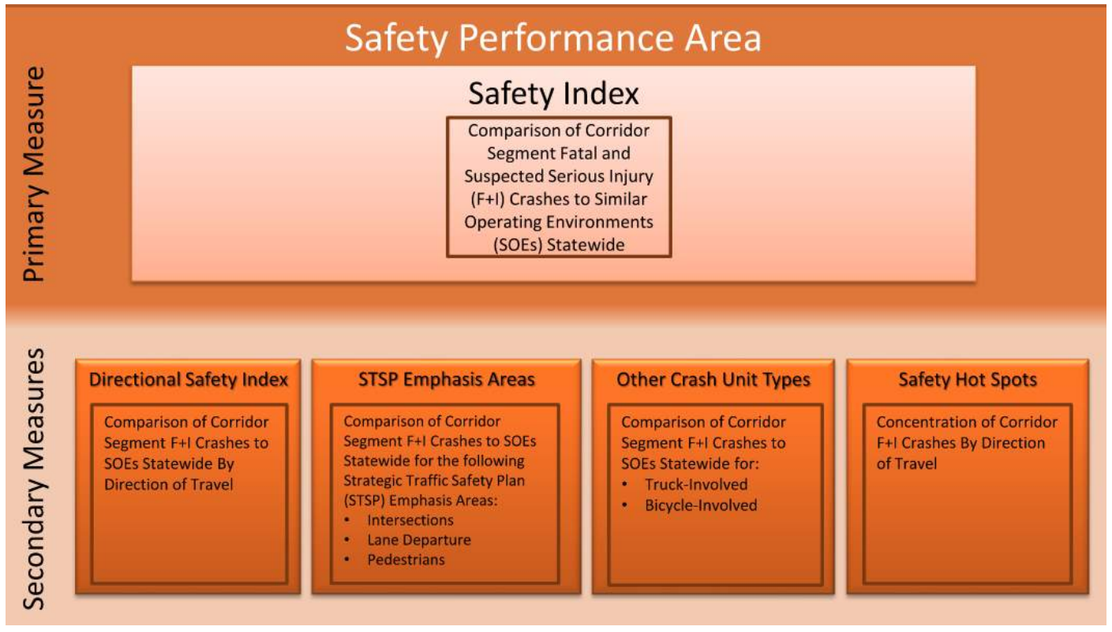
A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

2.6 Safety Performance Area

The Safety performance area consists of a primary measure (Safety Index) and four secondary measures, as illustrated in **Figure 19**. All measures relate to crashes that result in fatal and suspected serious injuries, as these types of crashes are the emphasis of the ADOT Strategic Traffic Safety Plan (STSP) [also known as the Strategic Highway Safety Plan (SHSP)], FHWA, and MAP-21.

The Safety performance measures in the 2022/2023 CPS update have been revised from the 2017/2018 version. For the Safety performance area, the new methodology includes the use of the updated STSP Emphasis Areas and the removal of motorcycle-involved crashes that was used in the previous methodology.

Figure 19: Safety Performance Measures



Primary Safety Index

The Safety Index is based on the bi-directional frequency and rate of fatal and suspected serious injury crashes, the relative cost of those types of crashes, and crash occurrences on similar roadways in Arizona. According to ADOT's 2018 Highway Safety Improvement Program Application, fatal crashes have an estimated cost that is 17.3 times the estimated cost of suspected serious injury crashes ($9.5 million compared to $555,000).

Each corridor segment is rated on a scale by comparing the segment score with the average statewide score for similar operating environments. Because crash frequencies and rates vary depending on the operating environment of a particular roadway, statewide values were developed for similar operating environments defined by functional classification, urban vs. rural setting, number of travel lanes, and traffic volumes. **Table 9** includes the safety index scoring range.

The following operating environments were identified across all studied segments:

- 2 or 3 Lane Undivided Highway: 78 Segments (1,032 miles)
- 2, 3 or 4 Lane Divided Highway: 37 Segments (382 miles)
- 2, 3 or 4 Lane Undivided Highway: 0 Segments (0 miles)
- 4 or 5 Lane Undivided Freeway/Highway: 28 Segments (182 miles)
- Rural 4 Lane Freeway with Daily Volume < 25,000 vpd: 47 Segments (737 miles)
- Rural 4 Lane Freeway with Daily Volume > 25,000 vpd: 10 Segments (115 miles)
- Urban 4 Lane Freeway: 9 Segments (82 miles)
- Urban 6 Lane Highway: 1 Segment (9 miles)
- Urban or Rural 6 Lane Freeway: 5 Segments (68 miles)
- Urban > 6 Lane Freeway: 1 Segment (7 miles)

Table 9: Safety Index Scoring Range

Similar Operating Environment	Safety Index Performance Level		
	Above Average	Average	Below Average
2 or 3 Lane Undivided Highway	< 0.92	0.92 – 1.08	> 1.08
2 or 3 or 4 Lane Divided Highway	< 0.81	0.81 – 1.19	> 1.19
4 or 5 Lane Undivided Highway	< 0.78	0.78 – 1.22	> 1.22
6 Lane Highway	< 0.56	0.56 – 1.44	> 1.44
Rural 4 Lane Freeway with Daily Volume <25,000	< 0.84	0.84 – 1.16	> 1.16
Rural 4 Lane Freeway with Daily Volume >25,000	< 0.78	0.78 – 1.22	> 1.22
Urban 4 Lane Freeway	< 0.73	0.73 – 1.27	> 1.27
Urban or Rural 6 Lane Freeway	< 0.65	0.65 – 1.35	> 1.35
Urban >6 Lane Freeway	< 0.89	0.89 – 1.11	> 1.11

Secondary Safety Measures

Four secondary measures provide an in-depth evaluation of the different characteristics of safety performance:

Directional Safety Index

- This measure is based on the directional frequency and rate of fatal and suspected serious injury crashes

STSP Emphasis Areas

ADOT's 2019 STSP identified several emphasis areas for reducing fatal and suspected serious injury crashes. This measure compared rates of crashes in three STSP emphasis areas to other corridors with a similar operating environment. The three STSP emphasis areas related to crashes involving:

- Intersections
- Lane departures
- Pedestrians

Other Crash Unit Types

- The percentage of total fatal and suspected serious injury crashes that involves crash unit types of trucks and bicycles is compared to the statewide average on roads with similar operating environments

Safety Hot Spots

- The hot spot analysis identifies abnormally high concentrations of fatal and suspected serious injury crashes along the study corridor by direction of travel

For the Safety Index and the secondary safety measures, any segment that has too small of a sample size to generate statistically reliable performance ratings for a particular performance measure is considered to have "insufficient data" and is excluded from the safety performance evaluation for that performance measure.

Safety Performance Results

The Safety Index provides a high-level assessment of safety performance for the corridor and for each segment. The four secondary measures provide more detailed information to assess safety performance.

Based on the results of this analysis, the following observations were made:

- 1,068.0 miles of segments have an "above average" safety condition (40.9%)
- 429.0 miles of segments have an "average" safety condition (16.4%)
- 1033.0 miles of segments have a "below average" safety condition (39.5%)
- 84.0 miles of segments have "insufficient data" to tabulate results on safety condition (3.2%)

Table 10 shows the 20 most below average performing safety segments on the statewide system based on Safety Index score compared to the segments' needs score. **Figure 21** illustrates the statewide safety performance results (Safety Index). Maps for each secondary measure can be found in **Appendix A**. The full statewide safety performance table, including all secondary measures, can be found in **Appendix B**.

40.9%	16.4%	39.5%
Above Average	**Average**	**Below Average**

Safety Needs Refinement and Contributing Factors

- 41.1% of all studied corridor miles were identified as having "High" safety needs
- 8.8% of all studied corridor miles were identified as having "Medium" safety needs
- The remaining 49.2% of studied corridor segments were identified as having "Low" or "None" safety needs (34.6% and 14.6% respectively)

Figure 20 illustrates the safety needs distribution across all studied corridor miles.

Figure 22 illustrates the resulting statewide safety needs; refer to **Appendix D** for the complete list of safety needs. The presence of a recently completed project, subsequently superseding the calculated performance, can result in a decreased level of need. Conversely, the presence of a hot spot can result in an increased level of need. Refer to Section 3.3 in the individual corridor reports to identify each corridor segment's contributing factors towards needs identification.

Figure 20: Safety Needs Distribution

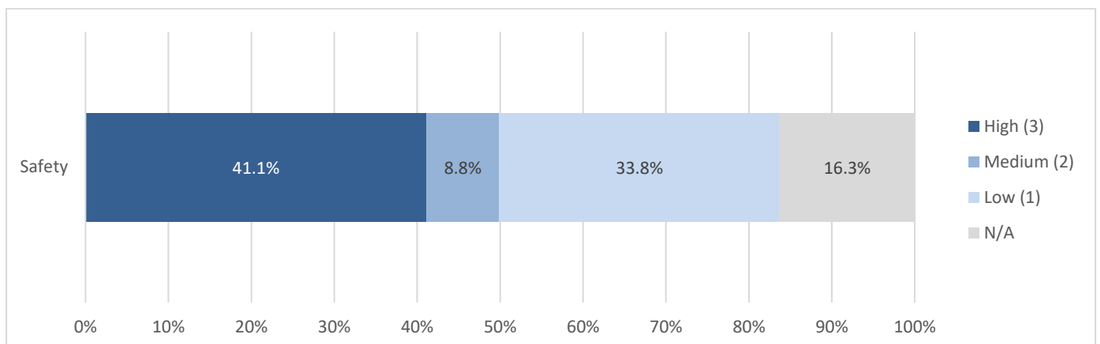
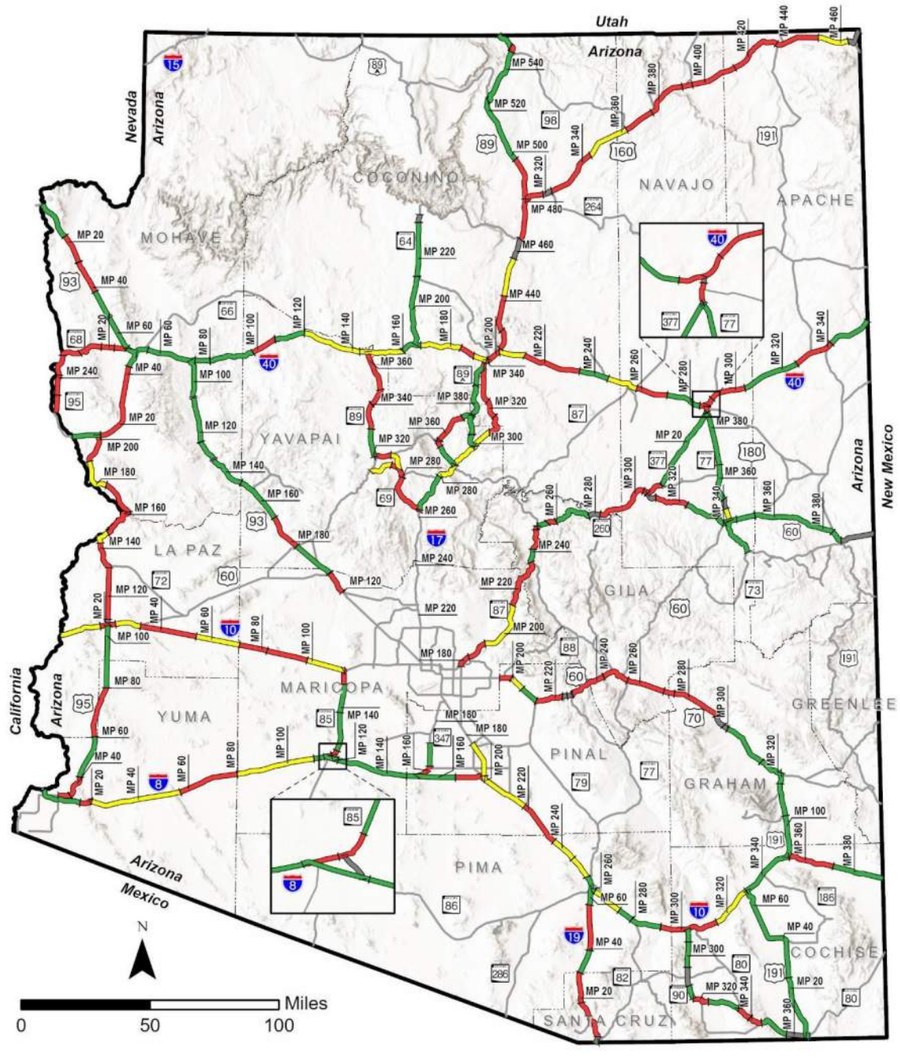


Table 10: Lowest Performing Safety Segments

Rank	Segment #	Route	Milepost Range	Length (miles)	Safety Index Score	Safety Need Score
1	89U-9	US 89	547-550	3	5.13	High
2	70-11	US 70	270-274	4	3.37	High
3	84/347-1	SR 84/SR 347	155-162	7	3.24	High
4	95-10	SR 95	148-162	14	3.22	High
5	93-5	US 93	166-183	17	3.22	High
6	85-13	SR 85	118-120	2	3.09	High
7	68-7	SR 68	22-27	5	3.09	High
8	70/60-13	US 70/US 60	243-255	12	2.97	High
9	160-7	US 160	391-395	4	2.92	High
10	70-12	US 70	255-270	15	2.63	High
11	87-2	SR 87	182-191	9	2.57	High
12	93-14	US 93	29-42	13	2.57	High
13	68-5	SR 68	7-17	10	2.51	High
14	89-7	SR 89	330-340	10	2.43	High
15	87-6	SR 87	241-250	9	2.35	High
16	8-2	I-8	16-21	5	2.31	High
17	40W-13	I-40	184-190	6	2.30	High
18	10W-2	I-10	16-22	6	2.28	High
19	160-3	US 160	323-344	21	2.21	High
20	10W-6	I-10	71-82	11	2.10	High

A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic preliminary candidate solutions for that segment will not be developed as part of this study

Figure 21: Statewide Safety Performance

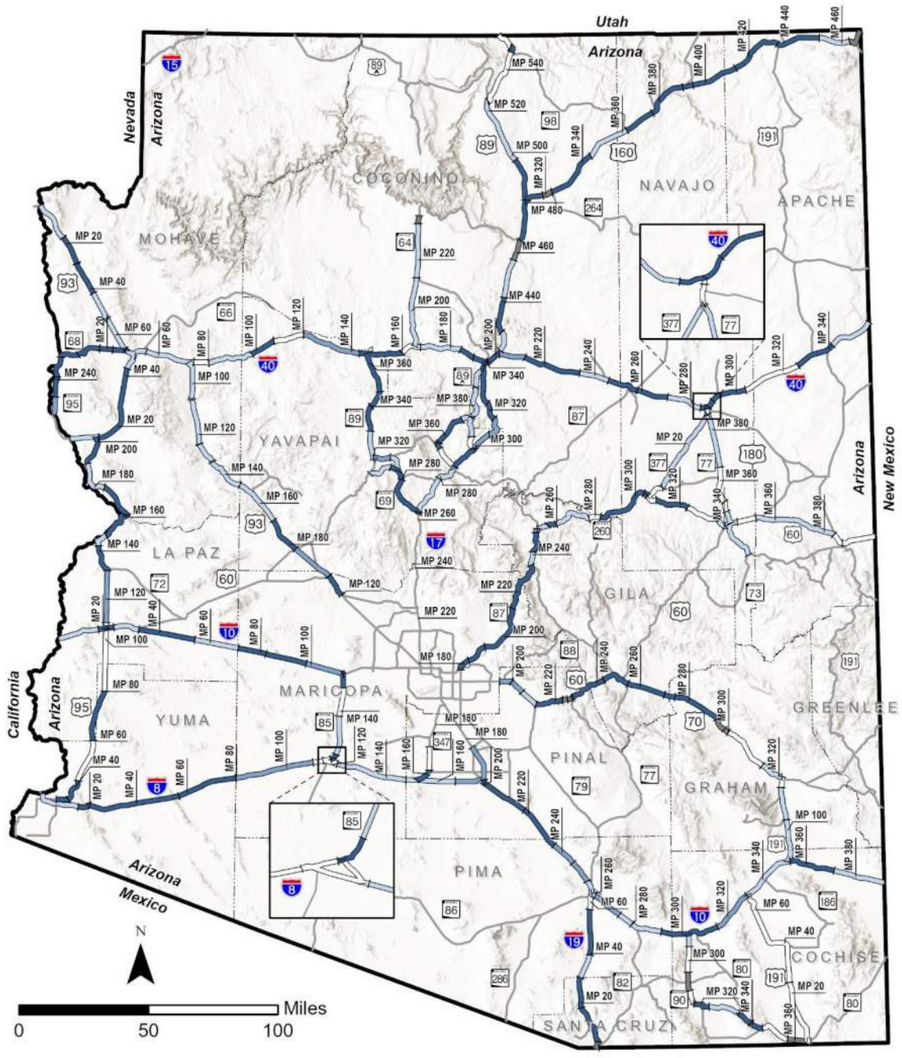


STATEWIDE SAFETY PERFORMANCE

Safety Index

- Above Average
- Average
- Below Average
- Insufficient Data
- State Boundary
- County Boundary
- State Highway System
- Corridor Segment

Figure 22: Statewide Safety Needs



Safety Needs

- High
- Medium
- Low
- None
- Insufficient Data
- Corridor Segment

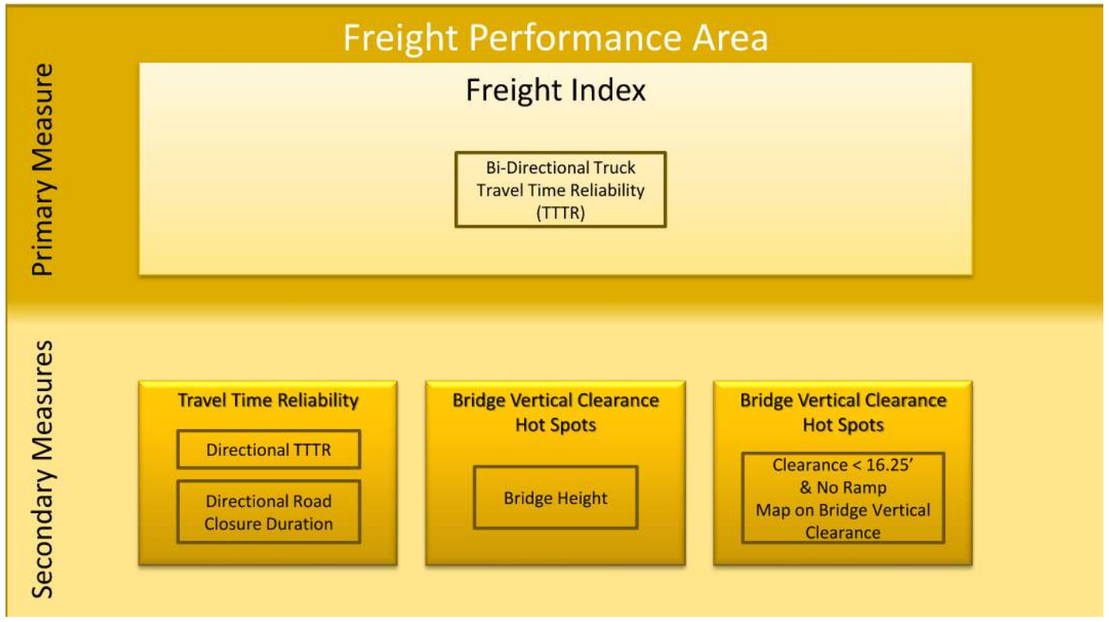
A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

2.7 Freight Performance Area

The Freight performance area consists of a single primary measure (Freight Index) and three secondary measures, as illustrated in **Figure 23**. All measures related to the reliability of truck travel are measured by observed truck travel time speed and delays to truck travel from road closures or physical restrictions to truck travel.

The Freight performance measures in the 2022/2023 CPS update have been revised from the 2017/2018 version. For the Freight performance area, the new methodology includes the use of the Truck Travel Time Reliability measure in place of the Truck Travel Time Index and Truck Planning Time Index measures that were used in the previous methodology.

Figure 23: Freight Performance Measures



Primary Freight Index

The Freight Index is a reliability performance measure based on the travel time reliability for truck travel. The Truck Travel Time Reliability (TTTR) is the ratio of the 95th percentile truck travel time to average (50th percentile) truck travel time. The TTTR reflects the extra buffer time needed for on-time delivery while accounting for delay resulting from circumstances such as recurring congestion, crashes, inclement weather, and construction activities.

Each corridor segment is rated on a scale with other segments in similar operating environments. **Table 11** includes the Freight Index scoring range. Within the Freight performance area, the relevant operating environments are interrupted flow (e.g., signalized intersections or roundabouts are present) and uninterrupted flow (e.g., free-flow conditions on the highway).

- Interrupted Flow: 154 Segments (2,108 miles)
- Uninterrupted Flow: 62 Segments (506 miles)

Table 11: Freight Index Scoring Range

Performance Level	Freight Index	
	Uninterrupted Flow Facilities	Interrupted Flow Facilities
Good	< 1.15	< 1.45
Fair	1.15 – 1.35	1.45 – 1.85
Poor	> 1.35	> 1.85

Secondary Freight Measures

Three secondary measures provide an in-depth evaluation of the different characteristics of freight performance:

Travel Time Reliability – Two separate travel time reliability indicators together provide a comprehensive picture of how much time may be required to travel within the corridor:

- Directional Truck Travel Time Reliability (TTTR):
  - The ratio of the 95th percentile truck travel time to average (50th percentile) truck travel time for a given corridor segment in a specific direction; as corridor segments were often comprised of multiple roadway sections for which TTTR was reported, a weighted average was applied to each section based on the section length in order to arrive at the segment TTTR
- Directional Closure Duration
  - The average time (in minutes) a particular milepost is closed per year per mile on a given segment of the corridor in a specific direction of travel; a weighted average is applied to each closure that takes into account the distance over which the closure occurs

Bridge Vertical Clearance

- The minimum vertical clearance (in feet) over the travel lanes for underpass structures on each segment

Bridge Vertical Clearance Hot Spots

- A Bridge vertical clearance "hot spot" exists where the underpass vertical clearance over the mainline travel lanes is less than 16.25 feet and no exit/entrance ramps exist to allow vehicles to bypass the low-clearance location

- If a location with a vertical clearance less than 16.25 feet can be avoided by using immediately adjacent exit/entrance ramps rather than the mainline, it is not considered a hot spot

Freight Performance Results

The Freight Index provides a high-level assessment of freight performance for the corridor and for each segment. The three secondary measures provide more detailed information to assess freight performance.

Based on the results of this analysis, the following observations were made:

- 986.0 corridor miles have “good” freight conditions (37.7%)
- 882.0 corridor miles have “fair” freight conditions (33.7%)
- 499.0 corridor miles have “poor” freight conditions (19.1%)
- 247.0 corridor miles have “insufficient data” to tabulate results on freight conditions (9.5%)
- There are 25 total bridges that are classified as bridge vertical clearance hot spots on the studied corridors
- 23 bridges out of the 25 bridges (92%) that are classified as bridge vertical clearance hot spots are located in the Southern bundle of corridors
- 8 of the 25 bridges (32%) are on the I-8 corridor and 7 of the 25 bridges (28%) are on the I-10 East corridor

37.7%	33.7%	19.1%
Good Condition	**Fair Condition**	**Poor Condition**

Table 12 shows the 20 poorest performing freight segments on the statewide system based on poorest Freight Index score compared to the segments’ needs score. **Figure 25** illustrates the statewide freight performance results (Freight Index). Maps for each secondary measure can be found in **Appendix A**. The full statewide freight performance table, including all secondary measures, can be found in **Appendix B**.

Freight Needs Refinement and Contributing Factors

- 18.7% of all studied corridor segment miles were identified as having “High” freight needs
- 10.6% of all studied corridor segment miles were identified as having “Medium” freight needs
- The remaining 70.7% were identified as having “Low” or “None” freight needs (48.7% and 21.9% respectively)

Figure 24 illustrates the freight needs distribution across all studied corridor miles.

Figure 26 illustrates the resulting statewide freight needs; refer to **Appendix D** for the complete list of freight needs. The presence of a recently completed project, subsequently superseding the calculated performance, can result in a decreased level of need. Conversely, the presence of a hot spot can result in an increased level of need. Refer to Section 3.3 in the individual corridor reports to identify each corridor segment’s contributing factors toward needs identification.

Figure 24: Freight Needs Distribution

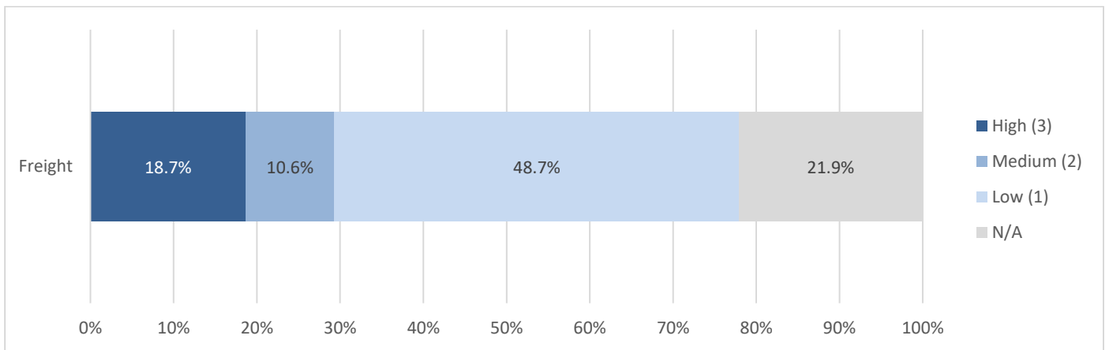
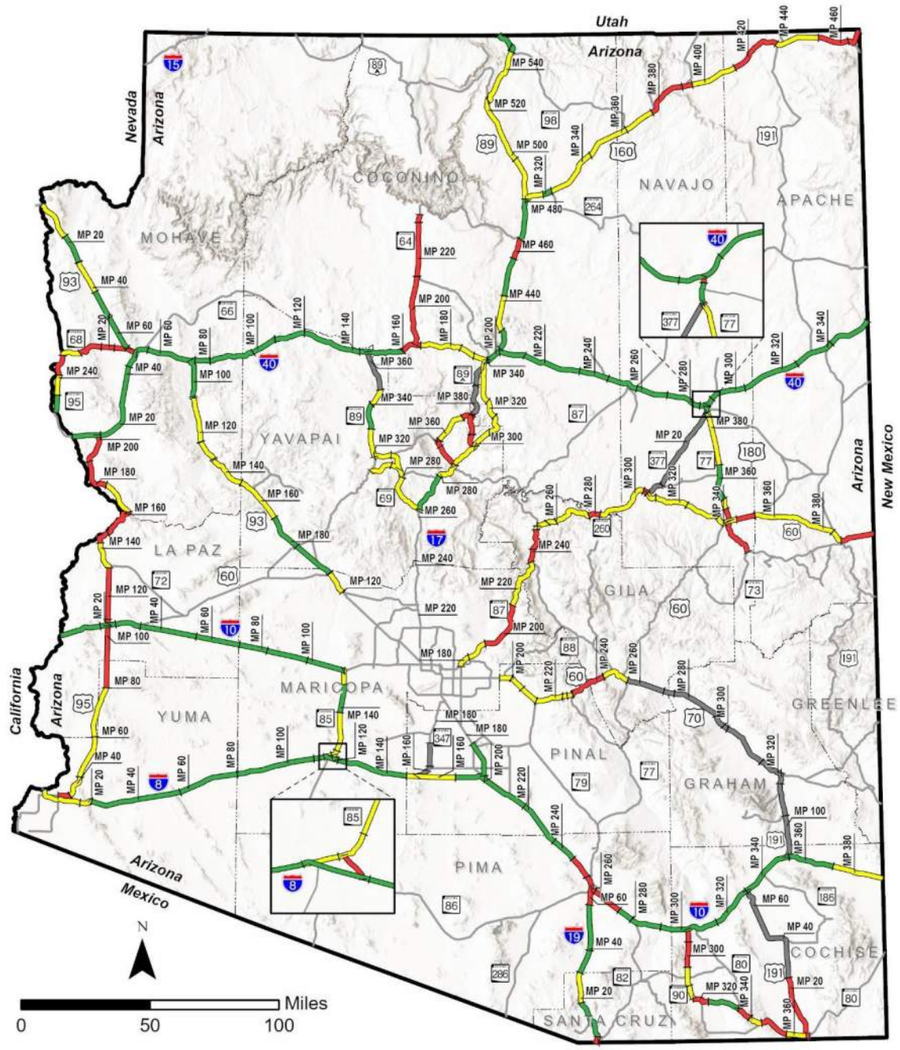


Table 12: Lowest Performing Freight Segments

Rank	Segment #	Route	Milepost Range	Length (miles)	Freight Index Score	Freight Need Score
1	90-1	SR 90	290-295	5	5.06	High
2	90-2	SR 90	295-304	9	4.85	High
3	160-12	US 160	463-470	7	3.88	High
4	179-1	SR 179	299-305	6	3.47	High
5	93-11	US 93	67-71	4	3.43	High
6	89A/260-5	SR 89A/SR 260	356-209	4	2.95	High
7	19-1	I-19	0-3	3	2.80	High
8	95-13	SR 95	190-202	12	2.44	High
9	64-1	SR 64	185-213	28	2.40	High
10	179-2	SR 179	305-314	9	2.36	High
11	95N-3	SR 95	241-250	9	2.31	High
12	191-1	US 191	0-24	24	2.26	High
13	160-11	US 160	451-463	12	2.23	High
14	89A-3	SR 89A	369-374	5	2.19	High
15	19-6	I-19	57-64	7	2.16	High
16	260-5	SR 260	341-357	16	2.05	High
17	90-5	SR 90	317-324	7	2.05	High
18	64-3	SR 64	234-237	3	2.04	High
19	95-1	SR 95	29-34	5	2.04	High
20	160-7	US 160	391-395	4	2.04	High

Figure 25: Statewide Freight Performance

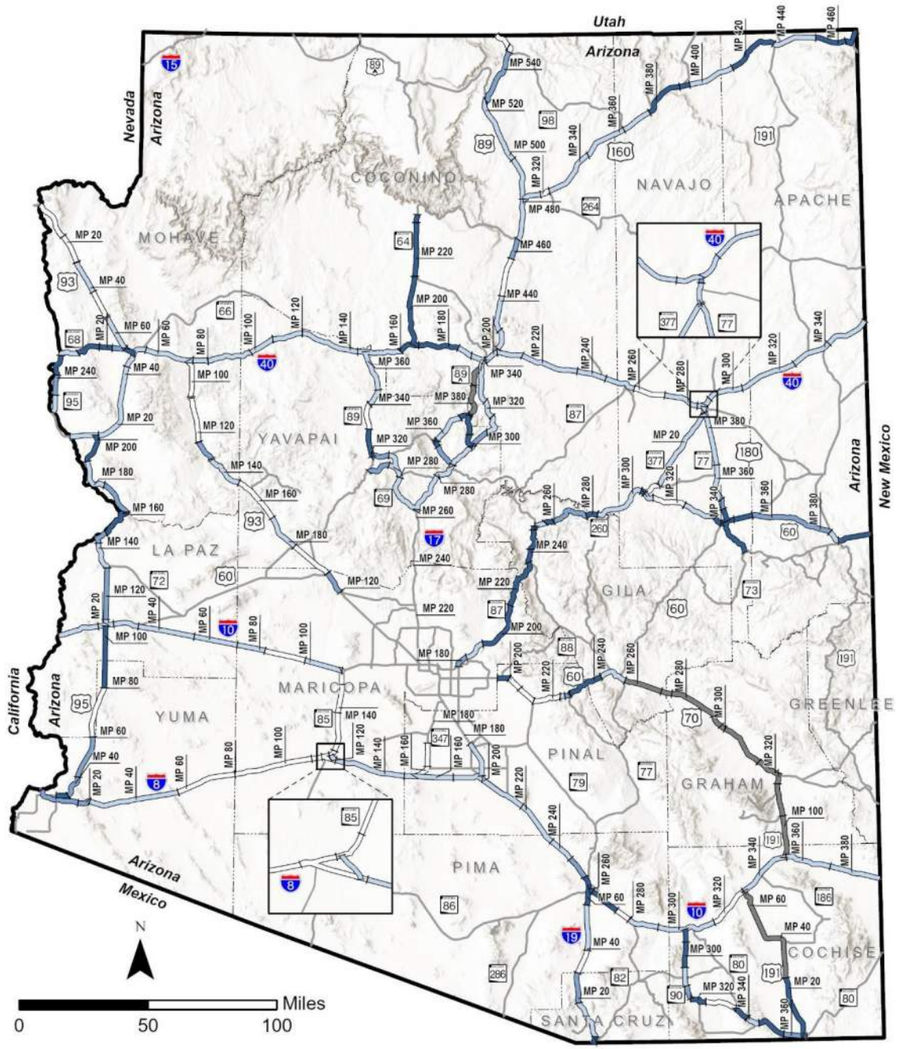


STATEWIDE FREIGHT PERFORMANCE

Freight Index

Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment

Figure 26: Statewide Freight Needs



Freight Needs

High | Low | Insufficient Data
Medium | None | Corridor Segment

A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

2.8 Statewide Performance Summary

Based on the results presented in the preceding sections, the following general observations were made related to the Statewide Performance:

- Generally, studied corridors have “Fair” pavement performance, with 854 individual directional miles classified as pavement hot spots
- Generally, studied corridors have “Fair” bridge performance, with 95 individual bridges classified as bridge hot spots
- Generally, studied corridors have “Good” mobility performance with very few isolated exceptions primarily within more urbanized corridor segments.
- Generally, studied corridors have “Average” safety performance with 165 individual directional miles classified as safety hot spots
- Generally, studied corridors have “Fair” freight performance with only 21 bridge vertical clearance hot spots

Figure 27 shows the percentage of all corridor miles/bridges that rates as “good/above average” performance, “fair/average” performance, or “poor/below average” performance for each primary measure in the 2022/2023 update. **Figure 28** shows the same metrics for the 2017/2018 results of the CPS performance review.

The Mobility Index was the highest performing measure with about 90% of all statewide corridor miles showing “good” performance. About 44% of all statewide corridor miles show “good” performance for the Pavement Index. 42% of all corridor miles show “good” performance for the Freight Index, while about 21% show “poor” performance. For the Safety Index, approximately 41% of corridor miles show “above average” performance, while the other 16%, 40%, and 3% are shown as “average”, “below average” performance or insufficient data, respectively. Approximately 29% of corridor bridges are performing in “good” condition, whereas over 70% of corridor bridges received a “fair” performance rating.

The poorest performance throughout the studied corridors generally occurs in the Safety performance area with the Pavement and Freight performance areas performing similarly and with Mobility performing the best.

Comparison to 2017/2018 Corridor Profile Study Statewide Summary

Based on the statewide summary graphs for 2018 and 2023 CPS rounds, the following general observations were made related to comparison of the Statewide Performance:

- Generally, Pavement performance has deteriorated with “Good” performance decreasing from 76% to 44% of corridor miles studied and “Poor” performance increasing from 3% to 21% of corridor miles studied
- Generally, Bridge performance has slightly improved with “Poor” and “Fair” performance percentage of corridor miles decreasing and “Good” performance increasing from 21% to 29% of corridor miles studied
- Generally, Mobility performance has remained about the same
- Generally, Safety performance has remained about the same
- Generally, Freight performance has moved towards “Fair” performance (23% to 34%) with areas of “Poor” performance decreasing from 26% to 19% of corridor miles studied and “Good” performance decreasing from 45% to 38% of corridor miles studied

Individual corridor performance comparisons are included in **Appendix C.**

Figure 27: 2022/2023 Performance Summary by Primary Measure

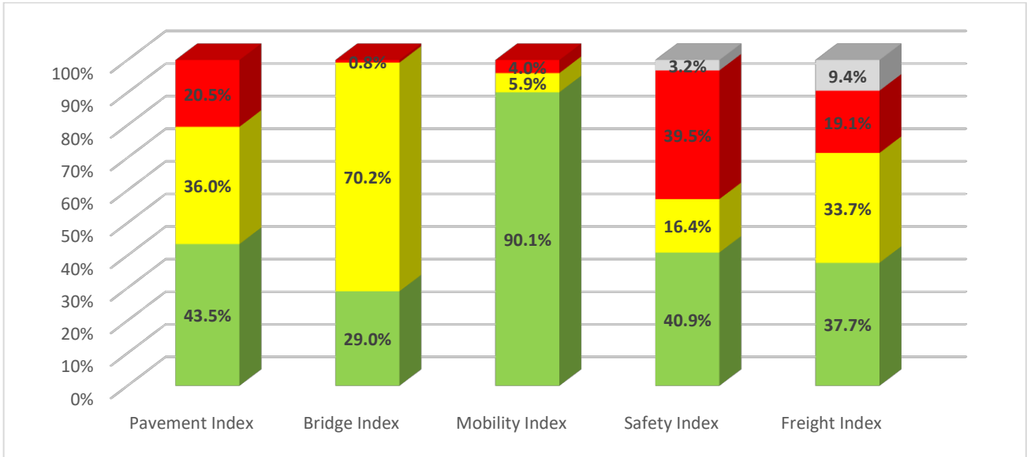
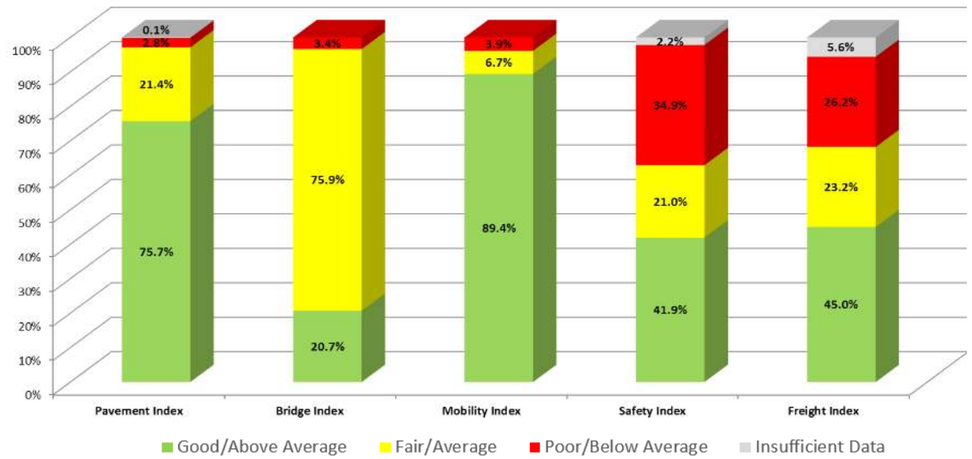


Figure 28: 2017/2018 Performance Summary by Primary Measure



2.9 Corridor Needs Summary

The needs of each performance area for each segment were combined to numerically estimate the average level of need for each segment of a given corridor. A weighting factor of 1.5 is applied to the need scores of the performance areas identified as emphasis areas for each specific corridor. Refer to Section 3.1 in the individually completed corridor reports to identify each corridor's emphasis areas.

There are 12 segments (142 miles) with an overall "High" average need, 122 segments (1,657 miles) with an overall "Medium" average need, 69 segments (828 miles) with an overall "Low" average need and 2 segments (18 miles) that were not assessed.

Table 13 shows the Top 20 overall highest average need segments across all studied corridors. All of them have a "High" or "Medium" safety need and many of them also have a "High" or "Medium" pavement need and/or freight need. The average need level of each studied corridor segment is shown in **Figure 29**.

Figure 29: Statewide Average Needs

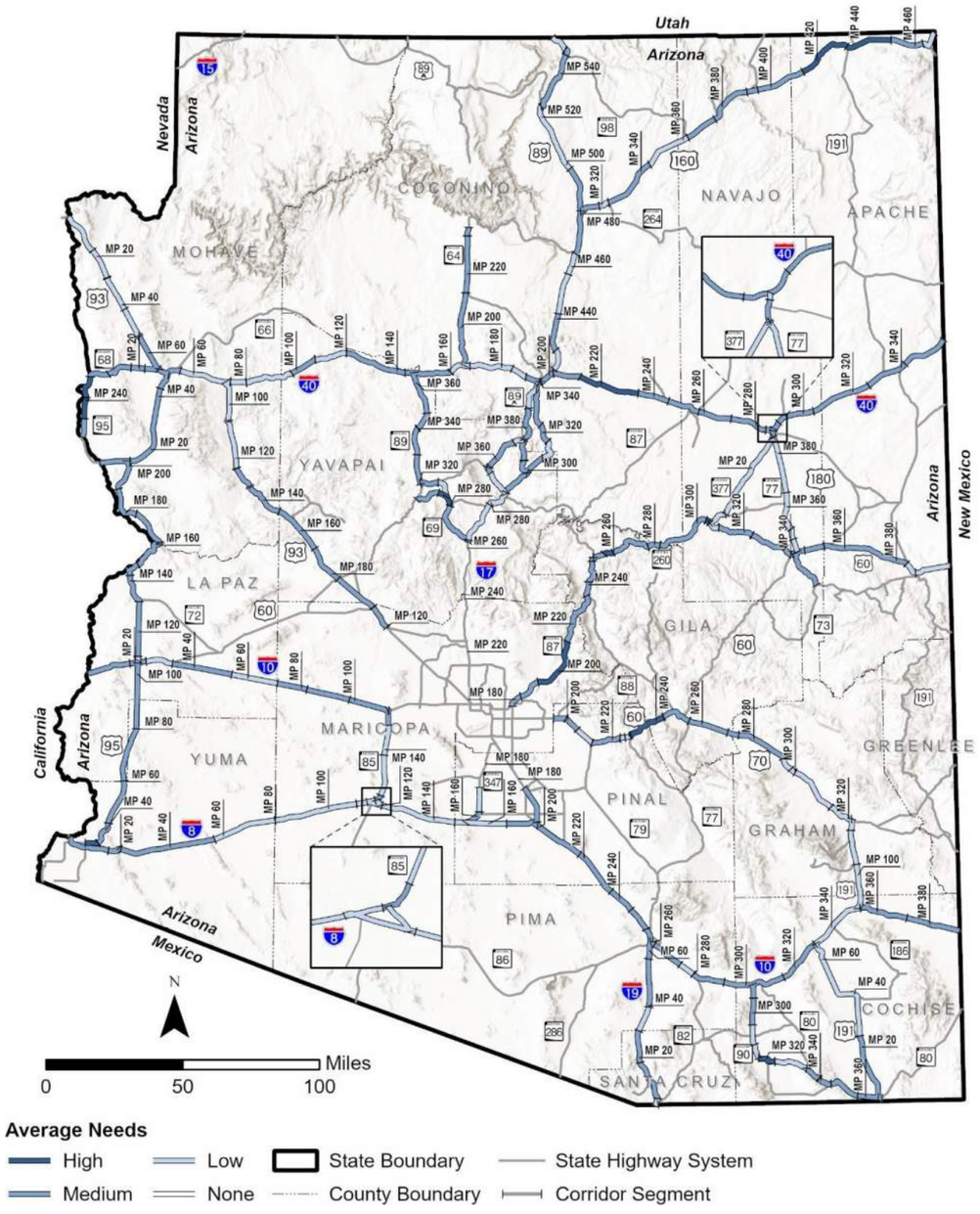


Table 13: Highest Needs Segments

Segment #	Route	Milepost Range	Length (miles)	Pavement Need	Bridge Need	Mobility Need	Safety Need	Freight Need	Average Need (0-3)
60-14	US 60	227-243	16	Low	Medium	High	High	High	2.54
95N-3	SR 95	241-250	9	None*	High	High	High	High	2.31
90-5	SR 90	317-324	7	High	None*	Low	High	High	2.23
40E-3	I-40	212-234	22	High	Medium	Low	High	Low	2.15
95N-2	SR 95	233-241	8	Medium	N/A	High	High	Medium	2.15
260-13	SR 260	304-306	2	High	None*	Low	High	High	2.08
160-9	US 160	413-434	21	High	None*	Low	High	High	2.08
160-10	US 160	434-451	17	High	Medium	Low	High	Low	2.08
87-3	SR 87	191-213	22	High	None*	Low	High	High	2.08
69-2	SR 69	280-287	7	Low	Medium	High	High	Low	2.08
260-9	SR 260	256-260	4	High	None*	Low	High	High	2.08
95-1	US 95	29 - 34	5	Medium	Medium	None*	High	High	2.00
80-8	SR 80	339-345	6	High	Low	Low	High	Low	1.92
87-6	SR 87	241-250	9	Medium	None*	Low	High	High	1.92
10E-7	I-10	246-255	9	Low	Low	High	Medium	Medium	1.92
40E-5	I-40	246-258	12	High	Low	Low	High	Low	1.92
17-12	I-17	323-340	17	High	Low	Low	High	Low	1.92
10E-9	I-10	262-274	12	Low	Low	Medium	Medium	High	1.92
87-7	SR 87	250-253	3	High	None*	Low	Medium	High	1.85
68-5	SR 68	7-17	10	High	None*	None*	High	High	1.85

3 STRATEGIC PRELIMINARY CANDIDATE SOLUTIONS

The principal objective of the CPS is to identify strategic preliminary candidate solutions (investments) that are performance-based to ensure that available funding resources are used to maximize the performance of the state's key transportation corridors. One of the first steps in the development of strategic preliminary candidate solutions is to identify areas of elevated levels of need (i.e., "Medium" or "High"). Addressing areas of "Medium" or "High" need will have the greatest effect on corridor performance and is the focus of developing strategic preliminary candidate solutions. Segments with "Medium" or "High" needs and specific hot spot locations are considered strategic investment areas for which strategic preliminary solutions should be developed. Segments with lower levels of need or without identified hot spots are not considered candidates for strategic investment and are expected to be addressed through other ADOT programming processes.

3.1 Screening Process

This section examines qualifying strategic needs and determines if the needs in those locations require action. In some cases, needs that are identified do not advance to preliminary candidate solutions development and are screened out from further consideration because they have been or will be addressed through other measures, including:

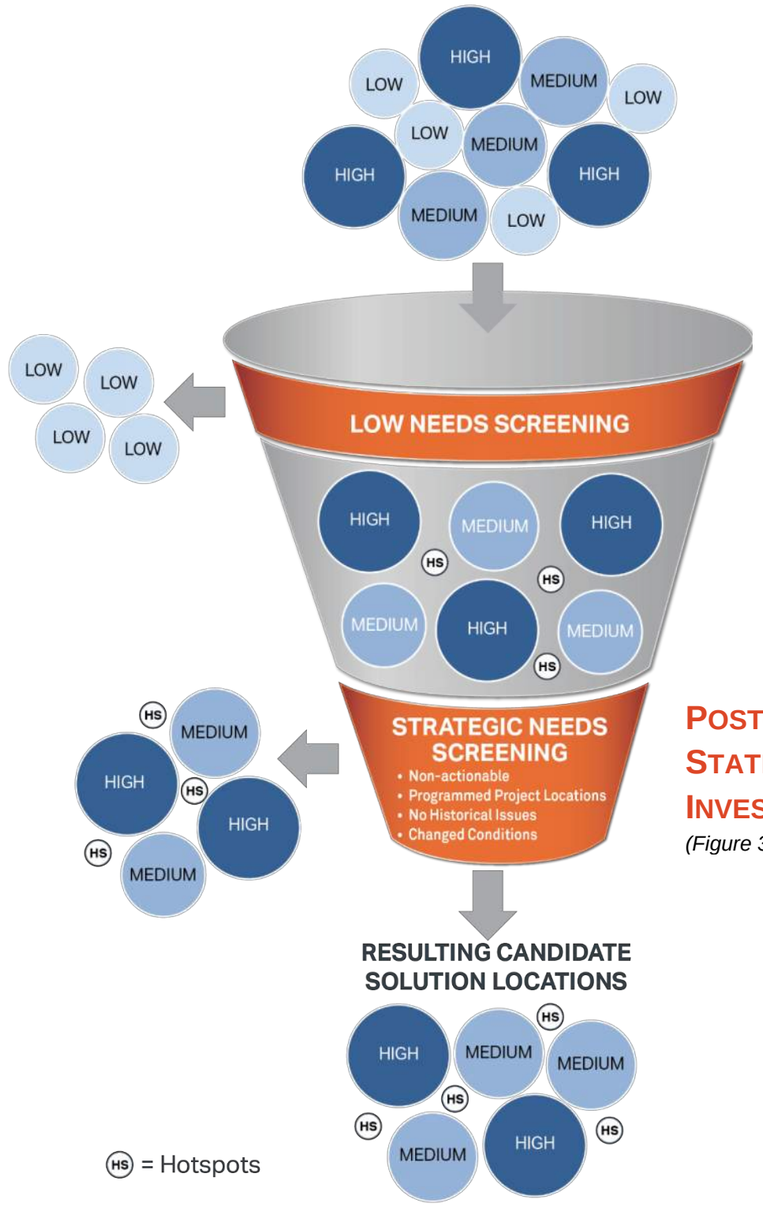
- A project is programmed to address this need
- The need is a result of a pavement or bridge hot spot that does not show historical investment or rating issues: these hot spots will likely be addressed through other ADOT programming means
- A bridge is not a hot spot but is located within a segment with a "Medium" or "High" level of need; this bridge will likely be addressed through current ADOT bridge maintenance and preservation programming processes
- The need is determined to be non-actionable (i.e., cannot be addressed through an ADOT project).
- The conditions/characteristics of the location have changed since the performance data was collected that was used to identify the need.

The strategic needs screening process is illustrated in **Figure 30**, showing the steps occurring between the identification of elevated needs locations and the determination of preliminary candidate solution locations.

The screening process reduces the top 20 overall highest average need segments into 44 total individual strategic investment locations. Refer to **Appendix E** for the complete summary of all corridors' strategic investment areas screening.

Figure 31 and **Figure 32** display the number of elevated needs locations before and after the screening process, respectively, that correspond to the identified statewide strategic investment areas.

Figure 30: Strategic Needs Screening Process



PRE-SCREENING STATEWIDE STRATEGIC INVESTMENT AREAS
(Figure 31)

POST-SCREENING STATEWIDE STRATEGIC INVESTMENT AREAS
(Figure 32)

3.2 Preliminary Candidate Solutions

For each elevated need within a strategic investment area that is not screened out, a preliminary candidate solution was developed to address the identified need. Each preliminary candidate solution was assigned to one of the following three P2P investment categories based on the scope of the solution:

- Preservation
- Modernization
- Expansion

Documented performance needs served as the foundation for developing preliminary candidate solutions for corridor preservation, modernization, and expansion. Preliminary candidate solutions were not intended to be a substitute or replacement for traditional ADOT project development processes in which various ADOT technical groups and districts develop candidate projects for consideration in the performance-based programming in the P2P process. Rather, these preliminary candidate solutions were intended to complement ADOT's traditional project development processes through a performance-based process to address needs in one or more of the five performance areas of Pavement, Bridge, Mobility, Safety and Freight. Preliminary candidate solutions developed for all corridor reports will be considered along with other candidate projects in the ADOT statewide programming process.

The 44 strategic locations identified from the highest needs segments resulted in 40 preliminary candidate solutions identified at these locations due to certain projects addressing multiple needs. Additionally, several projects provide multiple recommendation options. All candidate solutions were then advanced into the preliminary candidate solutions evaluation and prioritization process.

Figure 31: Pre-Screening Statewide Strategic Investment Areas

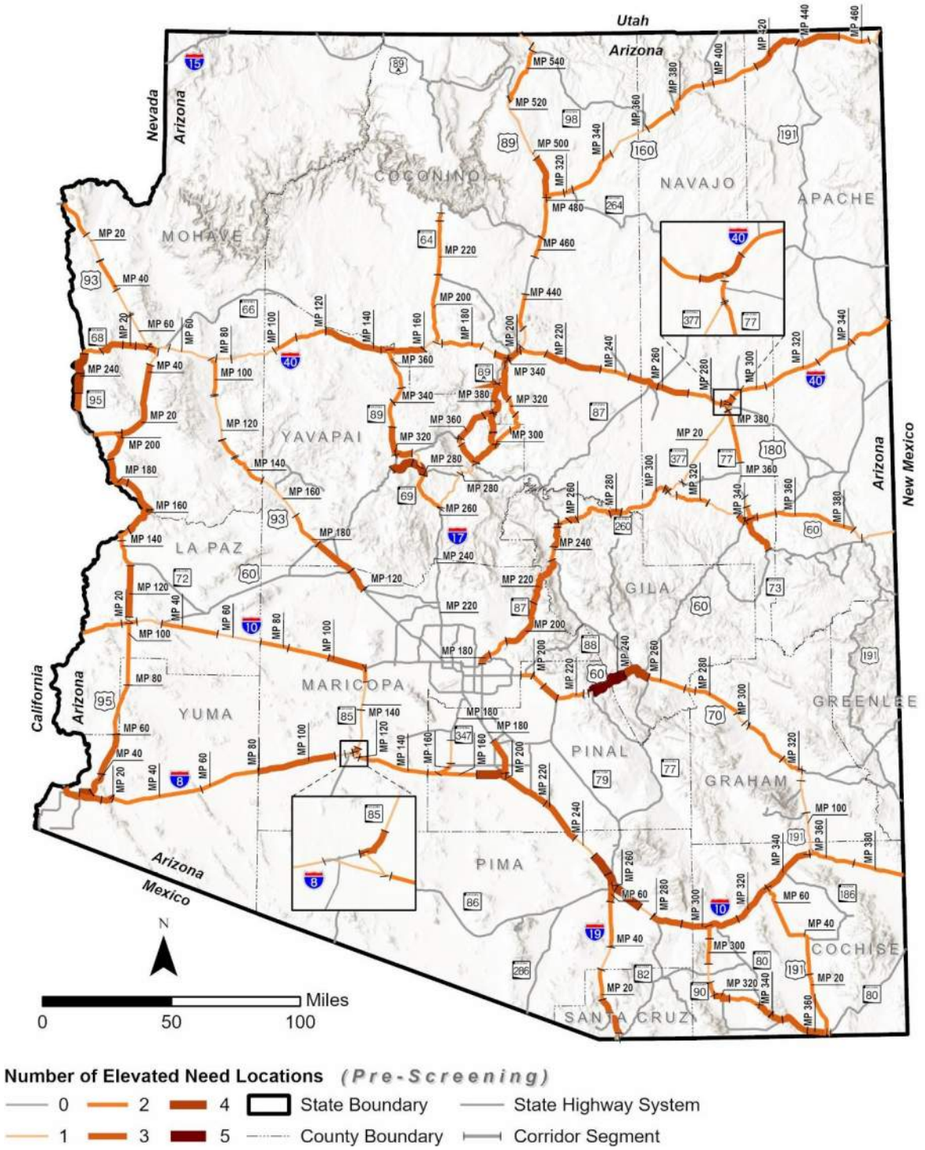
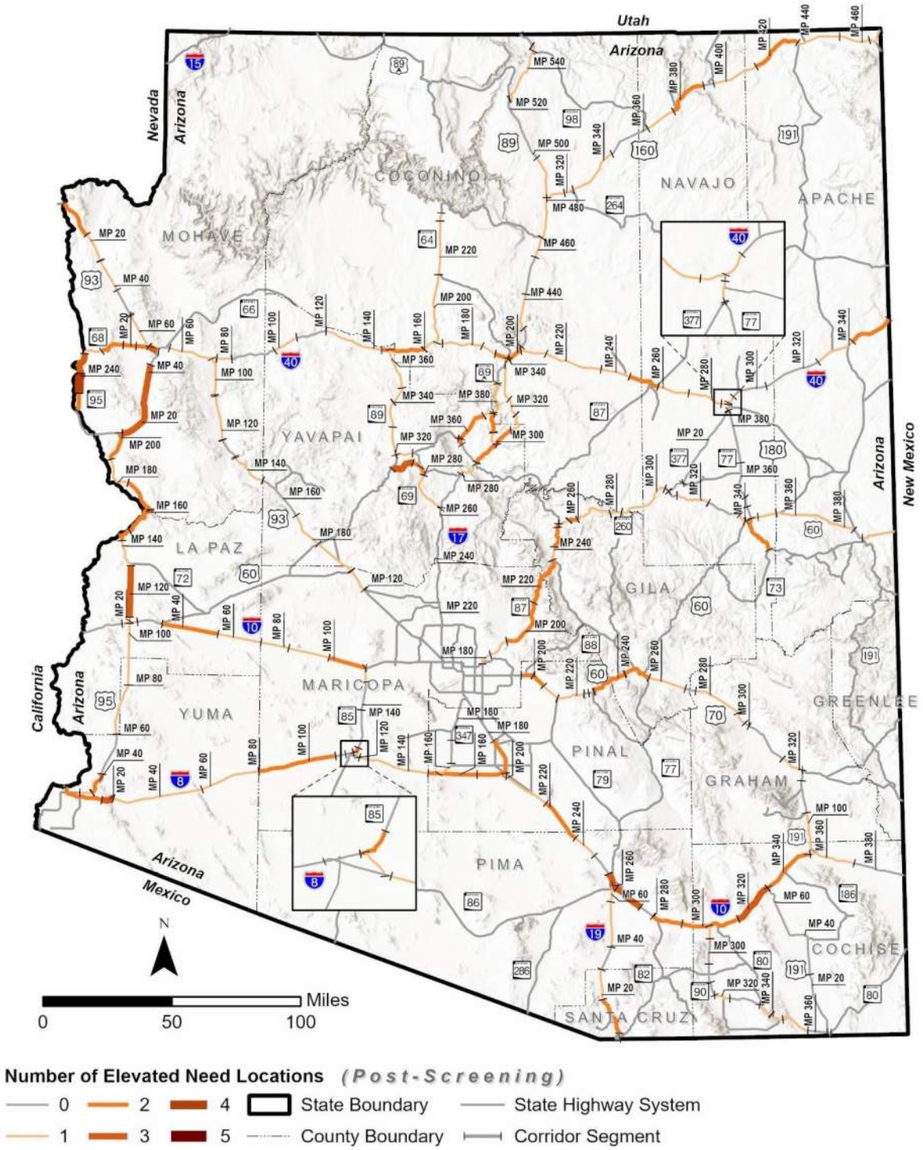


Figure 32: Post-Screening Statewide Strategic Investment Areas



4 SOLUTION EVALUATION AND PRIORITIZATION OVERVIEW

Preliminary candidate solutions were evaluated using the following steps: Life-Cycle Cost Analysis (LCCA) (where applicable), Performance Effectiveness Evaluation, Solution Risk Analysis and Candidate Solution Prioritization. The methodology and approach to this evaluation are shown in **Figure 33** and described more fully below. Refer to individual corridor reports to see the full solution evaluation and prioritization process for each corridor.

Life-Cycle Cost Analysis

All Pavement and Bridge preliminary candidate solutions have two options: rehabilitation/repair or reconstruction. These options were evaluated through an LCCA to determine the best approach for each location where a Pavement or Bridge preliminary candidate solution was recommended. The LCCA eliminated options from further consideration and identified which options would be carried forward for further evaluation.

All Mobility, Safety and Freight strategic investment areas that resulted in multiple independent preliminary candidate solutions were not subjected to a Life-Cycle Cost Analysis and were advanced directly to the Performance Effectiveness Evaluation.

Performance Effectiveness Evaluation

After completing the LCCA process, all remaining preliminary candidate solutions were evaluated based on their performance effectiveness. This process included determining a Performance Effectiveness Score (PES) based on how much each preliminary candidate solution impacted the existing performance and needs scores for each segment. This evaluation also included a Performance Area Risk Analysis to help differentiate between similar preliminary candidate solutions based on factors that were not directly addressed in the performance system.

Performance Effectiveness Score

For preliminary candidate solutions with multiple options to address Mobility, Safety or Freight needs, the PES was compared to help identify the best performing option. If one option clearly performed better than the other options (e.g., more than twice the PES value and a difference in magnitude of at least 20 points), the other options were eliminated from further consideration. If multiple options have similar PES values, or there are other factors not accounted for in the performance system that could significantly influence the ultimate selection of an option (e.g., potential environmental concerns, potential adverse economic impacts), those options were all advanced to the prioritization process.

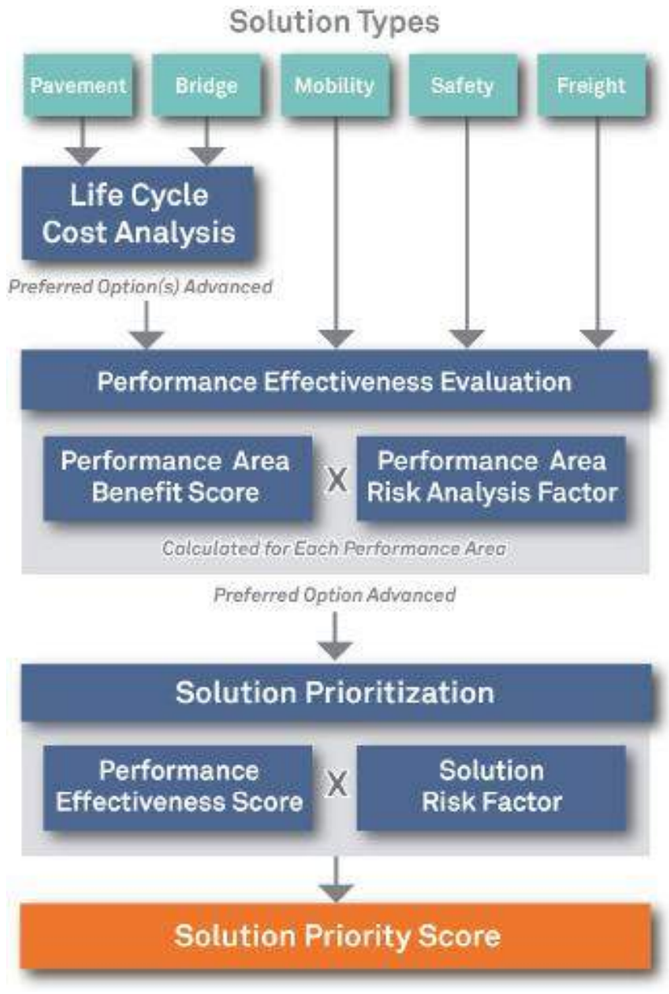
Solution Risk Analysis

All preliminary candidate solutions that advanced through the Performance Effectiveness Evaluation were also evaluated through a Solution Risk Analysis process. A solution risk probability and consequence analysis was conducted to develop a solution-level risk weighting factor. This risk analysis was a numeric scoring system to help address the risk of not implementing a solution based on the likelihood and severity of performance failure.

Preliminary Candidate Solution Prioritization

The PES, weighted risk factor and segment average need score were combined to create a prioritization score. The preliminary candidate solutions were ranked by prioritization score from highest to lowest. The highest prioritization score indicates the preliminary candidate solution that is recommended as the highest priority. Preliminary candidate solutions that address multiple performance areas tend to score higher in this process.

Figure 33: Preliminary Candidate Solution Evaluation Process



5 SUMMARY OF CORRIDOR RECOMMENDATIONS

5.1 Prioritized Recommended Candidate Solutions

Figure 34 shows the top 50 highest scoring prioritized recommended candidate solutions. **Table 15** lists all prioritized recommended candidate solutions developed across all studied corridors in ranked order of priority. A larger prioritization score indicates candidate solutions that are recommended as higher priority. Implementation of these candidate solutions is anticipated to improve the performance of the statewide network. The following observations were noted about the prioritized recommended candidate solutions:

- 255 projects were identified as prioritized recommended candidate solutions for the overall CPS program
- Approximately $5.4 billion ($5,382,597,407) of prioritized recommended candidate solutions were identified for the overall CPS program
- 18 of the 20 highest ranking prioritized recommended candidate solutions address a safety strategic investment area
- 23 of the prioritized recommended candidate solutions recommend bridge replacement due to either mainline vertical clearance limitations and/or bridge condition failures and/or deficiencies
- 12 prioritized recommended candidate solutions recommend replacing pavement

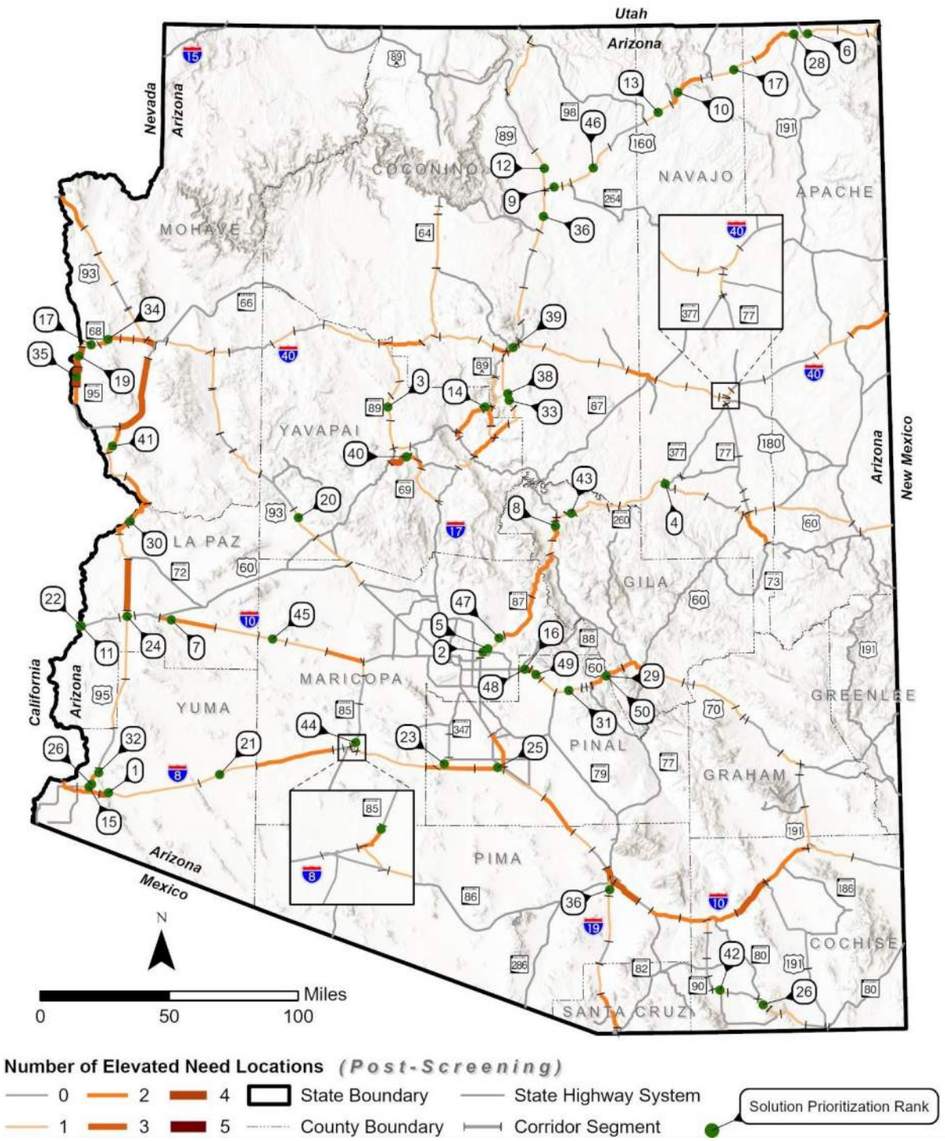
The prioritized recommended candidate solutions were developed over the course of about a year, with studies being done on Northern corridors in June 2022 and Southern corridors in April 2023.These prioritized recommended candidate solutions are based upon the corridor needs reflecting the most recently collected and available data at the respective date of completion. The prioritized recommended candidate solutions do not account for any subsequently designed and/or constructed projects within or proximal to the study limits indicated in this report.

255 **RECOMMENDED CANDIDATE SOLUTIONS**

5.2 Other Corridor Recommendations

As part of the investigation of strategic investment areas and prioritized recommended candidate solutions, other corridor recommendations were also identified. These recommendations include modifications to the existing Statewide Construction Program, areas for further study, or other corridor-specific recommendations that are not related to construction or policy. Refer to **Appendix F** for the complete list of other corridor recommendations.

Figure 34: Statewide Prioritized Recommended Solutions



5.3 Comparison to 2017/2018 Corridor Profile Studies

Table 14 summarizes the comparison of overall need, total number of prioritized recommended candidate solutions, and candidate solution total cost for each corridor assessed by the CPS process in the 2022/2023 update and the previous rounds completed in 2017/2018. 15 of the 21 corridors (71%) have an increased average need (shown in red font) from 2017/2018 and the total number of prioritized recommended candidate solutions increased from 233 to 256 in 2024. The total cost for the recommended solutions has increased by $1.1 billion when 2017/2018 costs are adjusted to 2022/2023 dollars. **Table 15** summarizes the statewide prioritized recommended candidate solutions.

Table 14: 2017/2018 to 2022/2023 Comparison of Need, Prioritized Recommended Candidate Solutions, and Total Cost

Corridor	Overall Need for Studied Segments		Total # of Prioritized Recommended Candidate Solutions for Studied Segments		Candidate Solution Total Cost ($ millions in 2022/2023 $)	
	2017/2018	**2022/2023**	*2017/2018*	**2022/2023**	*2017/2018*	**2022/2023**
I-10 East: SR 202L to New Mexico State Line	1.21	**1.28**	36	**33**	574.03	**557.10**
I-10 West/SR 85: California State Line to I-8	1.08	**0.93**	13	**24**	296.39	**314.03**
I-17: SR 101L to I-40	1.26	**1.16**	18	**12**	339.74	**316.28**
I-19: Nogales to I-10	1.16	**1.20**	11	**11**	316.35	**271.66**
I-40 East: I-17 to New Mexico State Line	1.07	**1.57**	17	**16**	261.70	**1,045.85**
I-40 West: California State Line to I-17	1.30	**1.03**	20	**8**	722.20	**99.01**
I-8: California State Line to I-10	0.69	**0.84**	7	**23**	20.64	**91.44**
SR 179/SR 89A/SR 260: I-17 to I-17	1.48	**1.23**	4	**5**	50.49	**45.13**
SR 260/US 60 Heber-Overgaard to New Mexico State Line	1.25	**1.28**	7	**6**	457.78	**411.85**
SR 347/SR 84: I-8 to I-10	1.18	**1.03**	7	**1**	255.26	**3.20**
SR 64: I-40 to Grand Canyon National Park	1.03	**1.61**	2	**3**	73.60	**230.02**
SR 68/SR 95: US 93 to California State Line	1.63	**1.81**	7	**7**	135.55	**68.41**
SR 69/SR 89A/SR 89: I-17 to I-40	1.14	**1.36**	13	**12**	161.63	**118.08**
SR 77: US 60 to SR 377	0.66	**0.67**	1	**3**	17.57	**211.58**
SR 87/SR 260/SR 377: SR 202L to I-40	1.42	**1.55**	15	**17**	434.50	**267.23**
SR 90/SR 80: I-10 to US 191	0.95	**1.21**	6	**5**	51.16	**30.55**
SR 95/US 95: I-8 to I-40	1.12	**1.36**	12	**20**	395.15	**310.03**
US 160: US 89 to New Mexico State Line	1.02	**1.46**	9	**16**	125.63	**198.34**
US 60/US 70/US 191: Apache Junction to Douglas	1.10	**1.02**	13	**15**	250.58	**405.10**
US 89: Flagstaff to Utah State Line	0.75	**0.97**	6	**8**	65.69	**162.36**
US 93/US 60: Nevada State Line to SR 303L	0.99	**1.10**	9	**11**	170.61	**1,074.54**
Total	*1.09*	***1.20***	*233*	***256***	*5,716.22*	***6,231.80***

5.4 Policy and Initiative Recommendations

In addition to location-specific needs, general corridor and system-wide needs were also identified through the CPS process. While these needs are more overarching and cannot be individually evaluated through this process, it is important to document them. A list of recommended policies and initiatives were developed for consideration when programming future projects. Where conditions are applicable, the recommended policies and initiatives could be applied across the entire state highway system. The following list, in no order of priority, was derived from the Northern and Southern CPS.

- Install Intelligent Transportation System (ITS) conduit with all new infrastructure projects
- Prepare strategic plans for Closed Circuit Television (CCTV) camera and Road Weather Information System (RWIS) locations statewide
- Leverage power and communication at existing weigh-in-motion (WIM), dynamic message signs (DMS) and call box locations to expand ITS applications across the state
- Consider solar power for lighting and ITS where applicable
- Investigate ice formation prediction technology where applicable
- Conduct Highway Safety Manual (HSM) evaluation for all future programmed projects
- Develop infrastructure maintenance and preservation plans (including schedule and funding) for all pavement and bridge infrastructure replacement or expansion projects
- Develop standardized bridge maintenance procedures so districts can perform routine maintenance work
- Review historical ratings and level of previous investment during scoping of pavement and bridge projects. In pavement locations that warrant further investigation, conduct subsurface investigations during project scoping to determine if full replacement is warranted
- For pavement rehabilitation projects, enhance the amount/level of geotechnical investigations to address issues specific to the varying conditions along the project
- Expand programmed and future pavement projects as necessary to include shoulders
- Expand median cable barrier guidelines to account for safety performance
- Install CCTV cameras with all DMS
- In locations with limited communications, use CCTV cameras to provide still images rather than streaming video
- Develop statewide program for pavement replacement
- Install additional continuous permanent count stations along strategic corridors to enhance traffic count data
- When reconstruction or rehabilitation activities will affect existing bridge vertical clearance, the dimension of the new bridge vertical clearance should be a minimum of 16.25 feet where feasible
- All new or reconstructed roadway/shoulder edges adjacent to an unpaved surface should be constructed with a Safety Edge
- Collision data on tribal lands may be incomplete or inconsistent; additional coordination for data on tribal lands is required to ensure adequate reflection of safety issues
- Expand data collection devices statewide to measure freight delay
- Evaluate and accommodate potential changes in freight and goods movement trends that may result from improvements and expansions to the state roadway network
- At traffic interchanges with existing communication connectivity to the ADOT TOC, consideration should be given to adding thermal detection cameras for vehicle detection with the capability for wrong way vehicle detection
- Improved vehicle detection systems, as recommended by ADOT Systems Technology group, should be deployed at traffic interchanges for improved traffic control

5.5 US 93 Mobility Performance Reassessment

Soon after the US 93/US 60 CPS update effort was completed in 2022, preliminary development plans were submitted to Mohave County for a large master-planned community, known as Entrata, along US 93 between Kingman and Las Vegas (mileposts 26-42). This proposed development and corresponding land use were not accounted for in the assessment of Mobility performance related to future growth along the US 93 corridor. A reassessment of Mobility performance was undertaken to reflect the anticipated impacts of the proposed development on the segment-level Mobility performance, needs, and solutions for the US 93 corridor.

With the inclusion of the Entrata development, for Segments 93-14 and 93-15, the Mobility Index and Future V/C performance change from “good” to “poor” performance and the Mobility level of need changes from Low to High. The estimated new trip generation by the full build-out of the development is anticipated to result in the need for significant roadway capacity improvements in the White Hills and Dolan Springs areas. The number and location of needed traffic lanes and traffic interchanges on US 93, and when they are needed, should be analyzed in greater detail as development plans move forward. Traffic needs are subject to change depending on the pace, intensity, and location of new development. Capacity improvements, both along US 93 (which is planned to become I-11) and off-system, will likely be needed gradually based on the percentage of completion of the Entrata development. As development moves forward, any proposed improvements such as traffic interchanges should consider *A Uniform Protocol for Private Entities,* ADOT’s guidance to developers on private infrastructure development. Future rounds of the US 93/US 60 CPS should account for the traffic anticipated to be generated by the planned Entrata development. An updated access management study on US 93 should also be conducted.

5.6 Conclusions

The candidate solutions recommended in this study are not intended to be a substitute or replacement for traditional ADOT project development processes. Rather, these candidate solutions are intended to complement ADOT's traditional project development processes through a performance-based process to address needs in one or more of the five performance areas of Pavement, Bridge, Mobility, Safety and Freight. Candidate solutions developed in the CPS Program will be considered along with other candidate projects in the ADOT statewide programming process.

It is important to note that the candidate solutions are intended to represent potential strategic solutions to address existing performance needs related to the Pavement, Bridge, Mobility, Safety and Freight performance areas. Therefore, the potential strategic solutions are not intended to preclude recommendations related to the ultimate vision for the strategic statewide corridor network that may have been defined in the context of prior planning studies and/or design concept reports. Recommendations from such studies are still relevant to addressing the ultimate corridor network objectives.

Table 15: Statewide Prioritized Recommended Candidate Solutions

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
1	I-8	8.5		Telegraph Pass Safety Improvements (MP 19.5 - MP 21)	-Install an Eastbound speed feedback sign at MP 19.5 -Install chevrons, delineators, and raised reflective pavement markers along curve at MP 20.5-21	$0.14	M	4,905
2	SR 87	87.1		Salt River Area Safety Improvements (MP 177 - MP 182)	-Install high visibility warning signs and chevrons for curve MP 178 and lighting on Salt River bridge approaches -Install recessed high visibility striping along the outside edge line	$4.67	M	2,354
3	SR 89	89.8		Del Rio Safety Improvements (MP 332 - MP 339)	-Install centerline rumble strip (MP 332 – MP 339.1) -Construct northbound left turn lane at Little Ranch Rd (MP 335.7-335.9)	$0.27	M	2,108
4	SR 260	260.16		Heber Area Safety Improvements (MP 304 - MP 306)	-Install recessed high visibility striping -Install speed feedback signs SB MP 304 and NB MP 305.5	$0.30	M	1,320
5	SR 87	87.2		Gilbert Road Safety Improvements (MP 182 - MP 182)	-Install crosswalks on north, west, and east legs of intersection -Install advance signal warning sign with flashing beacon	$0.10	M	1,210
6	US 160	160.14		East Mexican Water Safety Improvements (MP 434 - MP 444)	-Install high visibility striping and delineators and rumble strips in both directions -Install curve warning signs and speed feedback signs in both directions (MP 434 and MP 436) -Install chevrons on curves (MP 434.5 to MP 435.5)	$1.95	M	1,132
7	I-10 West	10W.9		Vicksburg Area Safety Improvements (MP 32 - MP 41)	-Install reflective raised pavement markers on both edges of traveled way. -Install speed feedback signs at MP 41 -Widen eastbound outside shoulder between MP 39.1 – MP 39.4 in areas adjacent to guardrail to provide space for disabled vehicles	$0.47	M	928
8	SR 87	87.9		Mazatzal Area Safety Improvements (MP 246 - MP 251)	-Widen shoulders southbound at Mazatzal Hotel & Casino intersection (MP 251) with rumble strips -Install recessed high visibility striping	$2.28	M	888

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
9	US 160	160.01		Moenave Safety Improvements (MP 312 - MP 319)	-Install high visibility striping and delineators, reflective pavement markers, and rumble strips in both directions -Install chevrons on curve (MP 312.5 to 314)	$1.26	M	877
10	US 160	160.08		Tsegi Canyon Safety Improvement (MP 374 - MP 385)	-Install high visibility striping and delineators and rumble strips in both directions	$1.71	M	774
11	I-10 West	10W.7		Ferra Gulch Area Safety Improvements (MP 9 - MP 12)	-Install chevrons along the curve, delineators, and raised reflective pavement markers -Install a westbound speed feedback sign at MP 11	$0.27	M	602
12	US 89	89U.05		Willow Springs Safety Improvement (MP 488 - MP 492)	-Install high visibility striping and delineators, reflective pavement markers, and rumble strips in both directions	$0.67	M	578
13	US 160	160.07		Shonto Safety Improvement (MP 362 - MP 374)	-Install high visibility striping and delineators and rumble strips in both directions	$1.86	M	485
14	SR 89A	89A.2		West Sedona Area Freight Improvements (MP 369 - MP 374)	-Implement signal communication, coordination, and adaptive traffic control from Upper Red Rock Loop Rd (MP 369.6) to Airport Rd (MP 373.1), a total of 8 signals -Extend Forest Rd/Ranger Rd to 89A to construct roundabout to alleviate congestion for 89A traffic Restripe 89A north of Y roundabout for planned NB lane addition	$8.01	M	431
15	US 95	95.2		Fortuna Wash Area Safety Improvements (MP 33.7 - MP 34)	-Install curve warning signs, chevrons, and raised reflective pavement markers along the curve -Install advance signal warning sign, installation of beacons on the advance warning sign, and use of retroreflective backplates at MP 34 ahead of Fortuna Road	$0.45	M	407
16	US 60	60.14		Apache Junction Area Safety Improvements (MP 194.3 - MP 199)	-Install inside and edge line rumble strips through entire segment -Consider installing speed feedback sign MP 195	$0.30	M	362

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
17	SR 68	68.6		Sunridge Area Safety Improvements (MP 0 - MP 7)	-Improve delineation in both directions (striping, delineators, and RPMs), MP 0.0 – MP 1.3 -Install curve warning signs and chevrons (both directions), MP 0.6 – MP 0.9, MP 4.1 – MP 4.6, and MP 6.5 – MP 6.9 -Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders), MP 1.3 – MP 7.0 -Construct traffic signal at Landon Drive (MP 2.5)	$3.70	M	356
17	US 160	160.10		East Kayenta Safety Improvement (MP 395 - MP 413)	-Install high visibility striping and delineators and rumble strips in both directions	$2.79	M	356
19	SR 95	95N.5		Bullhead City Area Safety, Mobility, and Freight Improvements (MP 241 - MP 250)	-Construct raised median from north of Bullhead Parkway South (MP 240.7) to 7th Street (MP 248.5) -Implement signal coordination from Mohave Community College (MP 241.1) to Bullhead Parkway North (MP 249.8), a total of 18 signals -Improve signal visibility at Mohave Drive (MP 242.8) and Ramar Road (MP 244.9) -Construct SB right-turn lane at Marina Blvd (MP 243.9) -Implement protected left-turn phasing by time of day with Flashing Yellow Arrow at Hancock Road (MP 244.3) -Install sidewalk on the west side of SR 95, MP 241.0 – MP 241.7 and MP 242.2 – MP 242.8	$15.29	M	333
20	US 93	93.4	B	Joshua Tree Safety Improvements (MP 162 - MP 183)	-Widen shoulder -Install center and shoulder rumble strips (MP 166 – MP 181) -Install safety edge -Evaluate passing lane from MP173 to 172	$23.39	M	316
21	I-8	8.9		East of Mohawk Area Safety Improvements (MP 63 - MP 67)	-Install EB chevrons	$0.03	M	312
22	I-10 West	10W.6		Inspection Station Safety Improvements (MP 0 - MP 1)	-Install flashing beacons and regulatory/warning signs approaching the CA border inspection station at WB MP 1 -Install transverse rumble strips at WB MP 0.5 -Install westbound speed feedback sign at WB MP 0.5	$0.13	M	302

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
23	SR 347/ SR 84	347/84.1		West Stanfield Area Safety Improvements (MP 155 - MP 162)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders)	$3.20	M	271
24	I-10 West	10W.8		Quartzsite Area Safety Improvements (MP 18.5 - MP 19.5)	-Install an eastbound speed feedback sign at MP 18.5 -Install pedestrian fencing or other barriers along each side of the highway from Central Avenue to Riggles Avenue, to prevent pedestrians from crossing the highway	$0.79	M	270
25	I-8	8.21		Arizola Area Safety Improvements (MP 175 - MP 176)	-Install curve warning signs with advisory speed plaque -Install raised pavement markers at both edges the roadway (both directions of travel) -Install chevron signs along curve in eastbound and westbound directions	$0.16	M	268
26	SR 80	80.3		Banning Creek Area Safety Improvements (MP 333 - MP 339)	-Construct edge line rumble strips or shoulder rumble strips between MP 333-339 EB -Construct centerline rumble strips between MP 333-339 -Widen Shoulder MP 333-339 WB	$7.27	M	254
26	US 95	95.3		Rifle Range Safety Improvements (MP 35 - MP 35.5)	-Install intersection warning signs with beacons at MP 35.25	$0.09	M	254
28	US 160	160.13		West Mexican Water Safety Improvements (MP 432 - MP 434)	-Install curve warning signs and speed feedback signs in both directions (MP 432 and MP 434) -Install chevrons on curves (MP 432.5 to MP 433.5)	$0.40	M	244
29	US 60	60.8		Superior East Area Safety Improvements (MP 227 - MP 243)	-Consider installing speed feedback signs at MP 229.9, MP 236, MP 241 Install centerline rumble strips at MP 229-231 -Install high visibility striping and delineators MP 228-228.3 and MP 241-242 -Install edge line rumble strips EB MP 228.17-228.3, MP 229.2-229.26, and MP 247-247.26	$17.00	M	227
30	SR 95	95.20		Cienega Springs Safety Improvements (MP 149.5 - MP 150.5)	-Install a speed feedback sign in each direction in advance of the curve -Install reflective chevrons and raised reflective pavement markers at the curve	$0.28	M	219
31	US 60	60.10		Superior Area Safety Improvements (MP 212 - MP 223)	-Install lighting at N Queen Valley Road and US 60 intersection Consider installing speed feedback sign MP 212.5 -Install chevrons or curve warning sign at MP 219.33	$0.45	M	191

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
32	SR 95	95.4		Adair Park Safety & Freight Improvements (MP 39 - MP 43)	-Widen shoulders -Install centerline rumble strips between -Install intersection warning signs and advisory speeds at MP 39.25	$6.70	M	187
33	I-17	17.09		Woods Canyon Southbound Safety Improvements (MP 316 - MP 323)	-Improve skid resistance (reconstruct pavement, increase super-elevation, or mill and replace) -Install high visibility striping and delineators, raised pavement markers, and rumble strips -Install chevrons -Install dynamic speed feedback system (near MP 317 & 322) -Install roadway weather information system (RWIS) near Rocky Park TI or Woods Canyon	$22.00	M	185
34	SR 68	68.7		Black Mountains Area Safety and Freight Improvements (MP 7 - MP 16.8)	-Install raised concrete barrier in median, MP 8.6 – MP 11.1 -Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders), MP 7.0 – MP 17.0 -Install speed feedback signs, EB MP 8.6 and WB MP 11.1 -Install curve warning signs with flashing beacons and chevrons (both directions), MPs 8.6 – MP 9.1 and 10.6 – MP 11.1	$11.00	M	180

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
35	SR 95	95N.4		Fort Mohave Area Safety, Mobility, and Freight Improvements (MP 234 - MP 240)	-Implement signal coordination from Boundary Cone Road (MP 234.4) to Bullhead Parkway South (MP 240.7), a total of 9 signals -Improve signal visibility at Boundary Cone Road (MP 234.4) and El Rodeo Drive (MP 237.4) intersections -Implement protected left-turn phasing by time of day with Flashing Yellow Arrow at Aztec Road (MP 237.8) -Install rumble strips and cross hatching to painted median south of Lipan Boulevard (MP 235.0) -Construct raised median, sidewalks, curb, and gutter, where not existing, from south of Lipan Boulevard (MP 235.0) to El Rodeo Drive (MP 237.4) -Construct raised median, sidewalks, curb, and gutter, where not existing, from south of Aztec Road (MP 237.7) to Valencia Road (MP 238.9) -Provide continuous lighting on both sides of the roadway from Lipan Boulevard (MP 235.4) through El Rodeo Drive (MP 237.4) and Valencia Road (MP 238.9) to Sterling Road (MP 239.5) -Construct continuous green T intersection at Chaparral Road (MP 236.2), convert east side commercial driveway to right-in, right-out only	$21.60	M	166
36	I-19	19.10		Tucson Area Parallel Ramps (MP 57 - MP 62)	-Modify entry/exit ramps to parallel configuration -Implement ramp metering when warranted at Irvington Rd SB, Valencia Rd NB/SB, and San Xavier Rd NB	$15.34	M	149
36	US 89	89U.04	B	North Cameron Safety Improvements (MP 467 - MP 475)	-Install high visibility striping and delineators, reflective pavement markers, and rumble strips in both directions -Construct southbound passing lane from MP 467.5 – 468.5 -Widen shoulder in both directions (MP 469.5 - 471, MP 471.5 - 472.5, MP 474.5 - 475.5) (includes pavement, minor earthwork, striping edge lines, RPMs, high visibility delineators, safety edge, and rumble strips)	$11.70	M	149

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
38	I-17	17.11		Kachina Village Area Northbound Safety Improvements (MP 326 - MP 340)	-Improve skid resistance (reconstruct pavement, increase super-elevation, or mill and replace) -Install chevrons -Install dynamic speed feedback system (near MP 329, MP 333, & MP 337) -Widen left shoulder to 4-feet and include high visibility striping and delineators, raised pavement markers, and rumble strips NB & SB: -Install drop-in wildlife overpass at MP 327.4 and install wildlife fencing with 34 escape ramps and 4 cattle guards from MP 322 to 328.8 -Install drop-in wildlife overpass at MP 333.3 and install wildlife fencing with 36 escape ramps and 6 cattle guards from MP 331.1 to 337.4	$82.95	M	148
39	I-40 East	40E.04		Flagstaff Lighting (MP 196 - MP 202)	-Install lighting	$8.06	M	140
40	SR 69	69.4		Prescott Valley Area Widening (MP 287 - MP 290)	-Convert roadway to 6 lane divided urban facility with raised median and curb and gutter (MP 287– MP 289.75)	$25.90	E	134
41	SR 95	95.24		Crab Crawl Rock Area Safety Improvements (MP 190 - MP 197)	-Install centerline rumble strips -Install raised reflective pavement markers on the outside edge of the roadway -Install SB Passing Lane between MP 195 – MP 196 -Install NB Passing Lane between MP 196 – MP 197	$13.10	M	127
42	SR 90	90.2		Sierra Vista Safety and Freight Improvements (MP 317 - MP 324)	-Install speed feedback and signal ahead signs, MP 318 EB and MP 320 WB -Construct raised median, MP 317-323.7	$10.60	M	125
43	SR 260	260.12		Lion Springs Area Mobility and Freight Improvements (MP 256 - MP 260)	-Reconstruct to 4-lane divided highway (using the existing 2-lane road for one direction)	$50.00	M	123
44	SR 85	85.21		North Gila Bend Area Safety Improvements (MP 122 - MP 123.1)	-Install raised pavement markers in both directions from MP 122.75 – MP 123 -Restripe centerline rumble strip from MP 122 - MP 123	$0.52	M	118
45	I-10 West	10W.13		Big Horn Area Safety Improvements (MP 74 - MP 79)	-Widen shoulders, and clear vegetation near the roadway -Install speed feedback signs at eastbound MP 76 and westbound MP 75 -Install guardrail near the drainage underpass at 74.75 in both directions	$3.19	M	114

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
46	US 160	160.04		Tonalea Safety Improvements (MP 330 - MP 337)	-Widen shoulder in both directions (includes pavement, minor earthwork, striping edge lines, RPMs, high visibility delineators, safety edge, and rumble strips) -Install curve warning signs in both directions -Install chevrons on curve (MP 336 to MP 336.5)	$7.75	M	107
47	SR 87	87.3		Shea Boulevard Safety Improvements (MP 188 - MP 189)	-Install lighting 1000’ in advance of intersection	$0.90	M	106
48	US 60	60.13		Apache Junction Area Mobility Improvements (MP 194.3 - MP 199)	-Add through lane in NB/WB direction	$24.67	E	102
49	US 60	60.12		Gold Canyon Area Mobility and Safety Improvements (MP 199 - MP 205)	-Add SB/EB through lane MP 199.12 to 206 -Widen shoulders MP 199.12 to 205 -Consider installing speed feedback sign at MP 201 -Install lighting MP 201-202	$44.00	E	101
50	US 60	60.9	B	Superior East Area Freight Improvements (MP 227 - MP 243)	-Reprofile mainline to increase vertical clearance	$1.90	M	100
51	I-10 East	10E.15	C	East Tucson Mobility, Safety, and Freight Improvements (MP 265 - MP 274)	-Implement ramp metering on all on-ramps where warranted at the ten TIs within project limits -Widen left shoulder in both directions -Consider installing speed feedback signs (MP 268) -Install EB DMS sign (MP 266)	$29.27	M	97
52	SR 95	95.21		Giers Basin Safety & Freight Improvements (MP 155 - MP 162)	-Install a speed feedback sign in each direction in advance of the curve at MP 155.5 -Install reflective chevrons and pavement markers at the curve between MP 155 – MP 156 -Widen shoulders between MP 156 – MP 157 (NB/SB) -Install SB Passing Lane between MP 157 – MP 158 -Install raised pavement markers on the outside edge of the curve between MP 161.5 – MP 162 -Install a centerline rumble strip between MP 161 – MP 162 -Restripe centerline to restrict passing in both directions on the Bill Williams River Bridge	$11.21	M	93

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
53	I-10W	10W.15		West Buckeye Area Safety Improvements (MP 104 - MP 108)	-Widen median shoulders -Install an eastbound speed feedback sign at MP 104	$3.99	M	81
54	I-40E	40.11		Canyon Diablo Safety Improvements (MP 220 - MP 229)	-Rehabilitate shoulder and widen inside shoulder	$8.81	M	78
55	SR 87	87.5		Sunflower Area Safety Improvements (MP 213 - MP 235)	-Install speed feedback signs and speed advisory warning signs with flashing beacons at curves (NB MP 213.2, 214.0, 217.8, 220.5, 224.5, 232.5; SB MP 231.0, 229.3, 221.0, 219.6, 216.0, 214.3) -Rehabilitate shoulders -Install rock-fall mitigation (NB MP 214.2-214.6; SB MP 228.9-228.7, 228.5-228.0, 217.6-218.0)	$18.33	M	76
56	SR 85	85.2		North Gila Bend SB General Purpose Lanes (MP 120 - MP 123)	-Construct 2 SB general purpose lanes west of existing alignment to create 4-lane divided highway between MP 123 and Maricopa Rd. Existing alignment to become 2 NB general purpose lanes	$20.75	E	75
57	SR 87/ SR 260	260.11		Payson Area Safety and Freight Improvements (Signals) (MP 251 - MP 253)	-Reconstruct three signalized intersections as double-lane roundabouts (SR 87/Bonita St, SR 87/SR 260 intersection, and SR 260/Manzanita Dr) -Implement signal coordination/adaptive control for three signals in Payson urban area (SR 87/Green Valley Parkway [BIA 101], SR 87/Main St, and SR 260/Payson Village Center)	$0.44	M	70
58	I-10 West	10W.14		Tonopah Area Safety Improvements (MP 83 - MP 94)	-Widen shoulders (MP83-90) -Install eastbound speed feedback signs at MP 83.5 and MP 89.5 -Install westbound speed feedback sign at MP 93.5	$10.66	M	67
58	US 89	89U.02		Antelope Hills Safety Improvements (MP 436 - MP 440)	-Install high visibility striping and delineators, reflective pavement markers, and rumble strips in both directions -Install chevrons on southbound curve (MP 438.75 to 439) -Install roadway lighting in both directions (MP 436 to 439)	$7.74	M	67
60	I-10 West	10W.10	A	Ramsey Mine Rd UP (#1202) Freight/ Bridge Vertical Clearance Mitigation (MP 33.78)	-Reprofile mainline	$0.84	M	65

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
60	I-40 East	40E.03		Flagstaff Safety Improvements (MP 196 - MP 200)	-Rehabilitate shoulder and widen inside shoulder Implement variable speed limits (wireless, ground-mount) -Install in-lane route pavement markings for WB I-40 at I-17/I-40 Install Roadside Weather Information System (RWIS) -Install rock-fall mitigation near MP 199	$22.93	M	65
62	US 95	95.1		Yuma Area Safety & Freight Improvements (MP 29 - MP 31.86)	-Widen shoulders -Install flashing yellow arrow left turn phasing at Araby Road (MP 29)	$6.36	M	61
63	I-40 East	40E.18		Holbrook Pavement Improvements (MP 286 - MP 290)	-Replace pavement	$50.08	M	60
63	SR 85	85.22	A	Butterfield Trail Mobility Improvements (MP 120 - MP 123)	-Widen to two lanes in each direction w/center left turn lane	$20.44	E	60
65	I-10 West	10W.18	A	Oglesby Rd Ramp C UP (#1726) Freight/Bridge Vertical Clearance Mitigation (MP 112.92)	-Reprofile mainline	$0.84	M	59
66	I-10 West	10W.17	A	Oglesby Rd Ramp B UP (#1725) Freight/Bridge Vertical Clearance Mitigation (MP 112.75)	-Reprofile mainline	$0.84	M	58
67	I-19	19.11		Tucson Area Widening (MP 57 - MP 62)	-Construct new general-purpose lane (inside) in NB/SB direction between Irvington Rd and San Xavier Rd	$51.87	E	56
68	SR 95	95N.2		Arizona Village Area Safety (MP 226 - MP 233)	-Construct painted median with centerline rumble strip, Courtwright Road (MP 227.3) to Laguna Road (MP 229.3)	$3.12	M	55

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
69	US 93	93.30	B	Wickenburg Ranch Area Safety Improvements (MP 190 - MP 198.5)	-Install median barrier (MP 197-198) -Install center and shoulder rumble strips -Install high visibility edge line striping -Install high visibility signage -Install Raised Pavement Markers -Add delineators -Install roundabout ahead flashing beacon on the southbound approach to the intersection with Wickenburg Ranch Way (MP 194.3)	$2.49	M	53
70	SR 260	260.15		Forest Lakes Area Safety Improvements (MP 282 - MP 304)	-Widen shoulders with rumble strips. Install centerline rumble strips MP 283-285 and 292-293 -Construct alternating passing lanes (varying locations for 11 miles of the segment)	$56.50	M	51
70	I-17	17.03		McGuireville Rest Area Southbound Safety Improvements (MP 295 - MP 299)	-Improve skid resistance (reconstruct pavement, increase super-elevation, or mill and replace) -Install high visibility striping and delineators, raised pavement markers, and rumble strips -Install chevrons on curves -Install dynamic speed feedback system (near MP 297 & MP 299) -Install CCTV near existing DMS located at MP 297.4	$12.57	M	51
72	US 160	160.02		West Tuba City Widening (MP 319 - MP 321.6)	-Convert 2-Lane undivided highway to a 5-Lane highway	$23.41	E	49
73	I-40 West	40W.8		Jolly Road Area Safety Improvements (MP 98 - MP 108)	-Rehabilitate (includes shoulder widening, new striping, delineators, raised pavement markers, safety edge and rumble strips -Implement VSL at EB/WB MP 101-104 and integrate with new RWIS at MP 103 and new DMS at EB MP 100 and WB MP 105 -Install curve warning signs and chevrons (WB MP 107, 108, 109)	$10.80	M	48
73	I-17	17.06		Hog Tank Canyon Southbound Safety Improvements (MP SB 299 - MP 304)	-Improve skid resistance (reconstruct pavement, increase super-elevation, or mill and replace) -Install high visibility striping and delineators, raised pavement markers, and rumble strips -Install chevrons -Install dynamic speed feedback system (near MP 300 & MP 302) Excavate/grade cut slopes to improve sight distance	$16.33	M	48

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
73	I-10 East	10E.14	B	Tucson Mobility, Safety, and Freight Improvements (MP 255 - MP 262)	-Implement ramp metering on all on-ramps where warranted at the nine TIs within project limits	$6.53	M	48
76	I-10 East	10E.3	A	Val Vista Boulevard UP (#1151) Bridge Vertical Clearance Mitigation (MP 188.2)	-Replace bridge	$7.17	M	47
76	SR 89A	89A.6		SR 89A Safety Improvement (MP 318 - MP 320)	-Install median cable barrier (MP 318.5 – MP 320) -Widen inside shoulders (includes striping edge lines, raised pavement markers, high-visibility delineators, safety edge and rumble strips) (MP 318.5 – MP 320)	$2.73	M	47
76	I-17	17.01		Camp Verde Northbound Safety Improvements (MP 278 - MP 285)	-Widen left shoulder to 4-feet and include high visibility striping and delineators, raised pavement markers, and rumble strips -Install dynamic speed feedback system (near MP 279 & MP 283.5)	$5.94	M	47
79	I-10W	10W.16	B	355th Ave UP (#1647) Freight/Bridge Vertical Clearance Mitigation (MP 104.4)	-Replace bridge	$2.92	M	46
80	I-10E	10E.9	B	Red Rock TI UP (#592) Bridge (MP 226.45)	-Replace bridge	$2.39	M	45
81	US 70/ US 60	70/60.6		Globe Area Safety Improvements (MP 243 - MP 255)	-Install speed feedback signs and speed advisory warning signs with flashing beacons at curves (SB MP 247, MP 245) -Install speed feedback signs NB MP 244.6 -Implement variable speed limits MP 241-246 with new DMS and CCTV SB at MP 247 and new DMS and CCTV NB at MP 240	$22.62	M	44
81	SR 87	87.8		Ox Bow Estates Area Safety Improvements (MP 241 - MP 250)	-Consider installing speed feedback signs (2 EB and 2 WB between MP 246 - 250) -Install high visibility striping -Install signal ahead warning signs with beacons in advance of SR 188 intersection -Construct passing lane in each direction from MP 243-243.25 and MP 253.6-255	$4.11	M	44

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
81	I-19	19.8		Sahuarita to Tucson Shoulder & Roadside Improvements (MP 50 - MP 57)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders)	$6.85	M	44
84	SR 179	89A.4		Page Springs Road Intersection Area Safety Improvements (MP 356 - MP 369)	-Intersection reconstruction, MP 362.5 (Page Springs Road) -Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders), MP 356.5-369.6 -Install chevrons, curve warning signs with beacons, and speed reduced ahead signs, MP 368.2-369.0 Install speed feedback signs approaching curves, SB MP 369 and NB MP 368 -Install chevrons and curve warning signs with beacons either side of curve at MP 366	$13.66	M	43
85	I-40E	40E.10		Canyon Diablo West Safety Improvements (MP 218 - MP 220)	-Improve skid resistance (reconstruct pavement, increase super-elevation, or mill and replace) Install chevrons and curve warning signs -Install dynamic speed feedback system near WB MP 220 and EB MP 218 -Install high visibility striping and delineators	$12.27	M	42
85	SR 179	179.1-2		SR 179 Mobility and Freight Improvements (MP 299 - MP 314)	-Construct a pedestrian tunnel or bridge at Tlaquepaque, replacing the existing crosswalk -Construct advanced traveler information system using dynamic message signs that display travel times (MP 299-314)	$17.27	M	42
87	US 89	89U.07		Page Intersection Safety Improvements (MP 547 - MP 549)	-Construct single-lane roundabouts at Lake Powell Boulevard intersections MP 547.2 and 548.5 -Install raised median from MP 547.2 to 548.5	$15.00	M	41
88	SR 64	64.3		Tusayan Area Freight Improvements (MP 232.8 - MP 237.1)	-Widen NB/EB by one lane, MP 234.2-235.2 and MP 236 to 236.8 Install RRFBs and pedestrian lighting at five crosswalks, MP 235.2-236 -Install Wildlife Collision Prevention Zone including motorist alert signage, gateway signs, transverse rumble strips at the approaches to the zone, new posted speed limit, and restriping to narrow travel lanes, MP 236.2 to 237.1 -Install drop-in wildlife overpass at MP 234.4 and install wildlife fencing from MP 232.8 to 235.1	$21.52	E	40
89	US 70/ US 60	70/60.7	B	Globe Area Freight Improvements (MP 243 - MP 255)	-Reprofile mainline to increase vertical clearance	$2.10	M	39

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
90	SR 87	87.4		Bush Highway Area Safety and Freight Improvements (MP 191 - MP 213)	-Rehabilitate shoulders with rumble strips -Install speed feedback signs (NB MP 206.5 and 207.7, NB/SB before curves and intersection with FR 68 [MP 209.6]) -Widen inside shoulders with rumble strips	$6.80	M	38
91	I-19	19.7		Pima Mine TI Ramp Improvements (MP 49.6)	-Modify entry/exit ramps to parallel configuration	$7.70	M	37
92	US 160	160.03		East Tuba City Widening (MP 322.4 - MP 325)	-Convert 2-Lane undivided highway to a 5-Lane highway	$17.72	E	36
93	SR 69	69.1		Central Avenue Safety Improvements (MP 270 - MP 271)	-Install westbound and eastbound roadway lighting (MP 270.65 – MP 270.85) -Install “intersection ahead” warning signs (MP 270.5 WB & MP 271 EB)	$0.47	M	35
93	I-10 West	10W.10	B	Ramsey Mine Rd UP (#1202) Freight/ Bridge Vertical Clearance Mitigation (MP 33.78)	-Replace bridge	$7.19	M	35
93	I-10 West	10W.16	A	355th Ave UP (#1647) Freight/Bridge Vertical Clearance Mitigation (MP 104.4)	-Reprofile mainline	$0.84	M	35
93	I-10 East	10E.2		Casa Grande Safety Improvements (MP 187 - MP 190)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders) -Install DMS signs (EB MP 190 and WB MP 190)	$4.49	M	35
97	US 89	89U.01		Sunset Crater Safety Improvements (MP 428 - MP 432)	-Install high visibility striping and delineators, reflective pavement markers, and rumble strips in both directions -Install chevrons on curve (MP 428.5 to 429, MP 431 to 431.5)	$0.73	M	34
97	SR 260	260.1		Overgaard Safety Improvements (MP 310 - MP 323)	-Install centerline rumblestrips -Widen shoulders both directions and install rumblestrips -Improve skid resistance, MP 312-316	$52.28	M	34
99	I-19	19.12		Tucson Area Variable Speed Limits (MP 57 - MP 64)	-Implement variable speed Limits (both directions)	$31.32	M	33

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
99	I-40 West	40W.12		Williams Area Freight Improvements (MP 160 - MP 184)	-Construct WB climbing lane at MP 162-163 -Widen SFRR and Cata Lake OP WB bridge #1902, MP 162.38 -Implement VSL at EB/WB MP 160 – 184 and integrate with existing RWIS at MP 159 and existing DMS at WB MP 168 and EB MP 160	$19.79	M	33
99	US 95	95.6		Yuma Proving Ground Area to Quartzsite Area Freight Improvements (MP 87 - MP 104)	-Widen shoulders between MP 87 – MP 104 (NB/SB) -Construct drainage structures and re-profile roadway at 13 locations with flooding potential; MP 87.2, 87.9, 88.1, 91.7, 92.1, 92.5, 92.9 are higher priority with upstream channelization concentrating flows; MP 88.7, 88.8, 89.5, 94.3, 95.3, 99.8 are additional locations -Install SB Passing Lanes at MP 93 – MP 94 and MP 97 - MP 98	$74.25	M	33
99	US 89	89U.04	A	North Cameron Safety Improvement (MP 467 - MP 475)	-Widen/reconstruct roadway to provide 4-lane divided section	$103.82	E	33
103	SR 69	69.5		Prescott Area Widening (MP 291 - MP 294)	-Convert roadway to 6 lane divided urban facility with raised median and curb and gutter (MP 290.5 – MP 293.25)	$32.11	E	32
103	SR 95	95.23		Lake Havasu Area Safety Improvements (MP 181 - MP 188)	-Improve corridor signal coordination -Install speed feedback signs -Construct signal visibility improvements at Mulberry Avenue, Smoketree Avenue, Mesquite Avenue, Palo Verde Boulevard (South), Industrial Boulevard, Kiowa Boulevard, Palo Verde Boulevard (North), and Chenoweth Road	$2.67	M	32
105	I-19	19.1		Nogales to Tubac Shoulder & Roadside Improvements (MP 3 - MP 30)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders)	$26.42	M	30
105	SR 89A	89A.6		Oak Creek Canyon Mobility Improvements (MP 376 - MP 388)	-Implement additional parking restrictions through Oak Creek Canyon (MP 376-388)	$1.15	M	30

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
107	SR 89A/ SR 260	89A/260.5		Cottonwood Area Safety and Freight Improvements (MP 356 - MP 209)	-Install lighting and raised median at Rio Mesa Trail intersection, MP 207.2 -Improve signal visibility at Western Drive intersection, MP 208.8 -Construct continuous raised median, MP 208-209 -Implement signal communication, coordination and adaptive traffic control on SR 260/SR 89A from Zalesky Road (MP 356.3 on SR 89A) to Western Drive (MP 208.8 on SR 260), total of 6 signals (system could be extended to also include Cornville Road, MP 357.1 on SR 89A)	$5.05	M	29
107	I-10 East	10E.29		Bowie Area Safety Improvements (MP 354 - MP 372)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders) -Install WB DMS sign (MP 356)	$18.39	M	29
109	I-10 West	10W.18	B	Oglesby Rd Ramp C UP (#1726) Freight/Bridge Vertical Clearance Mitigation (MP 112.92)	-Replace bridge	$5.52	M	28
110	SR 89	89.10		Drake Area Northbound Passing Lane (MP 344 - MP 346)	-Construct northbound passing lane with centerline rumble strip (MP 343.9 – 345.6) -Install centerline rumble strip (MP340 to 341)	$11.04	M	26
111	I-10 East	10E.6	A	Selma Hwy UP (#1160) Bridge Vertical Clearance Mitigation (MP 196.89)	-Replace bridge	$9.65	M	25
111	I-10 West	10W.17	B	Oglesby Rd Ramp B UP (#1725) Freight/Bridge Vertical Clearance Mitigation (MP 112.75)	-Replace bridge	$5.40	M	25
111	SR 95	95.22		Cattail Cove Area Safety & Freight Improvements (MP 162 - MP 163)	-Install speed feedback sign at MP 162 -Install reflective chevrons, reflective delineators, and raised pavement markers on the outside edge of the curve between MP 162 – MP 162.5 -Widen shoulders (NB/SB) -Install NB Climbing Lane between MP 162 – MP 163	$7.70	M	25

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
114	I-10 East	10E.5	A	Earley Rd UP (#1158) Bridge Vertical Clearance Mitigation (MP 195.89)	-Replace bridge	$11.03	M	24
114	US 60	60.5		Vernon Area Freight Improvements (MP 367 - MP 383)	-Construct EB climbing lane (MP 367-368) -Construct WB climbing lane (MP 380-381) -Construct EB climbing lane (MP 382-383)	$19.47	M	24
114	US 60	60W.2		South Wickenburg Pedestrian Improvements (MP 112 - MP 113)	-Install speed feedback sign -Install high-visibility pedestrian crossing (MP 112.25)	$0.08	M	24
114	I-10 East	10E.4	A	Cottonwood Lane UP (#1154) Bridge Vertical Clearance Mitigation (MP 193.88)	-Replace bridge	$10.53	M	24
118	US 70	70.5		East of Globe Safety Improvements (MP 255 - MP 270)	-Widen shoulders MP 255-270, Install centerline and shoulder rumble strips MP 255-270 -Install improved lighting from milepost 269-270 -Construct passing lane in each direction (MP 255-256) -Improve existing pedestrian and speed warning signs to include flashing beacons and speed feedback signs (MP 269.25)	$31.10	M	23
118	I-10 East	10E.7	A	Battaglia Road UP (#943) Bridge Vertical Clearance Mitigation (MP 205.45)	-Replace bridge	$7.75	M	23
120	I-10 East	10E.8	A	Alsdorf Road UP (#944) Bridge Vertical Clearance Mitigation (MP 207.17)	-Replace bridge	$8.27	M	21
120	US 60	60.4		Show Low Area Mobility and Freight Improvements (MP 345 - MP 352)	-Widen shoulders in both directions -Add passing lane in EB direction (MP 349-350) -Add passing lane in WB direction (MP 350-351)	$28.40	M	21
120	I-8	8.8		Mohawk Area Safety Improvements (MP 54 - MP 54.5)	-Install eastbound guardrail on the outside edge of traveled way	$0.28	M	21

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
120	I-10 East	10E.23		Dragoon Safety Improvements (MP 316 - MP 318)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders) (MP 316-318) -Consider installing speed feedback signs (MP 317) -Install DMS sign (MP 317)	$3.67	M	21
120	I-40 East	40E.09		East Winona Safety Improvements (MP 212 - MP 218)	-Rehabilitate shoulder and widen inside shoulder -Improve skid resistance (reconstruct pavement, increase super-elevation, or mill and replace) Install high visibility striping and delineators -Implement variable speed limits (wireless, ground-mount)	$54.48	M	21
125	US 93	93.11		US 93/I-40 System Interchange (MP 70 - MP 71)	-Realign US 93 mainline (MP 70 – MP 71) -Install system interchange at US 93/I-40	$93.03	M	20
126	SR 80	80.4A	A	East Bisbee Freight Improvements (MP 343.01)	-Reconstruct Lowell RR UP (#269) to increase vertical clearance	$8.00	E	19
126	US 160	160.09		Tsegi Canyon Passing Lanes (MP 385 - MP 391)	-Construct westbound passing lane from MP 389 – MP 390 -Construct eastbound passing lane from MP 385 – MP 391	$45.42	M	19
126	I-17	17.07		Red Hill Scenic Overlook Southbound Safety Improvements (MP 309 - MP 315)	-Improve skid resistance (reconstruct pavement, increase super-elevation, or mill and replace)- -Install chevrons on curves -Install dynamic speed feedback system (near MP 311 & MP 313) Install wildlife fencing -Install CCTV near MP 312.3	$31.55	M	19
129	I-40 East	40E.19		Chambers Safety Improvements (MP 326 - MP 342)	-Rehab shoulder, widen inside shoulder and include rumble strips Install high visibility striping and delineators	$31.84	M	18
130	SR 89	89.9		Bramble Drive Roundabout (MP 339)	-Construct double-lane roundabout (MP 338.5) -Install roadway lighting (cost included in roundabout construction)	$8.20	M	17
130	SR 77	77.17	A	Holbrook Area Mobility Improvements (SR 377/SR 77 connection) (MP 386 - MP 389)	-Construct new roadway connection between SR 377/SR 77 and I-40/40B West TI (Exit 285) west of Holbrook; includes new bridge over the Little Colorado River and overpass at railroad crossing	$92.00	E	17

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
132	I-40 East	40E.05		East Flagstaff Safety Improvements (MP 200 - MP 207)	-Improve skid resistance (reconstruct pavement, increase super-elevation, or mill and replace) MP 200-202 Install chevrons and curve warning signs MP 200-202 -Implement variable speed limits (wireless, ground-mount) -Rehabilitate shoulder and widen inside shoulder	$41.64	M	16
132	I-8	8.70		Ligurta Area Safety Improvements (MP 24 - MP 25)	-Widen median shoulder in the westbound direction	$1.10	M	16
132	SR 95	95.14		North Quartzsite to Bouse Wash Safety Improvements (MP 119 - MP 127)	-Widen paved shoulders -Install NB passing lane between MP 124 – 125 -Install SB passing lane between MP 126 – 127	$30.70	M	16
135	I-40 West	40W.11		Ash Fork – Williams Safety Improvements (MP 143 - MP 157)	-Rehabilitate shoulders (includes shoulder widening, new striping, delineators, raised pavement markers, safety edge and rumble strips) -Implement VSL at EB/WB MP 143-157 and integrate with existing RWIS at MP 154 and MP 159 and existing DMS at EB MP 149, WB MP 168 and with new DMS at EB MP 160 -Construct WB emergency pullout in the vicinity of MP 153	$22.28	M	15
135	I-17	17.02	B	McGuireville TI Bridge Vertical Clearance Improvement (MP 293)	-Replace McGuireville TI bridge with new bridge that provides adequate vertical clearance	$31.66	M	15
135	I-40 East	40E.06		Winona Safety Improvements (MP 207 - MP 212)	-Improve skid resistance (reconstruct pavement, increase super-election, or mill and replace) MP 207-208 and MP 210-212 -Install chevrons and curve warning signs MP 207-208 and MP 210-212 Install recessed high visibility striping, delineators, and rumble strips. -Rehabilitate/widen inside shoulder -Implement variable speed limits (wireless, ground-mount) -Install Roadside Weather Information System (RWIS) at MP 212.1 Install new EB DMS near MP 212.1	$40.84	M	15
135	I-10 East	10E.18		Marsh Station EB Climbing Lane (MP 286 - MP 291)	-Construct climbing lane	$32.44	M	15

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
135	I-10 East	10E.12		Marana Safety Improvements (MP 236 - MP 242)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders)	$9.76	M	15
140	I-10 East	10E.10		Picacho Safety Improvements (MP 218 - MP 236)	-Rehabilitate shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips for both shoulders)	$29.29	M	14
140	SR 68	68.8		West Golden Valley Area Safety and Freight Improvements (MP 16.8 - MP 22)	-Egar Road (MP 16.8) intersection improvements -Construct EB acceleration/auxiliary lane at Milky Way Road (MP 18.6) -Colorado Road (MP 20.8) intersection improvements -Construct acceleration EB lane at Glen Canyon Rd intersection (MP 19.4) -Provide lighting at major intersections (5 total including Egar Road, Estrella Road, Milky Way Road, Teddy Roosevelt Road, and Colorado Road), MP 16.8 – MP 20.8	$4.74	M	14
140	SR 68	68.9		East Golden Valley Area Safety and Freight Improvements (MP 25 - MP 27)	-Construct continuous green T intersection at Adobe Road, MP 22.7, convert south leg of intersection to right-in, right-out only -Construct raised median, MP 23.8 – MP 26.8, and restrict access of every other intersection or more -Construct continuous green T intersection at Bosque Road, MP 25.3, convert south leg of intersection to right-in, right-out only -Provide lighting at Adobe Road intersection, and at 20 intersections between MP 23.7 – MP 24.9 and MP 25.3 – MP 26.7	$8.96	M	14
140	SR 87	87.10		Ox Bow Estates Area Freight Improvements (MP 243 - MP 247)	-Construct NB climbing lane	$22.37	M	14
144	SR 80	80.4	B	East Bisbee Freight Improvements (MP 343.01)	-Reprofile mainline to increase vertical clearance	$0.20	M	13
144	SR 260	260.13		Christopher Creek Area Freight Improvements (MP 260 - MP 277)	-Install rock-fall mitigation (WB MP 262.2-262.6, 261.6-261.9, 269.0-269.1, 269.7-269.8, 271.3-271.5; EB MP 269.8-269.9, 272.6-272.7)	$7.16	M	13

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
144	SR 77	77.17	B	Holbrook Area Mobility Improvements (US 180/SR 77 connection) (MP 386 - MP 389)	-Construct new roadway connection between US 180/SR 77 and I-40/40B West TI (Exit 285) west of Holbrook; includes new bridge over the Little Colorado River and overpass at railroad crossing	$75.76	E	13
144	I-40 East	40E.20		Houck Pavement Improvements (MP 342 - MP 360)	-Replace pavement	$225.37	M	13
144	I-40 West	40W.5		SR 95 to Kingman Safety Improvements (MP 11 - MP 43)	-Rehabilitate (includes shoulder widening, new striping, delineators, raised pavement markers, safety edge and rumble strips (MP 11 – MP 23 & MP 27 – MP 30 & MP 34 – MP 41) -Provide signs for driver information and advance notice of rest area (EB MP 22 & WB MP 24)	$1.78	M	13
144	US 60	60.11		US-60 SW of Gold Canyon Safety Improvements (MP 206 - MP 208)	-Install lighting MP 205-207 -Consider installing speed feedback sign Widen inside shoulder 208.3-212	$3.93	M	13
144	I-40 East	40E.15		West Winslow Pavement Improvements (MP 246 - MP 258)	-Replace pavement	$150.25	M	13
151	SR 85	85.19	A	Buckeye Area Safety Improvements (MP 151 - MP 153)	-Construct dual double-lane roundabouts at Broadway, Southern, and Baseline Roads	$46.71	M	12
151	I-19	19.9		Papago TI Ramp Improvements (MP 54.4)	-Modify entry/exit ramps to parallel configuration	$7.70	M	12
151	I-40 East	40E.13		Two Guns Safety Improvements (MP 230 - MP 234)	-Rehabilitate shoulder and widen inside shoulder -Install recessed high visibility striping, delineators, and rumble strips	$3.91	M	12
154	I-10 East	10E.5	B	Earley Rd UP (#1158) Bridge Vertical Clearance Mitigation (MP 195.89)	-Reprofile mainline	$13.32	M	11

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
154	US 93	93.13		Windy Point Safety Improvements (MP 29 - MP 42)	-Widen shoulders -Install rumble strips -Install safety edge -Construct high friction surface course on curve at MP 36 -Construct high friction surface course on curve at MP 31. -Improve NB clear zone in the vicinity of MP 35 -Install chevron signs and speed feedback signs at the gradual curve at MP 36.1	$38.82	M	11
154	I-8	8.6	B	Dome Valley Rd TI UP (#1325) (WB) Freight/Bridge Vertical Clearance Mitigation (MP 21.06)	-Replace bridge	$3.91	M	11
154	SR 95	95.15		Quartzsite to Bouse Wash Freight Improvements (MP 111 - MP 131)	-Widen shoulders (NB/SB); -Construct drainage structures and re-profile roadway at 19 locations with flooding potential; MP 110.8, 112.8, 113.1, 114.9, 115.1, 116.2, 116.6 are higher priority with upstream channelization concentrating flows; MP 117.1, 117.7, 118.9, 119.6, 119.8, 120.1, 120.6, 120.8, 121.4, 122.1, 122.3, 122.6 are additional locations	$84.18	M	11
154	I-10 East	10E.6	B	Selma Hwy UP (#1160) Bridge Vertical Clearance Mitigation (MP 196.89)	-Reprofile mainline	$14.42	M	11
159	I-17	17.08		Woods Canyon Southbound Climbing Lane (MP 316 - MP 317)	-Construct southbound climbing lane	$6.49	M	10
160	I-10 East	10E.21		Mescal Shoulder Widening (MP 292 - MP 315)	-Widen left shoulder to 10 feet in both directions (striping, delineators, RPMs, safety edge, and rumble strips)	$84.78	M	9
160	US 93	93.14		Temple Bar Safety Improvements (MP 17 - MP 29)	-Install NB and SB acceleration lanes at Temple Bar Rd (MP 19) -Widen shoulders -Install speed feedback signs -Install rumble strips -Install safety edge	$27.76	M	9

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
160	I-40 West	40W.9		Seligman – Ash Fork Area Safety Improvements (MP 120 - MP 143)	-Rehabilitate shoulders (includes shoulder widening, new striping, delineators, raised pavement markers, safety edge and rumble strips) -Implement VSL at EB/WB MP 120-143 and integrate with existing RWIS at MP 154 and MP 159 and existing DMS at WB MP 124 -Implement new DMS at EB MP 120	$35.91	M	9
160	I-8	8.6	A	Dome Valley Rd TI UP (#1325) (WB) Freight/Bridge Vertical Clearance Mitigation (MP 21.06)	-Reprofile mainline	$1.26	M	9
160	I-10 East	10E.28	A	Airport Road UP (#1114) Bridge Vertical Clearance Mitigation (MP 339.46)	-Replace bridge	$7.50	M	9
160	I-10 East	10E.16		East Tucson Lighting Improvements (MP 263 - MP 274)	-Install lighting (both directions)	$25.71	M	9
166	I-17	17.04		SR 179 TI Safety Improvements (MP 285.5 - MP 299)	-Construct/extend parallel southbound entrance and northbound exit ramps at SR179 TI	$3.85	M	8
166	SR 69	69.2		North of Poland Junction Area Safety Improvements (MP 275 - MP 279)	-Install curve warning signs (MP 275 WB & MP 277.25 EB) -Widen inside shoulders (includes striping edge lines, raised pavement markers, high-visibility delineators, safety edge and rumble strips) (MP 274 – MP 279)	$11.08	M	8
166	I-10 West	10W.12		Centennial Area EB Safety Improvements (MP 67.5 - MP 68.5)	-Widen shoulders -Install an eastbound speed feedback sign at MP 68	$1.19	M	8
166	I-8	8.23	A	Chuichu Rd UP (#1197) Freight/ Bridge Vertical Clearance Mitigation (MP 173.55)	-Reprofile mainline	$1.26	M	8
166	I-8	8.11	B	Gillespie Canal BR (#489) (EB) Bridge (MP 107.02)	-Replace bridge	$1.05	M	8

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
166	I-10 East	10E.7	B	Battaglia Road UP (#943) Bridge Vertical Clearance Mitigation (MP 205.45)	-Reprofile mainline	$13.32	M	8
166	I-17	17.05		Hog Tank Canyon Northbound Climbing Lane (MP 299 - MP 305)	-Construct northbound climbing lane Install new DMS at MP 303.4 with CCTV	$39.79	M	8
173	I-40 East	40E.14		Red Gap Ranch Safety Improvements (MP 240 - MP 242)	-Rehab shoulder and widen inside shoulder -Install recessed high visibility striping, delineators, and rumble strips Install dynamic speed feedback system	$6.78	M	7
173	SR 77	77.17	C	Holbrook Area Mobility Improvements (adjacent to SR 77) (MP 386 - MP 389)	-Construct overpass at at-grade railroad crossing and new bridge over the Little Colorado River adjacent to existing SR 77 alignment -Remove existing Little Colorado River Bridge	$43.82	E	7
173	I-40 East	40E.12		Canyon Diablo East Safety Improvements (MP 229 - MP 230)	-Rehab shoulder and widen inside shoulder -Install dynamic speed feedback system near WB MP 230 and EB MP 229 Install high visibility striping and delineators	$3.46	M	7
173	I-8	8.22	A	Thornton Rd TI UP (#1196) Freight/Bridge Vertical Clearance Mitigation (MP 172.55)	-Reprofile mainline	$1.26	M	7
173	SR 95	95.5		Yuma Testing Range Area Safety Improvements (MP 60 - MP 68)	-Widen shoulders -Install NB passing lane between MP 60 – MP 61	$24.21	M	7
173	I-19	19.4	B	Palo Parado TI UP Bridge (#937) (MP 15.7)	-Replace bridge	$5.76	M	7
173	I-19	19.6		Sahuarita TI Ramp Improvements (MP 46.8)	-Modify entry/exit ramps to parallel configuration	$7.70	M	7
173	I-10 East	10E.24		Exit 318 Lighting Improvements (MP 318)	-Install lighting at exit	$1.17	M	7

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
181	I-10 East	10E.17		Vail Mobility and Safety Improvements (MP 280 - MP 292)	-Widen left shoulder to 10 feet in both directions (striping, delineators, RPMs, safety edge, and rumble strips) -Rehabilitate right shoulders in both directions (striping, delineators, RPMs, safety edge, and rumble strips)	$44.23	M	6
181	SR 260	260.3		Pinetop Area Mobility and Freight Improvements (MP 341 - MP 355)	-Add a through lane in both EB and WB directions (MP 341-355.05)	$297.20	E	6
181	I-10 West	10W.11		Lone Mountain Area EB Safety Improvements (MP 55 - MP 62)	-Widen EB inside shoulder	$7.75	M	6
181	I-10 East	10E.8	B	Alsdorf Road UP (#944) Bridge Vertical Clearance Mitigation (MP 207.17)	-Reprofile mainline	$14.42	M	6
185	I-17	17.10		Woods Canyon TI Improvements (MP 316.5 - MP 317.5)	-Realign roadway and construct new bridges over Woods Canyon with de-icing system	$44.47	M	5
185	I-10 East	10E.19		Benson WB Climbing Lane (MP 303 - MP 305)	-Construct climbing lane -Widen 3 bridges within the project limits	$16.58	M	5
185	US 60	60W.1		Monarch Wash Safety Improvements (MP 116 - MP 117)	-Install advance warning sign for rest area (MP 116) -Install curve warning signs and SB chevrons (MP 117.5) -Install speed feedback sign at MP 117	$0.14	M	5
185	SR 64	64.2		Valle Area Freight Improvements (MP 211 - MP 226)	-Construct NB/EB passing lane, MP 211-218 Construct SB/WB passing lane, MP 213-220 Construct NB/EB passing lane, MP 223-226 -Install wildlife fencing, MP 223-226	$114.70	M	5
185	US 160	160.06		Tonalea – Tuba City: Westbound Passing Lane (MP 340 - MP 343)	-Construct westbound passing lane from MP 340 – MP 341	$6.49	M	5

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
185	SR 95	95.10	B	North Quartzsite NB Pavement Improvements (Part IV) (MP 120 - MP 121)	-Replace pavement	$6.26	M	5
185	I-19	19.2		Nogales to Tubac Lighting (MP 3 - MP 30)	-Install lighting (both directions)	$63.09	M	5
192	SR 89	89.11	A	Forest Area Safety Improvements (MP 351 - MP 360)	-Install centerline rumble strip (MP 350.5 – MP 353.5 & MP 360 – MP 363) -Install speed feedback signs at NB MP 352 & SB MP 354 -Remove trees from clear zone between MP 351 and MP 360 unless behind guardrail/barrier	$5.09	M	4
192	SR 89	89.7		Chino Valley Freight Improvements (MP 326 - MP 329)	-Coordinate signal timing throughout Chino Valley area (MP 326 – MP 328.5)	$1.09	M	4
192	US 70/ US 60	70/60.7		Globe Area Freight Improvements - Option A (reconstruct Pinal SPRR UP) (MP 243 - MP 255)	-Reconstruct Pinal SPRR UP to increase vertical clearance	$8.21	M	4
192	I-8	8.19	A	Murphy Rd UP (#1091) Freight/Bridge Vertical Clearance Mitigation (MP 162.5)	-Reprofile mainline	$1.26	M	4
192	I-8	8.20	A	Russell Rd UP (#1094) Freight/Bridge Vertical Clearance Mitigation (MP 164.5)	-Reprofile mainline	$1.26	M	4
192	I-8	8.13	B	Vekol Road TI UP (#550) Freight/ Bridge Vertical Clearance Mitigation (MP 144.55)	-Replace bridge	$4.80	M	4
192	SR 64	64.1	A	Williams to Valle Freight Improvements (MP 195 - MP 204)	-Install wildlife fencing, MP 195-197 -Construct NB/EB passing/climbing lane, MP 195-204 -Construct NB/WB climbing lane, MP 197-199 -Construct SB/WB passing lane, MP 201-204	$93.80	M	4

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
192	SR 95	95.16	A	Fairgrounds Area Safety Improvements (MP 137 - MP 138)	-Install SB passing lane between MP 137 – MP 138	$6.49	M	4
192	US 160	160.15		Red Mesa Passing Lanes (MP 453 - MP 463)	-Construct eastbound passing lane from MP 453 – MP 454 -Construct westbound passing lane from MP 458 – MP 463	$38.93	M	4
192	I-19	19.5		Sahuarita to Tucson Lighting (MP 39.5 - MP 60)	-Install lighting (both directions)	$47.91	M	4
202	I-17	17.02	A	McGuireville TI Bridge Vertical Clearance Improvements (MP 293)	-Rehabilitate/repair McGuireville TI bridge and reprofile road or construct new southbound exit ramp	$18.68	P	3
202	I-10 East	10E.11		Picacho Lighting Improvements (MP 218 - MP 236)	-Install lighting (both directions)	$42.06	M	3
202	I-10 East	10E.28	B	Airport Road UP (#1114) Bridge Vertical Clearance Mitigation (MP 339.46)	-Rehabilitate bridge and reprofile mainline	$11.50	M	3
202	SR 69	69.3		SR 169 Roundabout (MP 281)	-Install double-lane roundabout at SR 169 (MP 281)	$8.51	M	3
202	US 70	70.2		East Safford Safety Improvements (MP 336.5 - MP 339)	-Provide flashing traffic signal warning signs at MP 337.82 and MP 338.03 -Consider installing feedback signs in both directions at 20th Avenue	$0.10	M	3
202	US 60	60.2		Show Low Safety Improvements (MP 341 - MP 343)	-Limit driveway access to right-in right-out only (MP 341-343) -Install high-visibility striping (MP 341-343) -Install lighting (MP 342-343) -Install right turn lane (MP 342.2)	$8.10	M	3
202	SR 260	260.14		Mogollon Rim Area Freight Improvements (MP 277 - MP 282)	-Install rock-fall mitigation (WB MP 278.4-278.6, 279.8-280.9, 281.4-282.0) -Install RWIS at MP 282 with dynamic weather warning beacons -Construct EB climbing lane MP 277-280	$9.52	M	3

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
202	US 93	93.5	A	Burro Creek Safety Improvements (MP 146 - MP 148)	-Widen northbound shoulders (MP 146 – MP 148) -Increase northbound clear zones (MP 146 – MP 148) -Add northbound guardrails (MP 146 – MP 148) -Install northbound speed feedback signs (MP 147 & MP 148) -Re-profile northbound roadway at MP 148	$10.08	M	3
202	US 93	93.16		Willow Beach Safety Improvements (MP 14 - MP 16)	-Widen shoulders -Install NB curve warning signs and speed feedback signs (MP 15 & MP 16) -Install speed feedback signs -Install rumble strips -Install safety edge	$4.60	M	3
202	I-10 West	10W.4	B	Sugarloaf Area EB Pavement Improvements (MP 12 - MP 16)	-Replace pavement	$6.26	M	3
202	SR 85	85.19	B	Buckeye Area Safety Improvements (MP 151 - MP 153)	-Construct grade-separated interchanges at Broadway, Southern, and Baseline Roads	$152.86	M	3
202	I-8	8.3	B	Central Yuma WB Pavement Improvements (MP 6 - MP 11)	-Replace pavement	$31.30	M	3
202	I-8	8.12		Paloma Area Safety Improvements (MP 80 - MP 82)	-Widen median shoulders	$2.21	M	3
202	I-8	8.13	A	Vekol Road TI UP (#550) Freight/ Bridge Vertical Clearance Mitigation (MP 144.55)	-Reprofile mainline	$1.26	M	3
202	I-8	8.18	A	Stanfield Rd TI UP (#1090) Freight/ Bridge Vertical Clearance Mitigation (MP 161.6)	-Reprofile mainline	$1.26	M	3
202	US 160	160.12		Chinle Wash Passing Lanes (MP 430 - MP 432)	-Construct eastbound passing lane from MP 430 – MP 431 -Construct westbound passing lane from MP 431 – MP 432	$12.98	M	3

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
202	US 60	60.9	A	Superior East Area Freight Improvements - Option A (reconstruct Pinal SPRR UP) (MP 227 - MP 243)	-Reconstruct Queen Creek Tunnel to increase vertical clearance	$33.30	M	3
202	I-10 East	10E.4	B	Cottonwood Lane UP (#1154) Bridge Vertical Clearance Mitigation (MP 193.88)	-Reprofile mainline	$14.42	M	3
202	I-10 East	10E.22		Dragoon EB Climbing Lane (MP 316 - MP 318)	-Construct climbing lane	$19.47	M	3
221	I-40 East	40E.16		West Winslow Safety Improvements (MP 246 - MP 258)	-Widen inside shoulder -Improve skid resistance MP 248 to 251	$373.31	M	2
221	I-10 East	10E.13		Marana Lighting Improvements (MP 236 - MP 242)	-Install lighting (both directions)	$14.02	M	2
221	SR 89	89.12		Forest Area Passing Lane (MP 353 - MP 360)	-Construct northbound passing lane (MP 354 – MP 355.5)	$11.59	M	2
221	US 70	70.4		Bylas to Peridot Safety Improvements (MP 274 - MP 293)	-Widen shoulders MP 274-278 -Install centerline rumble strips MP 275.5-276.5,MP 279.5-287.5 -Install shoulder rumble strips MP 275.5-276.5,MP 279.5-287.5 -Install high visibility striping and delineators from milepost 274-278 -Improve existing pedestrian/speed warning signs to also include flashing beacons and speed feedback signs (MP 292,MP 280, MP 278.5), -Construct passing lanes (WB MP 288.2-289.6) -Formalize pullouts (signage, ROW for pullouts) (WB MP 274.5, EB MP 279, EB MP 289, WB 292)	$15.12	M	2
221	SR 87	87.6		Sunflower Area Freight Improvements (MP 213 - MP 223)	-Construct NB climbing lane, MP 213-215 and MP 219-223 -Widen Whiskey Springs Bridge, #2515 MP 220.32 -Widen Upper Kitty Joe Bridge, #2497 MP 221.39	$43.35	M	2

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
221	I-8	8.22	B	Thornton Rd TI UP (#1196) Freight/ Bridge Vertical Clearance Mitigation (MP 172.55)	-Replace bridge	$7.44	M	2
221	I-8	8.10		Maricopa County Line Area Safety Improvements (MP 76 - MP 78)	-Widen median shoulders	$4.43	M	2
221	I-8	8.19	B	Murphy Rd UP (#1091) Freight/ Bridge Vertical Clearance Mitigation (MP 162.5)	-Replace bridge	$5.86	M	2
221	I-8	8.2	B	Russell Rd UP (#1094) Freight/ Bridge Vertical Clearance Mitigation (MP 164.5)	-Replace bridge	$6.50	M	2
221	SR 95	95.19		Parker Area Freight Improvements (MP 146 - MP 147)	-Construct right-turn lanes at Riverside Drive (MP 148.3, NB and SB), Cove Avenue (MP 148.2, NB and SB), Ironwood Road (MP 147.5, SB), and Mesquite Drive (MP 147.3, SB); -Improve signal visibility and install warning signs and transverse rumble strips north of Resort Drive to alert southbound traffic	$1.28	M	2
231	SR 95	95.9	B	North Quartzsite SB Pavement Improvements (Part III) (MP 118 - MP 119)	-Replace pavement	$6.26	M	1
231	I-10 East	10E.1		Casa Grande Lighting Improvements (MP 187 - MP 190)	-Install lighting (both directions)	$7.01	M	1
231	US 93	93.10		Coyote Pass Climbing Lane (MP 67 - MP 71)	-Install northbound climbing lane MP 71 to SR 68 TI.	$38.39	M	1
231	I-40 West	40W.3	B	Flat Top Wash WB Bridge #1312 (MP 21)	-Replace bridge	$3.50	M	1
231	I-40 West	40W.2	B	Franconia Wash WB #377 Bridge (MP 13)	-Replace bridge	$3.96	M	1

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
231	I-40 West	40W.6		East of Kingman Safety Improvements (MP 63 - MP 64)	-Rehabilitate shoulders (includes shoulder widening, new striping, delineators, raised pavement markers, safety edge, and rumble strips) -Install speed feedback sign at WB MP 63	$0.99	M	1
231	I-8	8.23	B	Chuichu Rd UP (#1197) Freight/ Bridge Vertical Clearance Mitigation (MP 173.55)	-Replace bridge	$6.21	M	1
231	I-8	8.18	B	Stanfield Rd TI UP (#1090) Freight/ Bridge Vertical Clearance Mitigation (MP 161.6)	-Replace bridge	$7.20	M	1
231	US 160	160.05		Tuba City – Tonalea: Eastbound Passing Lane (MP 335 - MP 336.5)	-Construct eastbound passing lane from MP 335 – MP 336.5	$9.73	M	1
231	US 160	160.16		Teec Nos Pos Passing Lanes (MP 467 - MP 469)	-Construct eastbound passing lane from MP 467 – MP 468 -Construct westbound passing lane from MP 468 – MP 469	$12.98	M	1
231	I-40 East	40E.17		East Winslow Safety Improvements (MP 258 - MP 266)	-Improve skid resistance (reconstruct pavement, increase super-elevation, or mill and replace) MP 258-260 -Install dynamic speed feedback system near WB MP 260 and EB MP 258	$11.82	M	1
231	I-10 East	10E.25	B	Texas Canyon Area Pavement Improvements (MP 321 - MP 323)	-Replace pavement	$15.03	M	1
231	I-10 East	10E.26	B	Red Bird Hills Area Pavement Improvements (MP 328 - MP 329)	-Replace pavement	$7.51	M	1
244	SR 95	95.11	B	North Quartzsite SB Pavement Improvements (Part V) (MP 121 - MP 124)	-Replace pavement	$18.78	M	0.4
245	SR 95	95.12	B	North Quartzsite NB Pavement Improvements (Part VI) (MP 126 - MP 127)	-Replace pavement	$6.26	M	0.2

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
246	SR 80	80.5		Mule Gulch Area Freight Improvements (MP 345 - MP 357)	-Construct passing lane WB, MP 346.9-347.6 -Construct passing lane EB, MP 345.6-346.1 -Construct acceleration and deceleration lanes at entrance to Paul Spur Douglas quarry	$4.48	M	0.1
247	US 191	191.1	B	US191 Pavement Preservation South of Safford - Option B (replace pavement) (MP 88 - MP 104)	-Replace pavement	$200.30	M	0.0
247	US 60	60.6		Springerville Area Freight Improvements (MP 396 - MP 397)	-Construct EB climbing lane (MP 396-397)	$6.40	M	0.0
247	SR 87	87.7	A	Junction SR 188 Freight Improvement (Acceleration Lane) (MP 235 - MP 236)	-Install WB to SB left turn acceleration lane at SR 188 intersection and lengthen southbound left-turn approach	$0.80	M	0.0
247	SR 87	87.7	B	Junction SR 188 Freight Improvement (Grade separated traffic interchange) (MP 235 - MP 236)	-Construct new grade separated traffic interchange at junction	$39.60	E	0.0
247	SR 85	85.22	B	Butterfield Trail Mobility Improvements Option B (MP 120 - MP 123)	-Widen to add center left turn lane and widen shoulder on both sides	$13.66	M	0.0
247	SR 95	95.25		I-40 Approach Freight Movements (MP 194 - MP 202)	-Construct auxiliary lanes to create a 5-lane section through activity center (MP 201.3 – MP 202); -Install signs prohibiting left turns in/out of the norther Wendy's/Pilot driveway	$2.80	M	0.0
247	US 160	160.11		Dennehotso Passing Lanes (MP 416 - MP 418)	-Construct EB passing lane from MP 416 – MP 417 -Construct WB passing lane from MP 417 – MP 418	$12.98	M	0.0
247	US 89	89U.06		Waterhole Canyon Freight Improvements (MP 531 - MP 535)	-Construct NB passing lane from MP 534.5 - 535.5 -Construct SB passing lane from MP 531.5 - 533	$16.22	M	0.0

Table 15: Statewide Prioritized Recommended Candidate Solutions (continued)

Rank	Route	Candidate Solution #	Option	Candidate Solution Name	Candidate Solution Scope	Estimated Cost* (Millions)	Investment Category (P, M or E)	Prioritization Score
247	US 89	89U.03		South Cameron Freight Improvements (MP 460 - MP 461)	-Construct SB passing lane from MP 460 - 461	$6.49	M	0.0

Appendix A: Statewide Performance Maps

This appendix contains maps of each primary and secondary measure associated with the five performance areas for the statewide corridors

Pavement Performance Area:

- Pavement Index
- Pavement Serviceability (directional)
- Percentage of Pavement Area Failure

Bridge Performance Area:

- Bridge Index
- Bridge Sufficiency
- Lowest Bridge Rating

Mobility Performance Area:

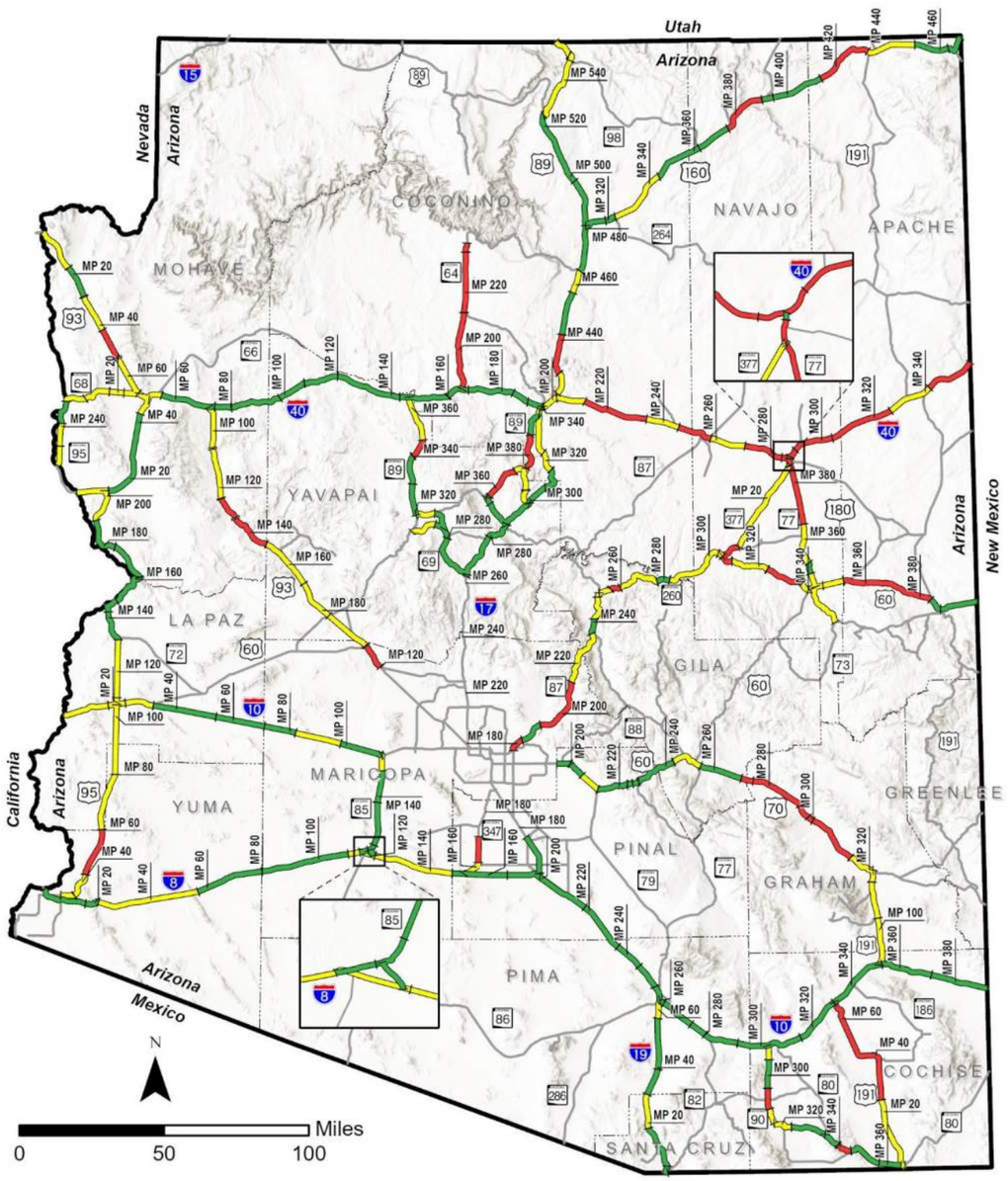
- Mobility Index
- Future Daily V/C Ratio
- Existing Peak Hour V/C Ratio (directional)
- Closure Frequency (directional)
- Level of Travel Time Reliability (directional)
- Percentage of Bicycle Accommodation

Safety Performance Area:

- Safety Index
- Safety Index (directional)
- Relative Frequency of Fatal + Incapacitating Injury Crashes Involving Intersections Compared to the Statewide Average for Similar Segments
- Relative Frequency of Fatal + Incapacitating Injury Crashes Involving Lane Departures Compared to the Statewide Average for Similar Segments
- Relative Frequency of Fatal + Incapacitating Injury Crashes Involving Pedestrians Compared to the Statewide Average for Similar Segments
- Relative Frequency of Fatal + Incapacitating Injury Crashes Involving Trucks Compared to the Statewide Average for Similar Segments
- Relative Frequency of Fatal + Incapacitating Injury Crashes Involving Bicycles Compared to the Statewide Average for Similar Segments

Freight Performance Area

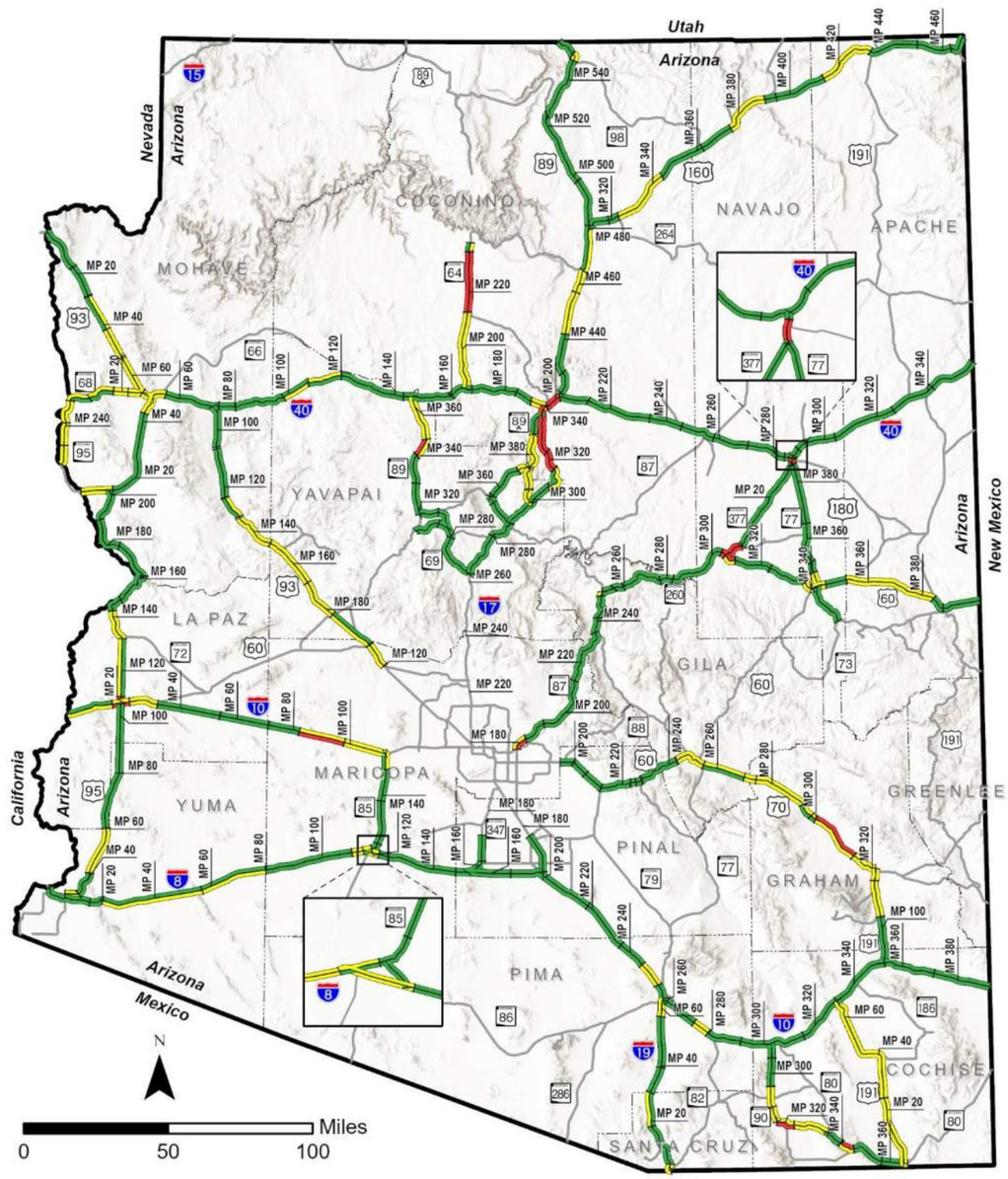
- Freight Index
- Truck Travel Time Reliability (directional)
- Closure Duration (directional)
- Bridge Vertical Clearance



STATEWIDE PAVEMENT PERFORMANCE

Pavement Index

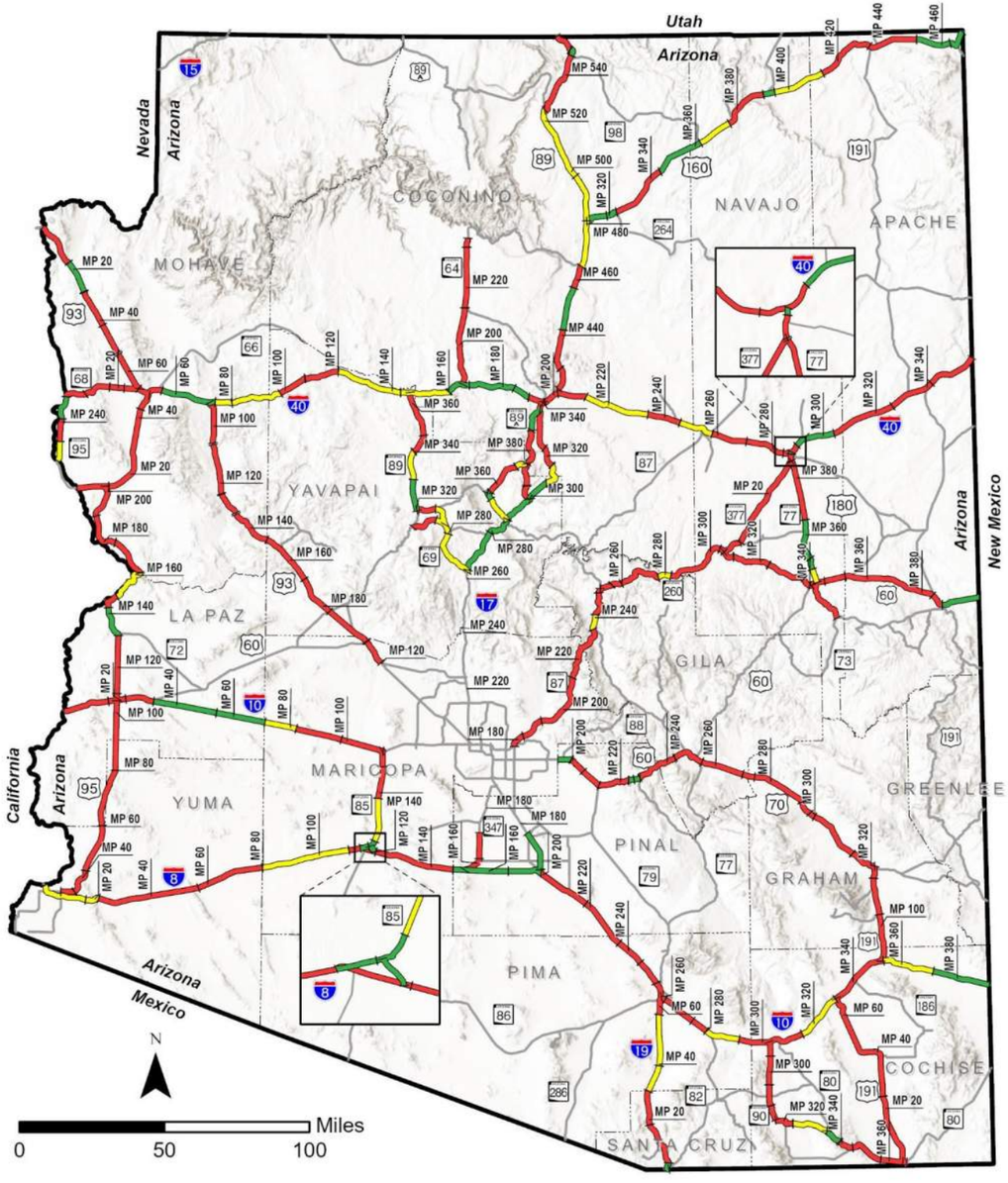
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



PAVEMENT SERVICEABILITY

Pavement Serviceability

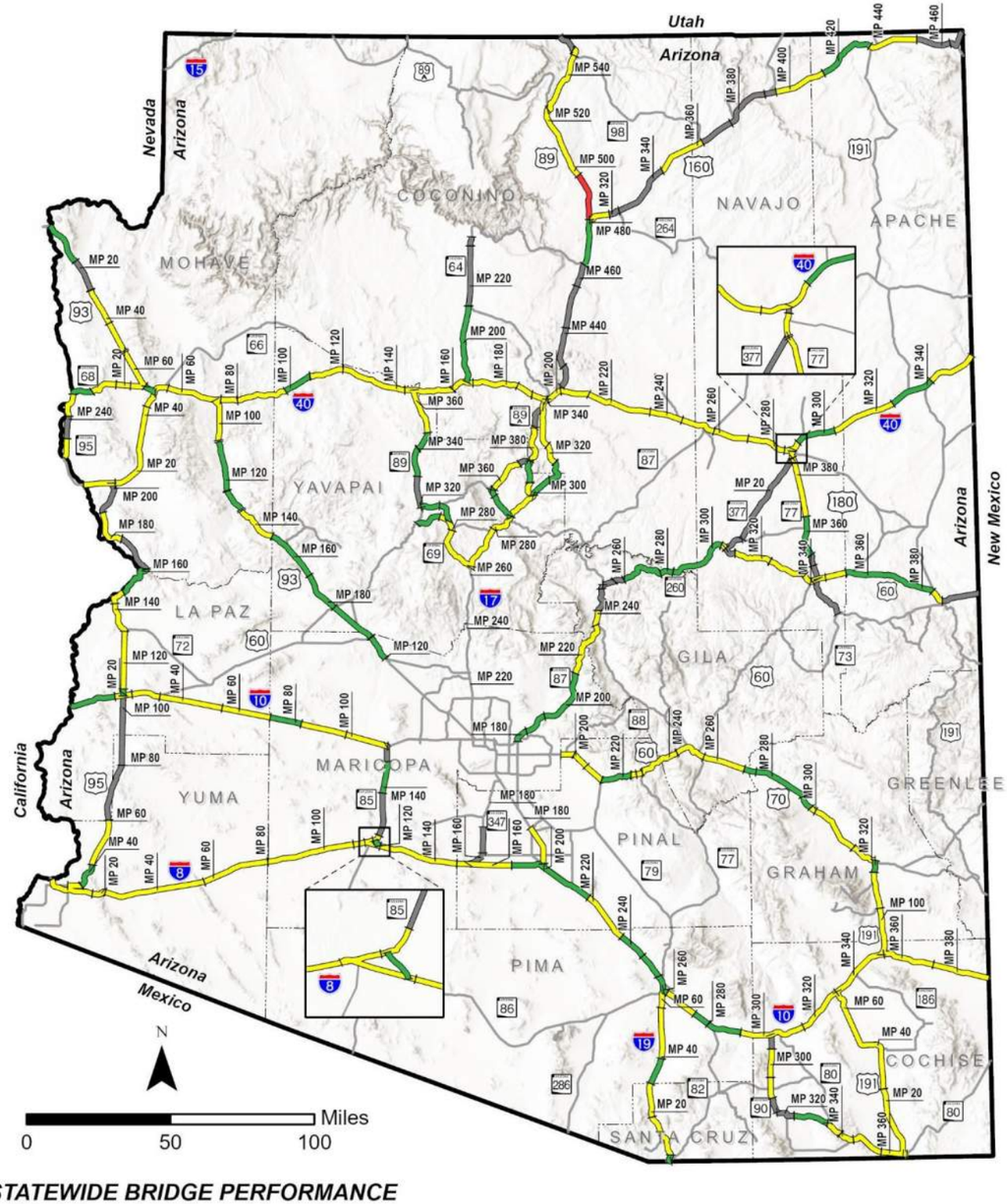
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



PAVEMENT AREA FAILURE

Pavement Area Failure

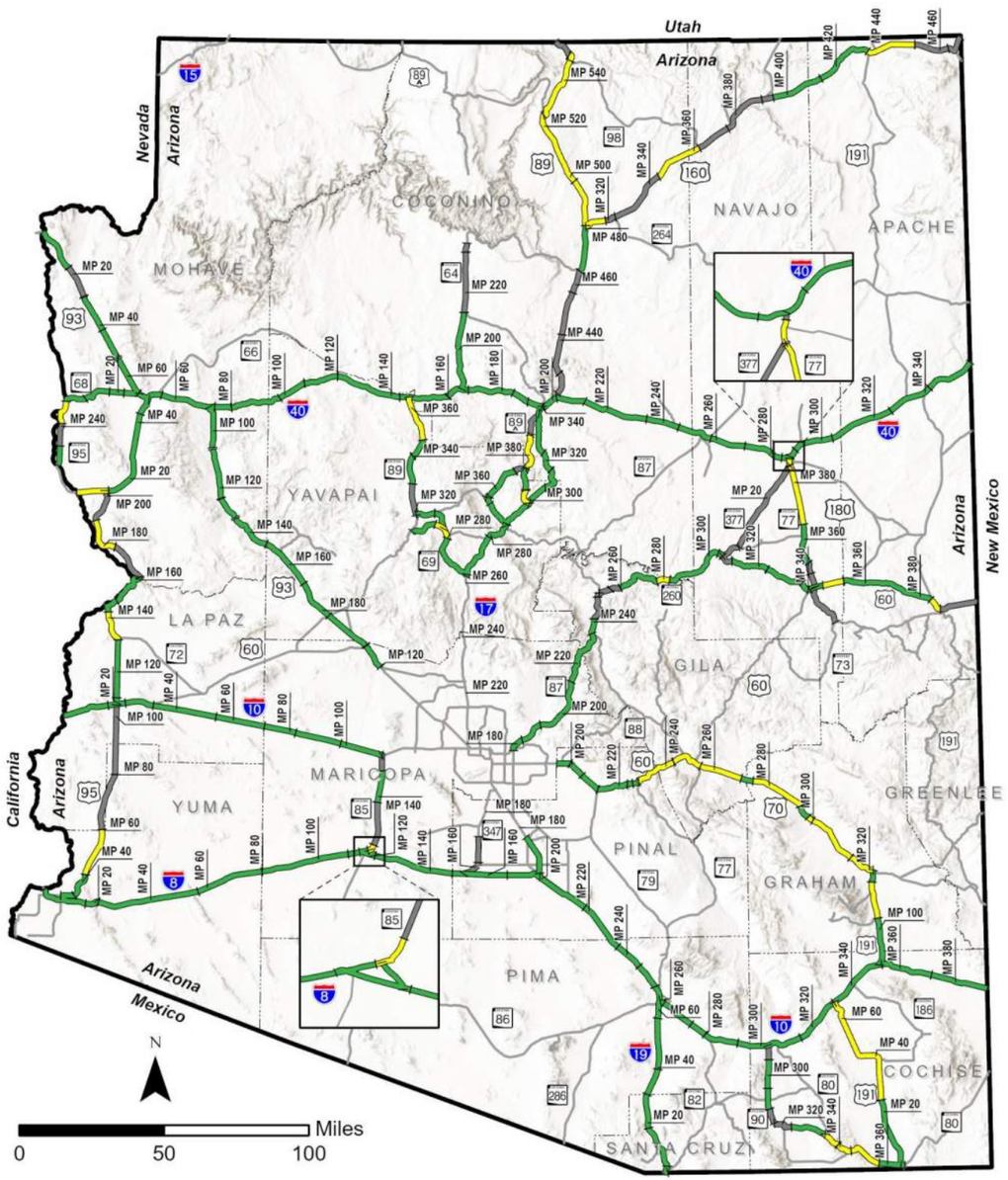
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



STATEWIDE BRIDGE PERFORMANCE

Bridge Index

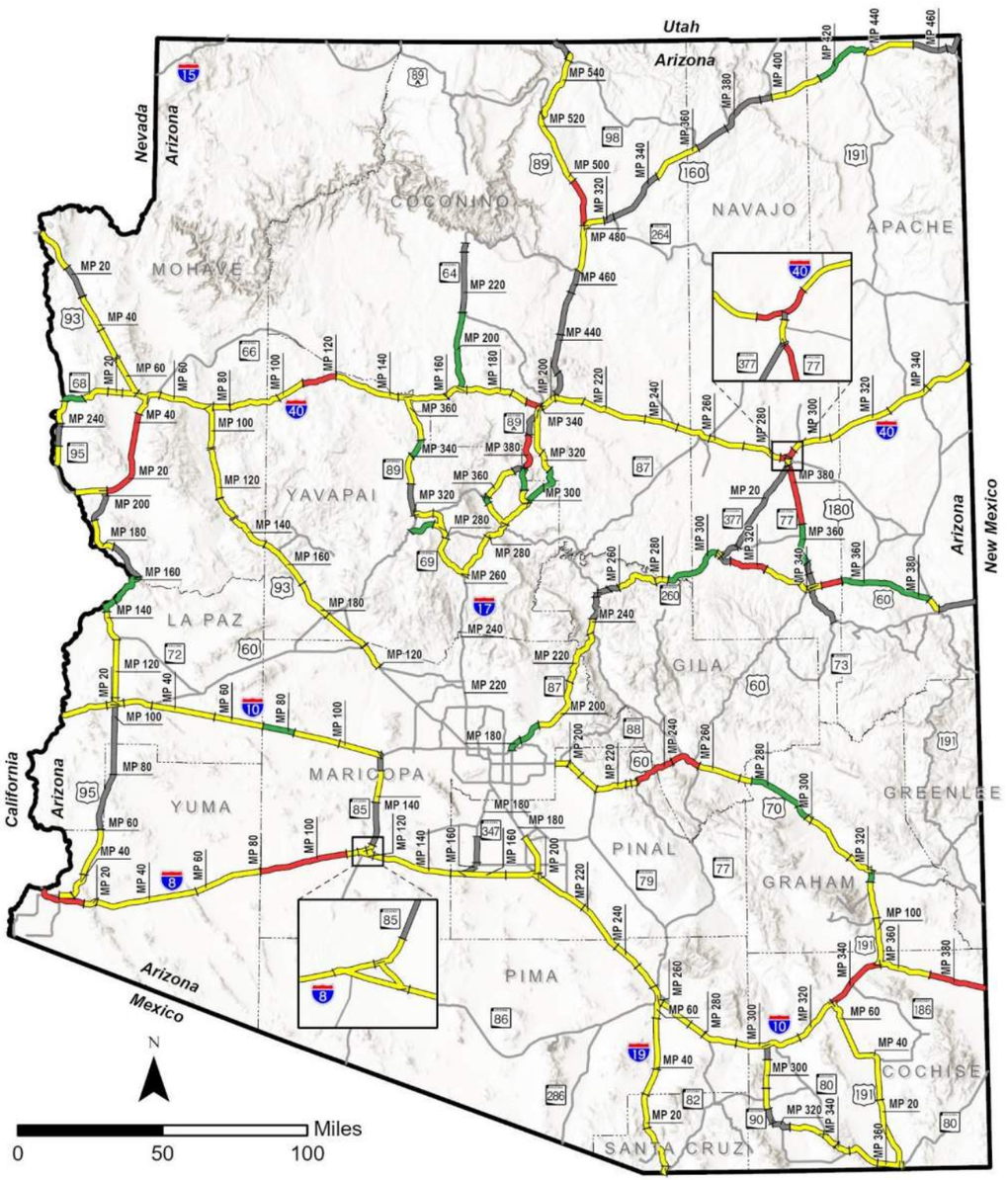
Good | Poor | State Boundary | State Highway System
Fair | No Bridge | County Boundary | Corridor Segment



BRIDGE SUFFICIENCY

Bridge Sufficiency

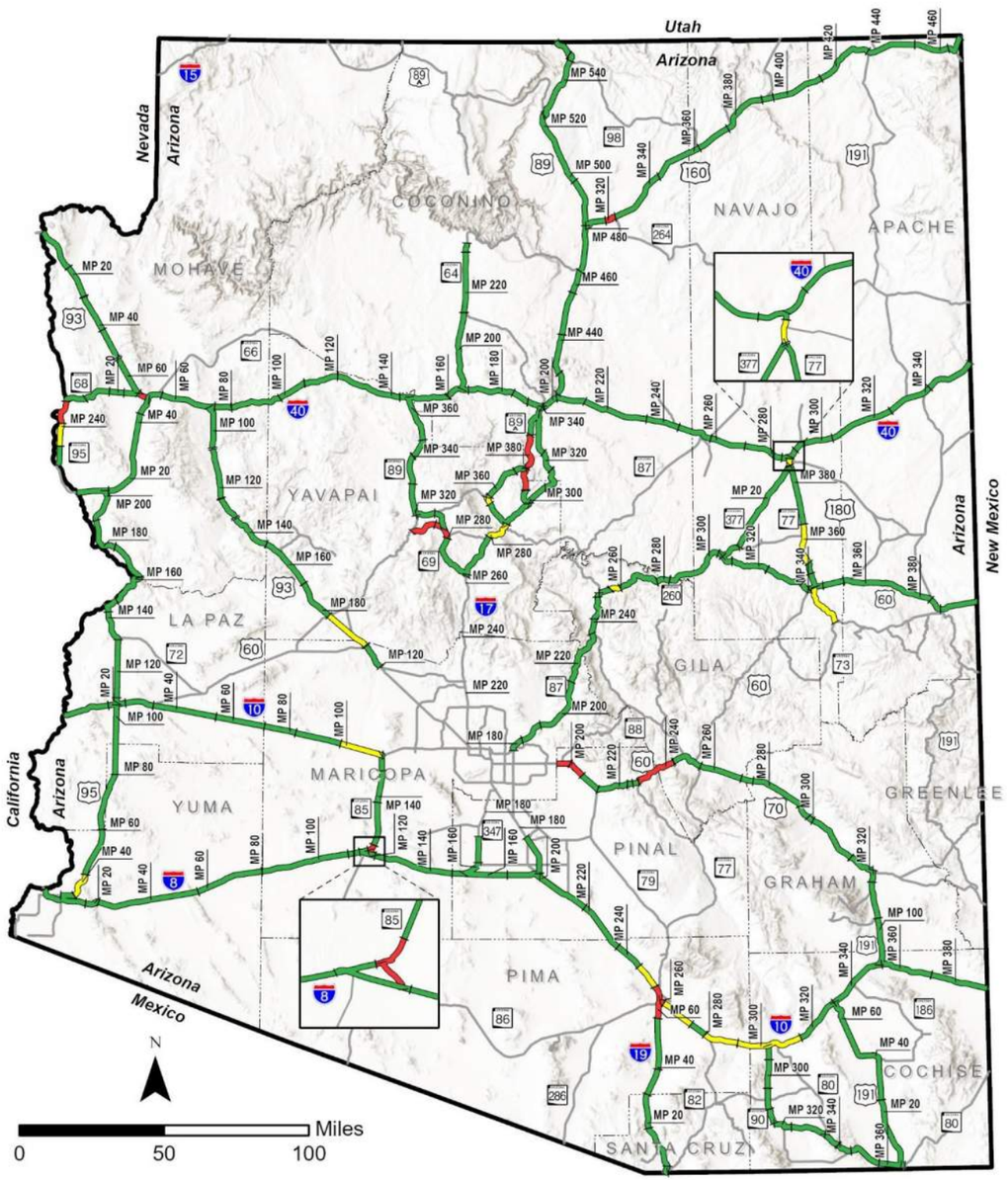
Good | Poor | State Boundary | State Highway System
Fair | No Bridge | County Boundary | Corridor Segment



LOWEST BRIDGE RATING

Bridge Rating

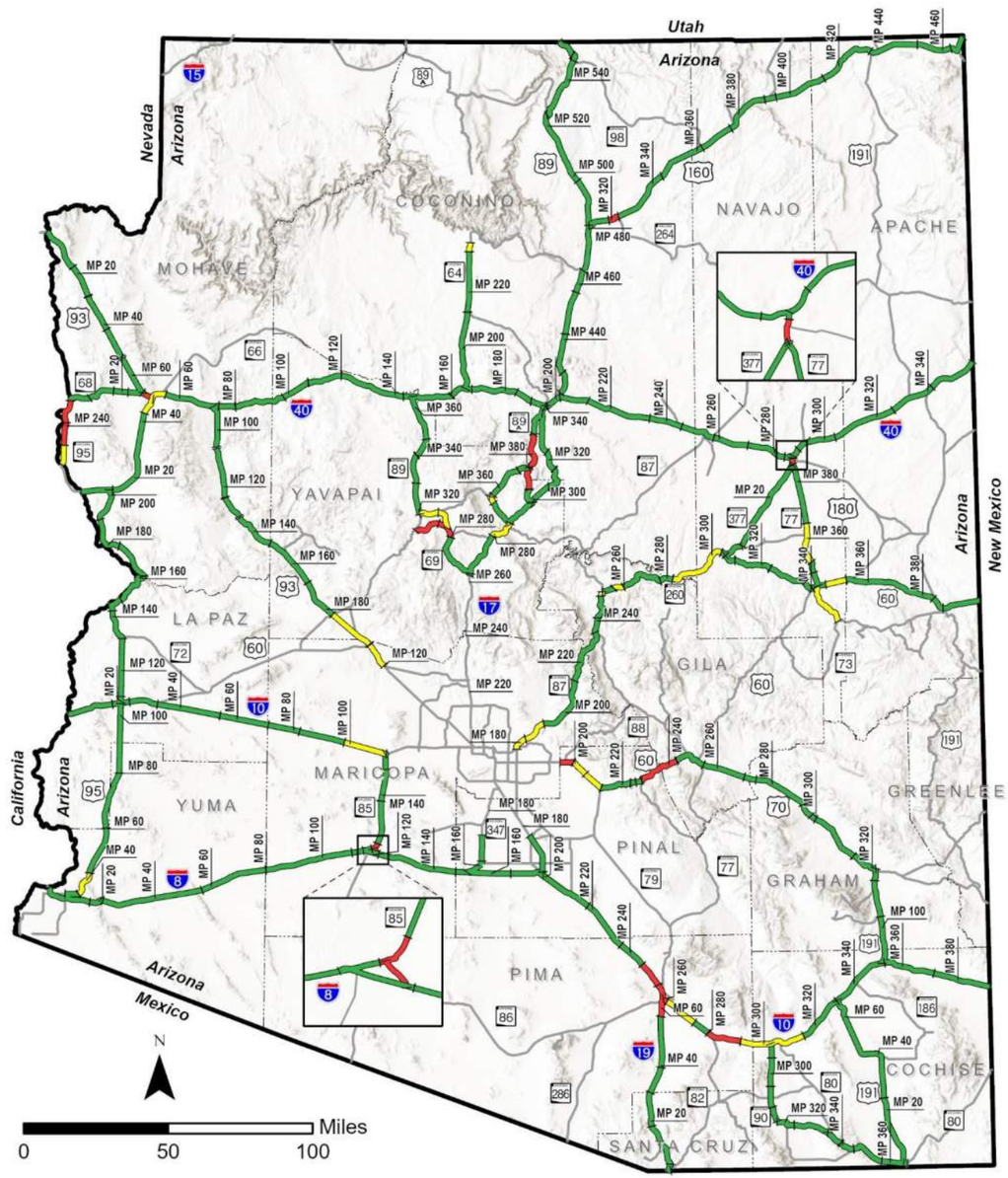
Good | Poor | State Boundary | State Highway System
Fair | No Bridge | County Boundary | Corridor Segment



STATEWIDE MOBILITY PERFORMANCE

Mobility Index

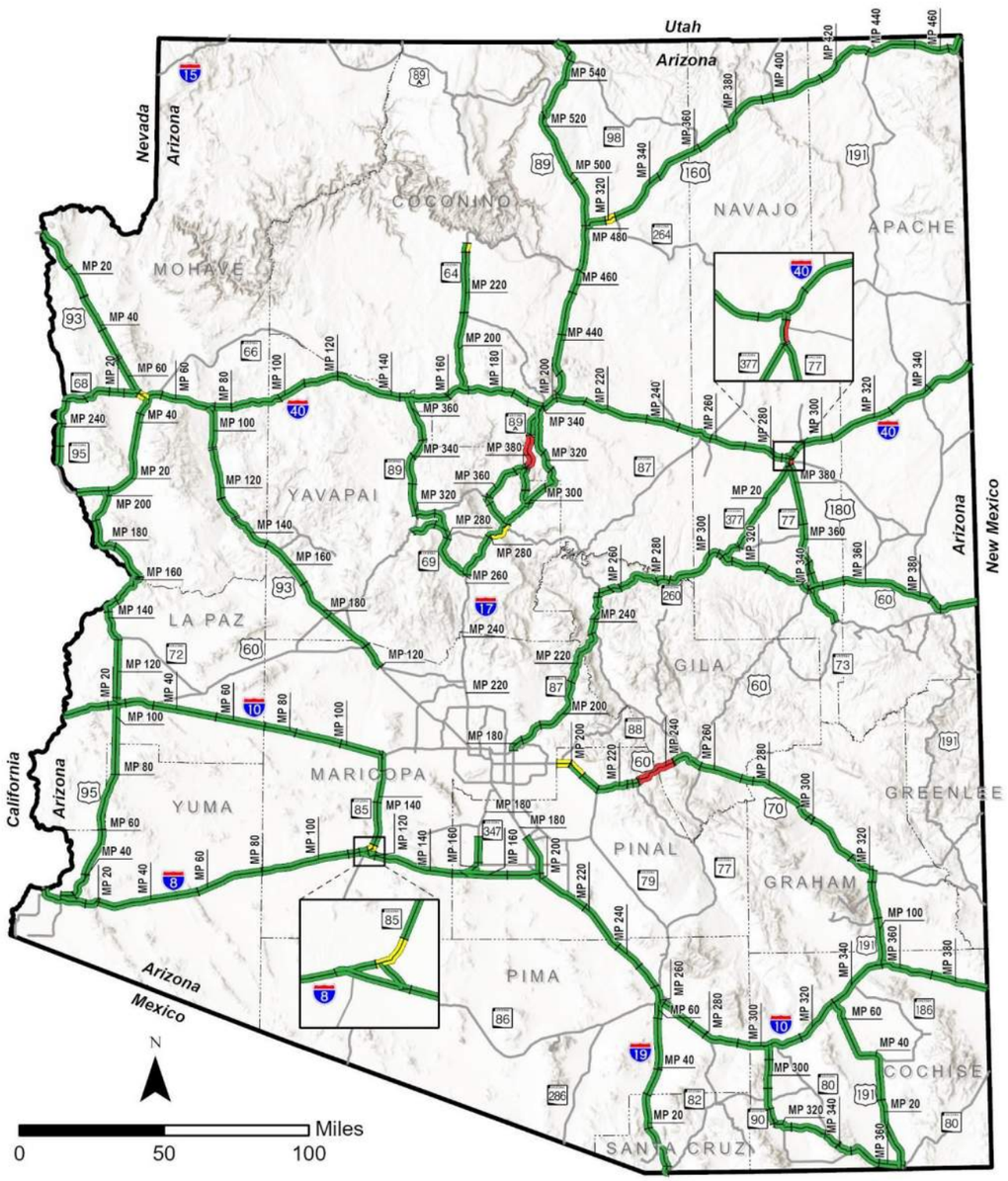
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



FUTURE DAILY VOLUME/CAPACITY (V/C)

Future Daily V/C

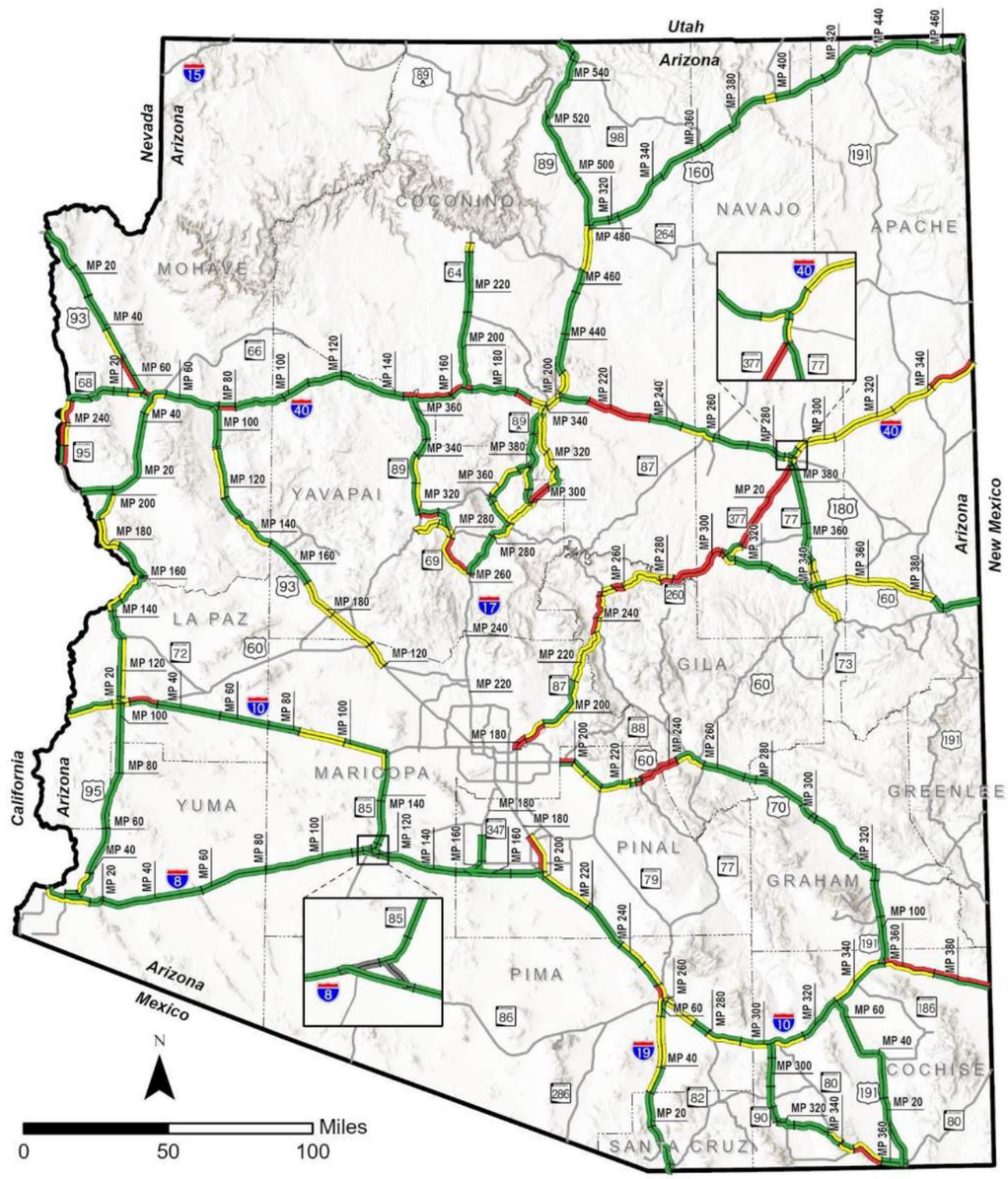
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



EXISTING PEAK HOUR DAILY VOLUME/CAPACITY (V/C)

Existing Peak Hour V/C

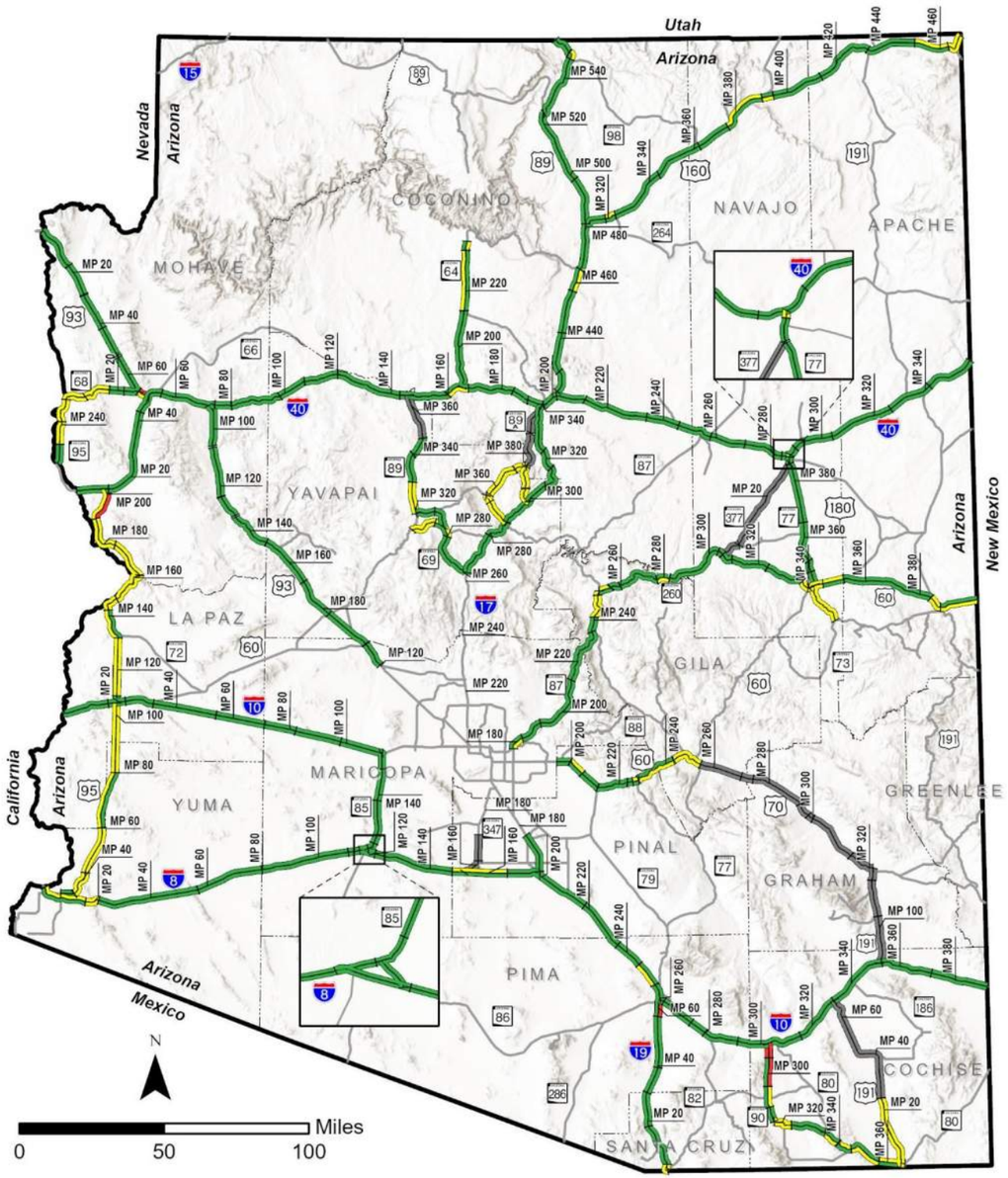
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



CLOSURE FREQUENCY

Closure Frequency (#/miles/year)

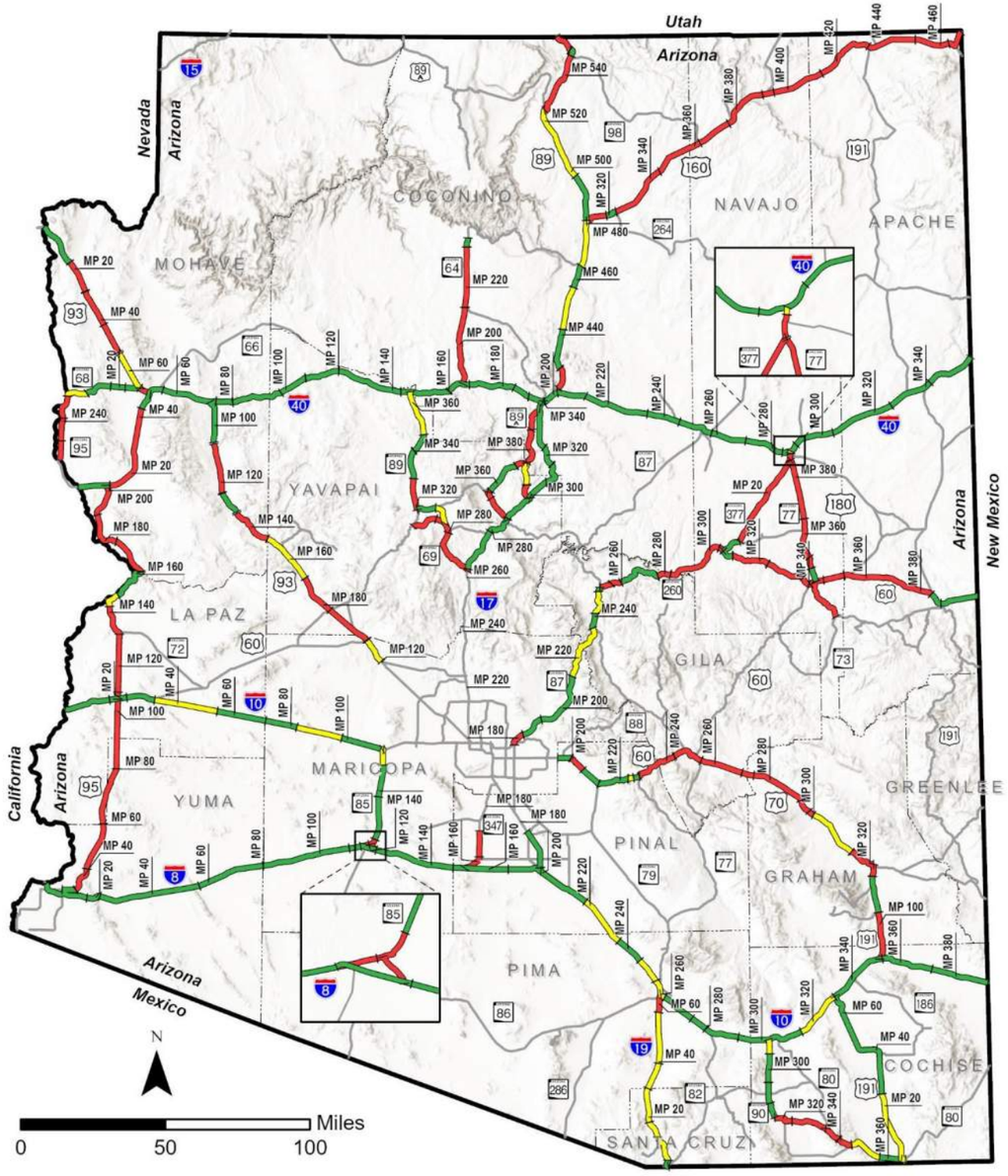
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



DIRECTIONAL LEVEL OF TRAVEL TIME RELIABILITY

Level of Travel Time Reliability

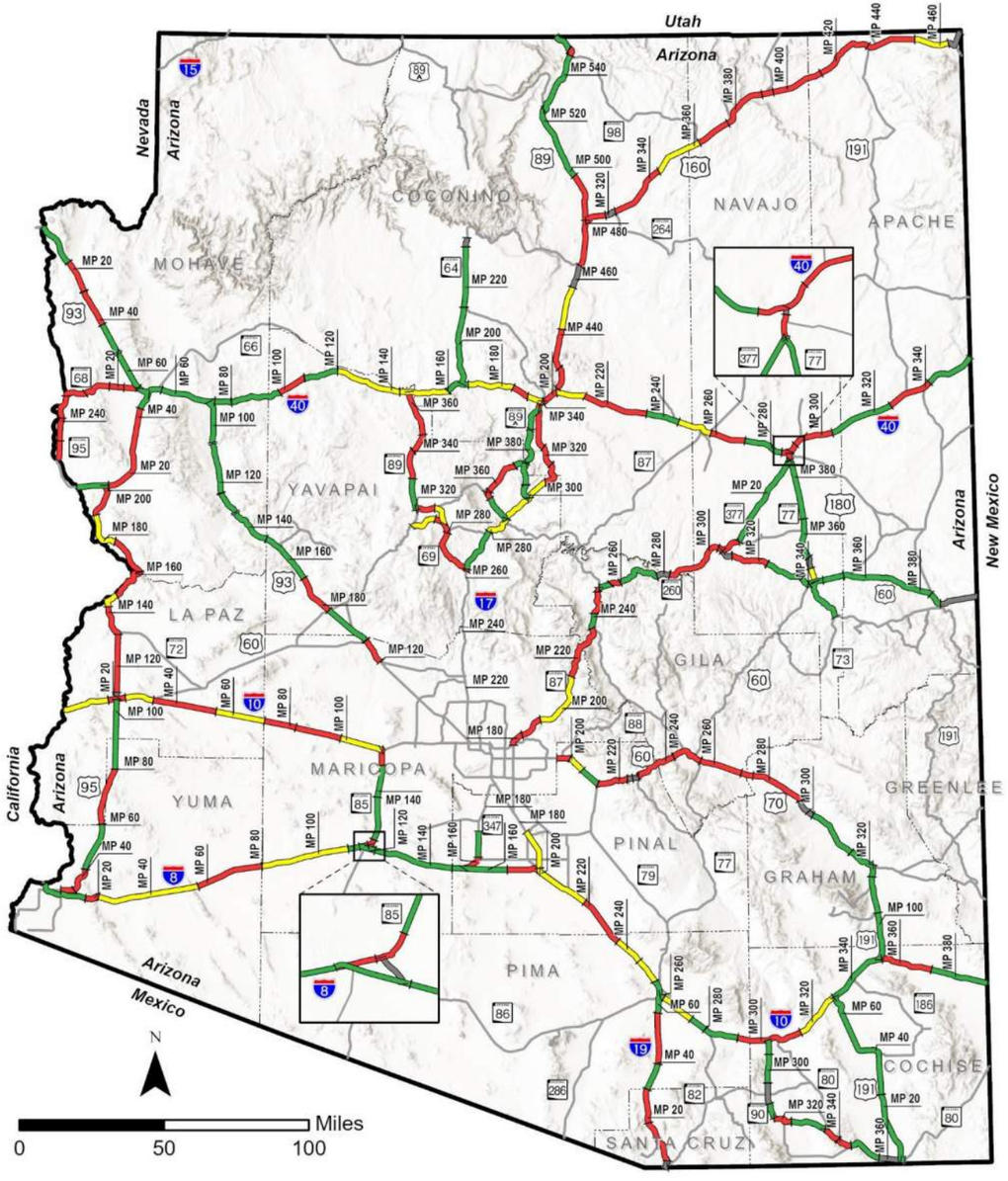
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



PERCENTAGE OF BICYCLE ACCOMMODATION

% of Bicycle Accommodation

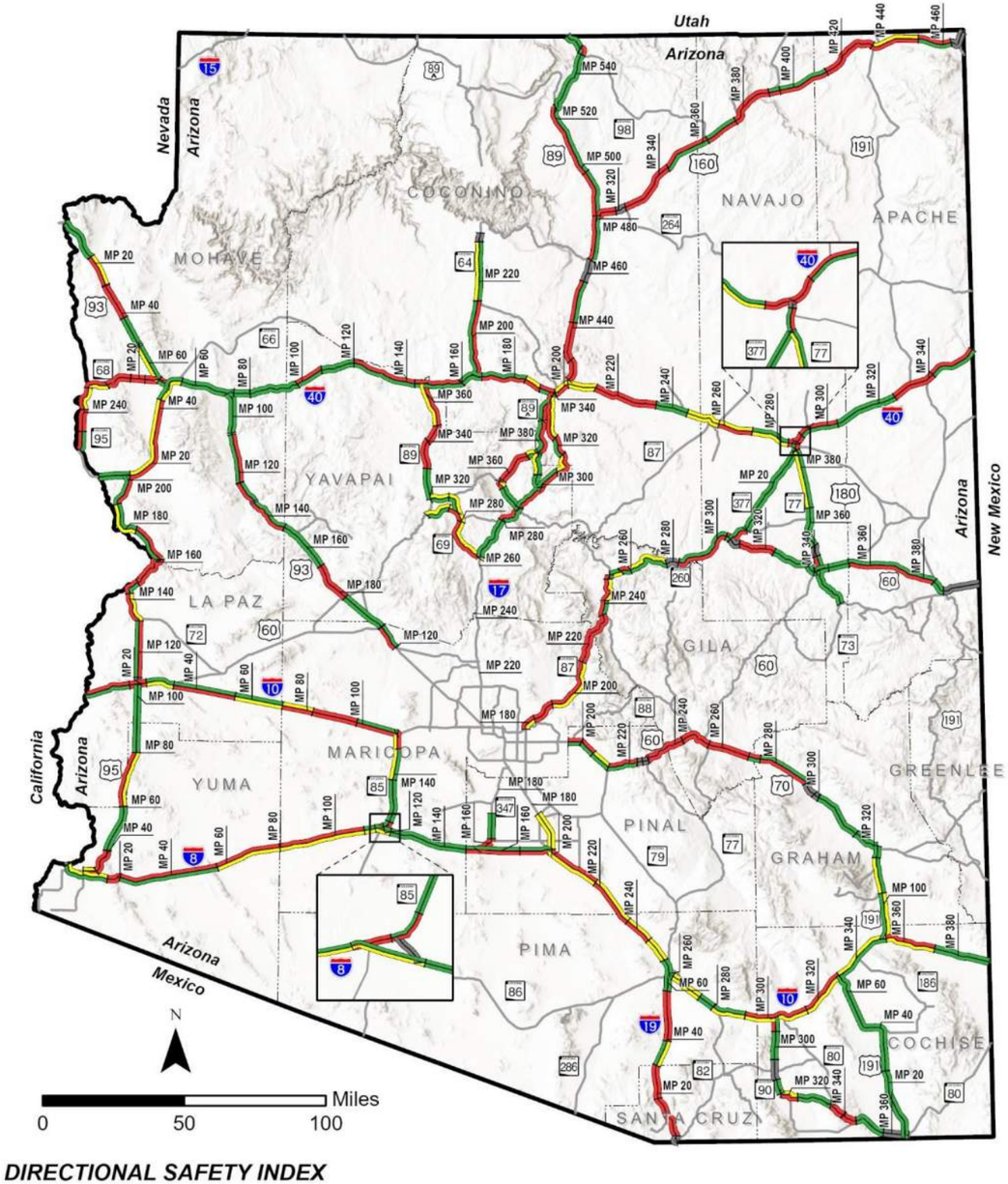
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



STATEWIDE SAFETY PERFORMANCE

Safety Index

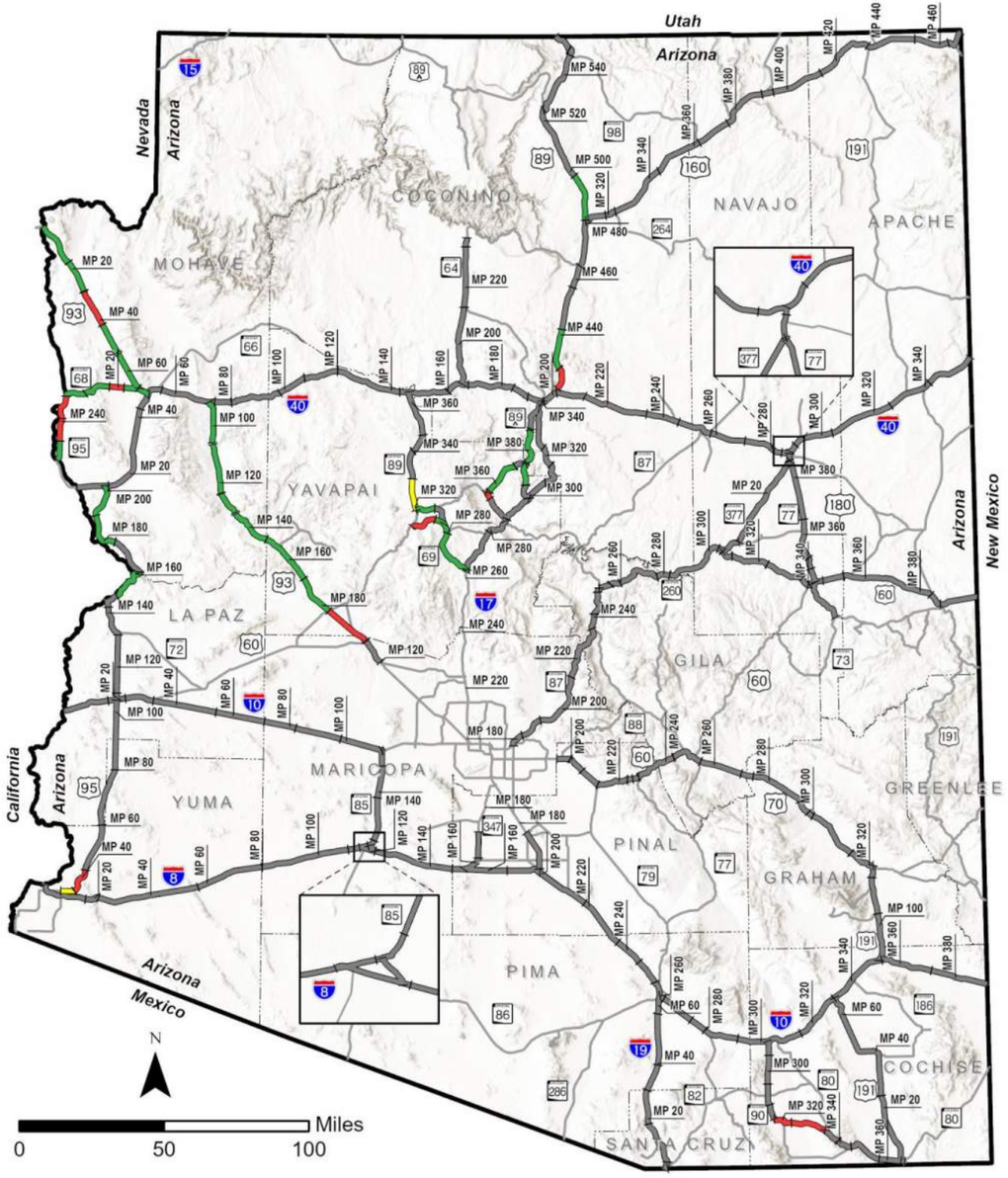
Above Average | Below Average | State Boundary | State Highway System
Average | Insufficient Data | County Boundary | Corridor Segment



DIRECTIONAL SAFETY INDEX

Safety Index

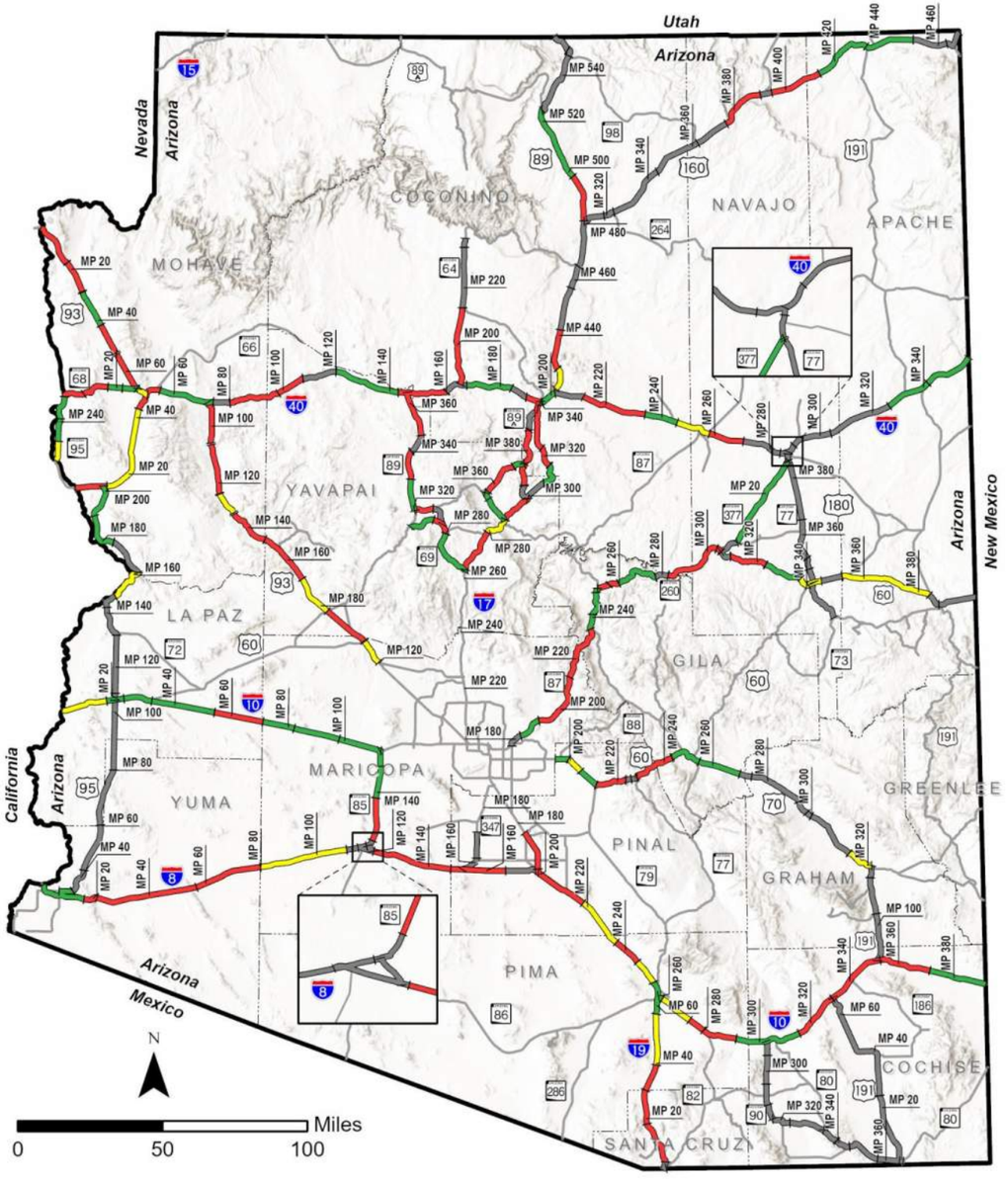
Above Average | Below Average | State Boundary | State Highway System
Average | Insufficient Data | County Boundary | Corridor Segment



RELATIVE FREQUENCY OF FATAL + SUSPECTED SERIOUS INJURY CRASHES INVOLVING INTERSECTIONS

Frequency of Crashes Involving Intersections

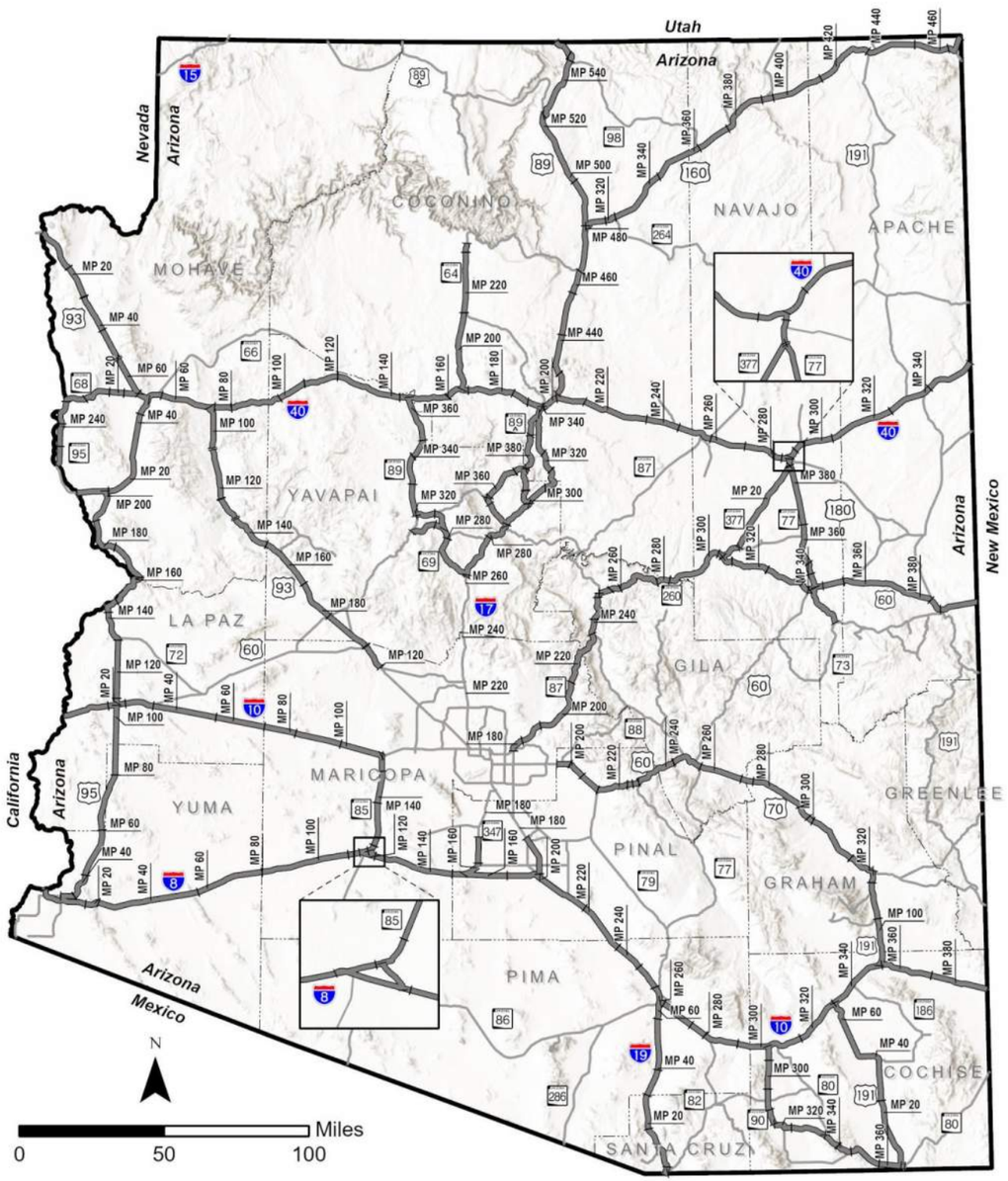
Above Average | Below Average | State Boundary | State Highway System
Average | Insufficient Data | County Boundary | Corridor Segment



RELATIVE FREQUENCY OF FATAL + SUSPECTED SERIOUS INJURY CRASHES INVOLVING LANE DEPARTURE

Frequency of Crashes Involving Lane Departure

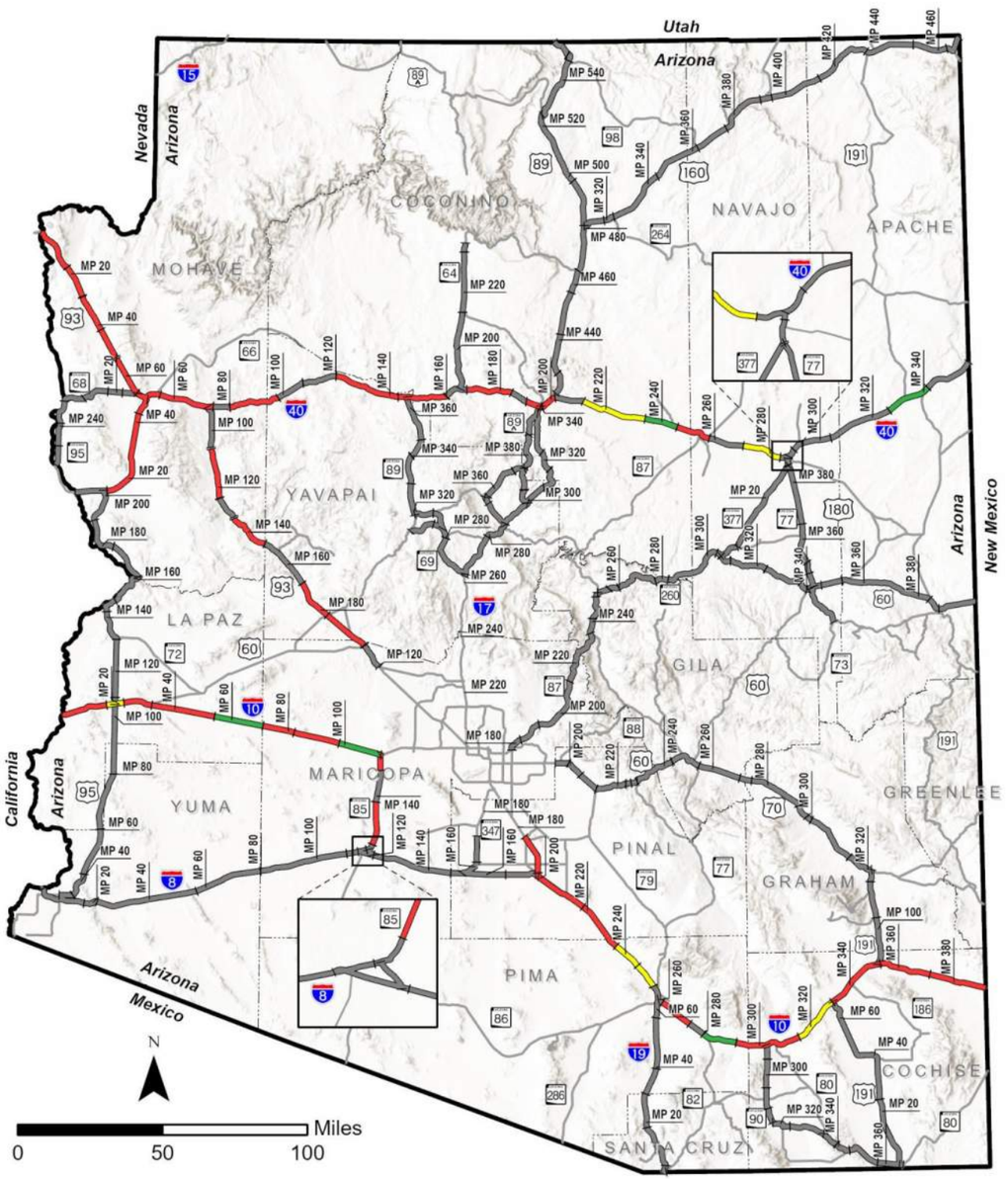
Above Average | Below Average | State Boundary | State Highway System
Average | Insufficient Data | County Boundary | Corridor Segment



RELATIVE FREQUENCY OF FATAL + SUSPECTED SERIOUS INJURY CRASHES INVOLVING PEDESTRIANS

Frequency of Crashes Involving Pedestrians

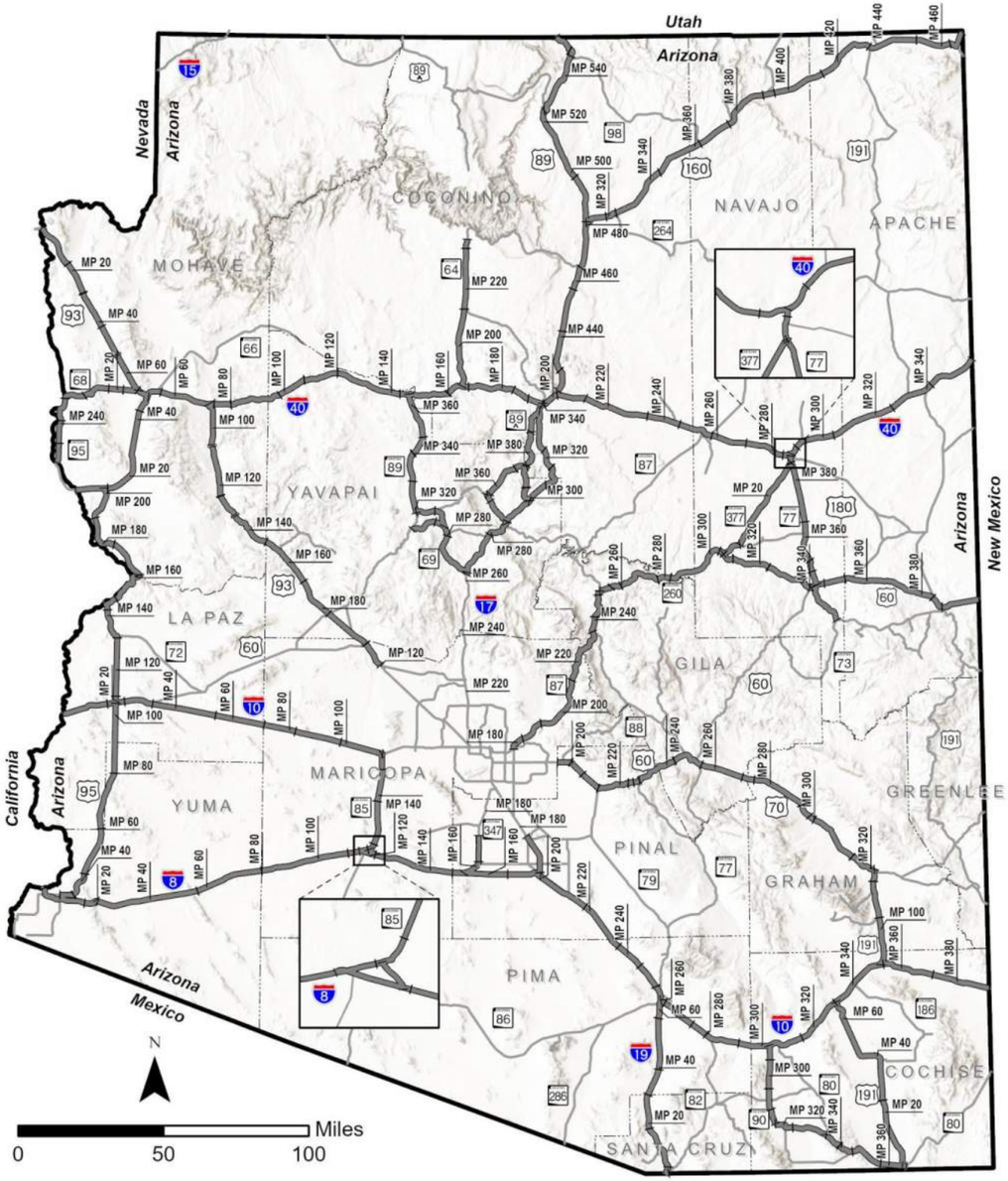
Above Average | Below Average | State Boundary | State Highway System
Average | Insufficient Data | County Boundary | Corridor Segment



RELATIVE FREQUENCY OF FATAL + SUSPECTED SERIOUS INJURY CRASHES INVOLVING TRUCKS

Frequency of Crashes Involving Trucks

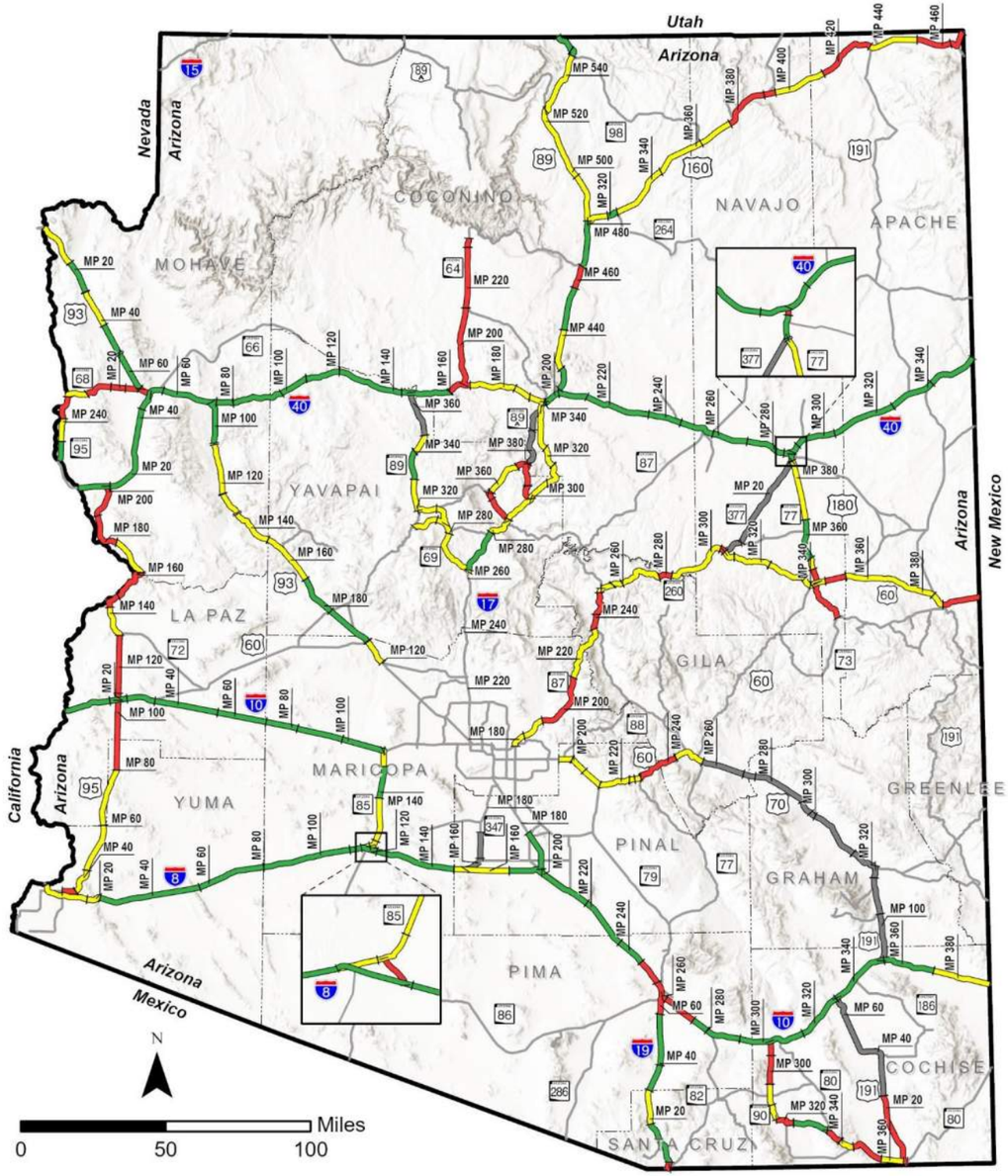
Above Average | Below Average | State Boundary | State Highway System
Average | Insufficient Data | County Boundary | Corridor Segment



RELATIVE FREQUENCY OF FATAL + SUSPECTED SERIOUS INJURY CRASHES INVOLVING BICYCLES

Frequency of Crashes Involving Intersections

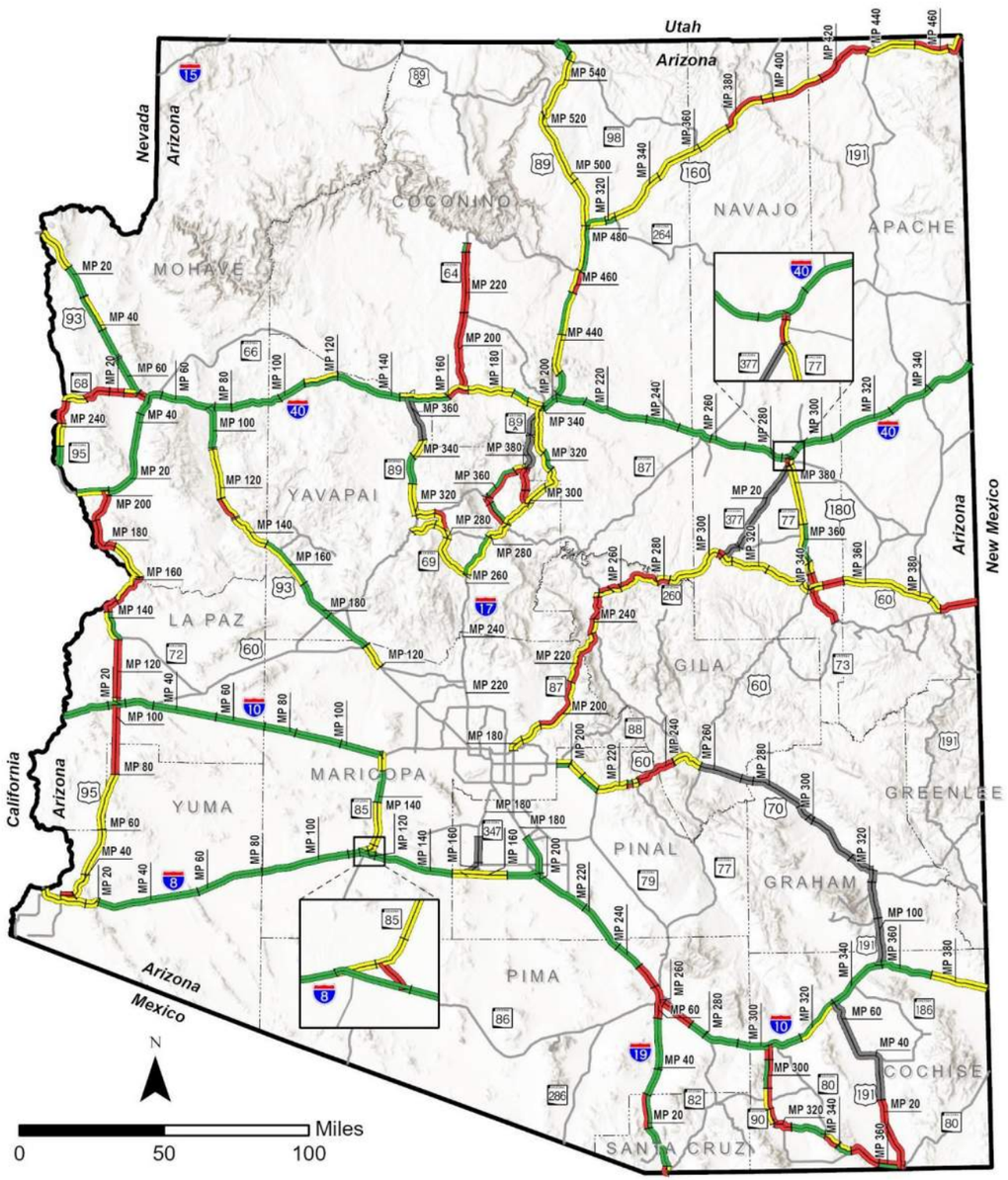
Above Average | Below Average | State Boundary | State Highway System
Average | Insufficient Data | County Boundary | Corridor Segment



STATEWIDE FREIGHT PERFORMANCE

Freight Index

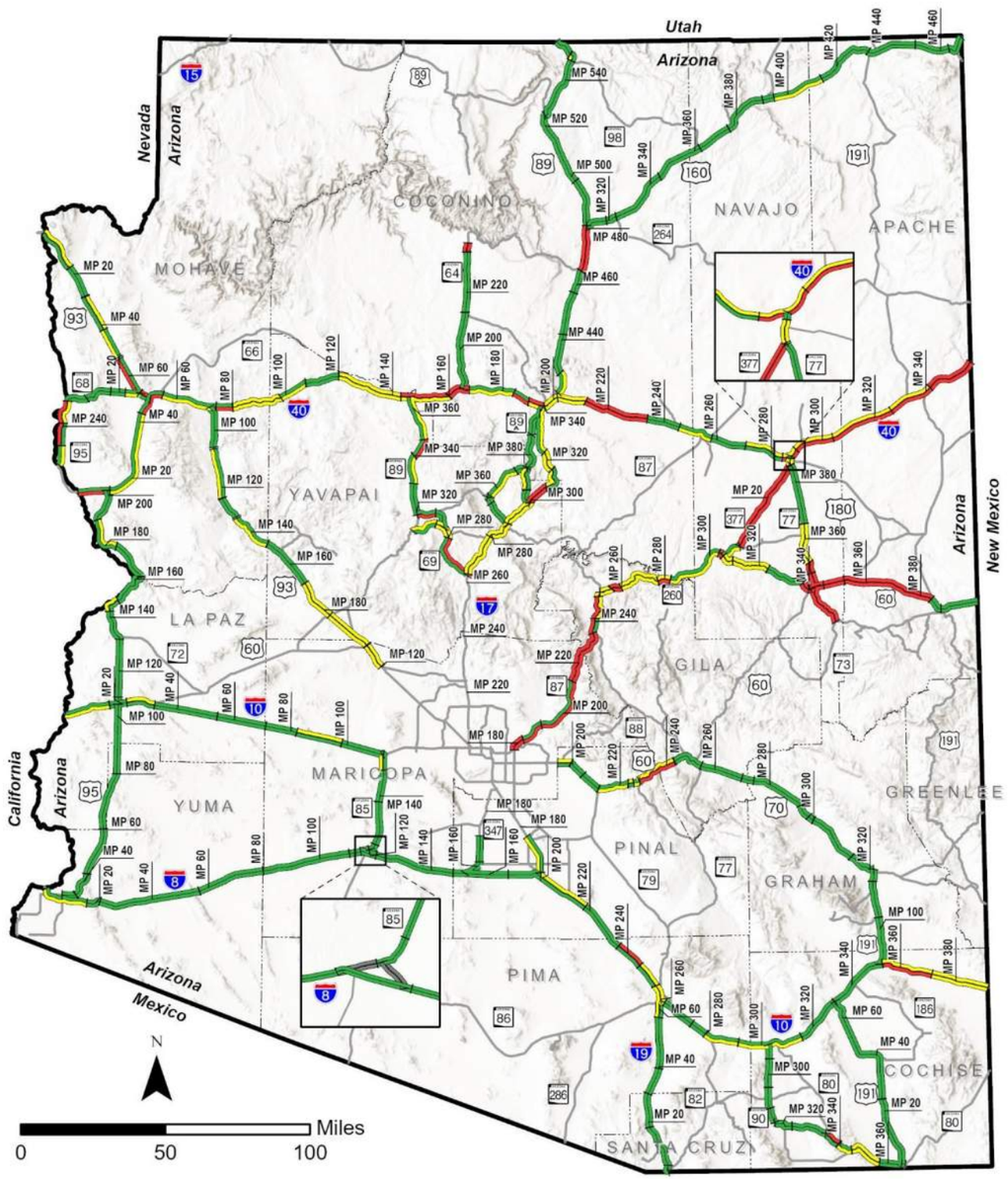
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



DIRECTIONAL TRUCK TRAVEL TIME RELIABILITY

Truck Travel Time Reliability

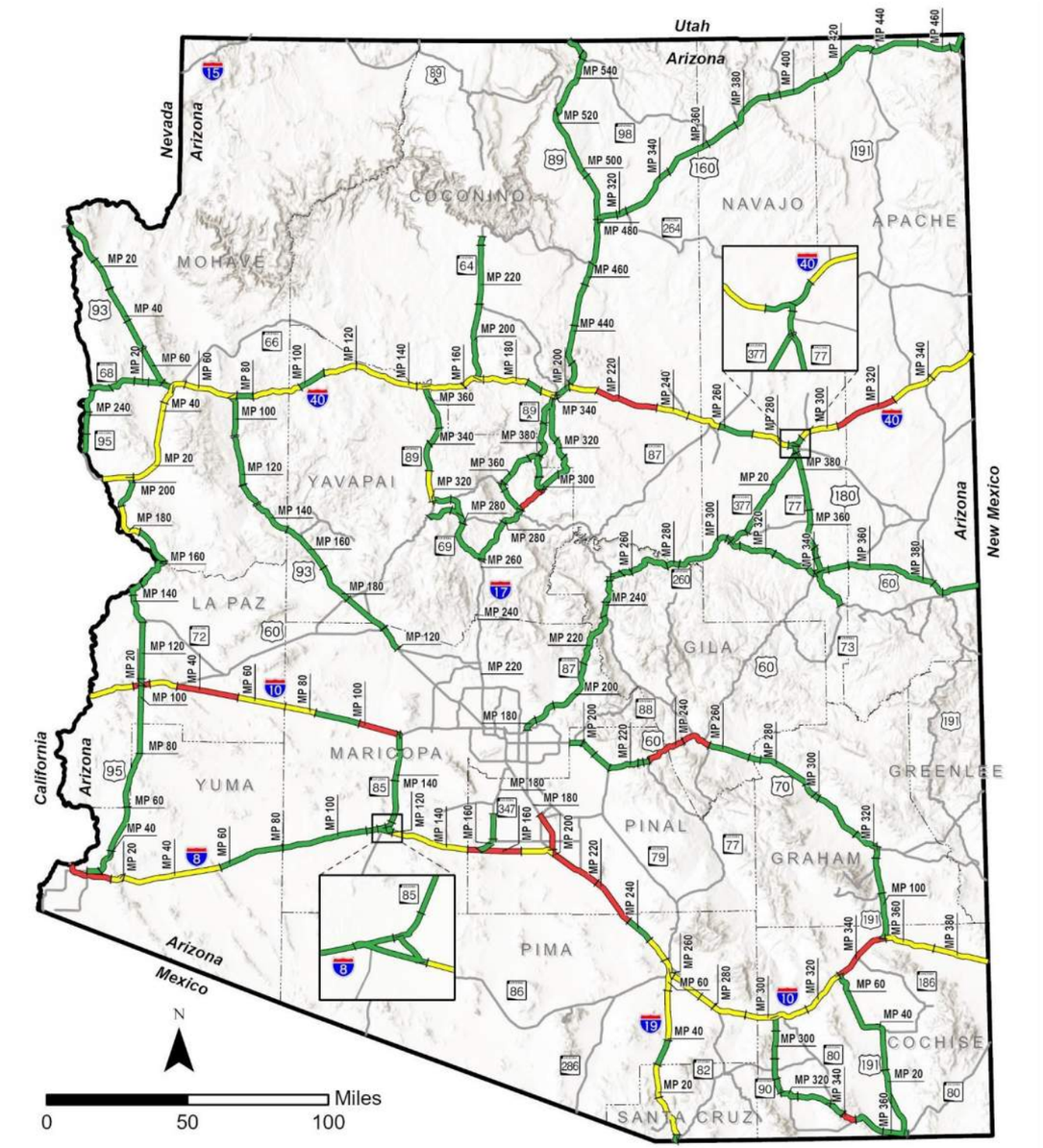
Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



CLOSURE DURATION

Closure Duration (min/miles/year)

Good | Poor | State Boundary | State Highway System
Fair | Insufficient Data | County Boundary | Corridor Segment



BRIDGE VERTICAL CLEARANCE

Bridge Vertical Clearance

Good
Fair
Poor
Insufficient Data
State Boundary
County Boundary
State Highway System
Corridor Segment

Appendix B: Corridor Performance Tables

I-8: California State Line to I-10

Segment	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Bridge Sufficiency	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closures (occurrences/milepost/year)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			EB	WB							EB	WB	EB	WB	EB	WB		
8-1[a]	16.3	4.02	4.03	4.13	31%	5.19	92.60	4	0.43	0.47	0.31	0.3	0.26	0.13	1.05	1.09	95.2%	15.3%
8-2[b]	5.1	4.02	3.94	4.07	10%	5.31	87.67	5	0.44	0.50	0.34	0.37	0.16	0.12	1.08	1.06	100.0%	12.6%
8-3[b]	35.1	3.74	3.59	3.82	43%	6.32	95.69	6	0.23	0.26	0.13	0.13	0.16	0.13	1.05	1.05	100.0%	13.2%
8-4[b]	23.1	4.00	3.71	4.05	35%	6.00	95.00	6	0.16	0.18	0.09	0.09	0.08	0.07	1.05	1.05	99.1%	7.4%
8-5[b]	30.8	4.41	4.22	4.34	13%	5.86	89.57	4	0.18	0.20	0.11	0.11	0.05	0.16	1.05	1.05	100.0%	6.1%
8-6[b]	9.6	3.32	3.62	3.43	60%	5.59	94.82	5	0.17	0.18	0.12	0.11	0.06	0.10	1.05	1.06	100.0%	5.8%
8-7[b]	27.6	3.70	3.84	3.88	48%	6.08	91.34	6	0.09	0.07	0.1	0.09	0.06	0.10	1.04	1.04	100.0%	5.8%
8-8[b]	18.9	4.67	4.39	4.41	0%	5.64	91.09	5	0.12	0.15	0.07	0.06	0.05	0.14	1.06	1.06	100.0%	12.4%
8-9[b]	11.5	4.26	3.86	4.02	4%	8.58	90.36	5	0.16	0.22	0.06	0.08	0.14	0.04	1.04	1.04	100.0%	13.5%
Weighted Corridor Average		4.03	3.91	4.04	29.4%	6.07	92.45	4.97	0.20	0.22	0.13	0.13	0.11	0.12	1.05	1.05	99.45%	9.79%

SCALES

Performance Level	Interstate		All				Urban	All	Interrupted / Uninterrupted	All	
Good/Above Average	> 3.75	> 3.75	< 5%	> 6.5	> 80	> 6	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average	3.00 - 3.75	3.40 - 3.75	5% - 20%	5.0 - 6.5	50 - 80	5 - 6	0.71 - 0.89	0.22 - 0.62	1.15 - 1.50	60% - 90%	11% - 17%
Poor/Below Average	< 3.00	< 3.40	> 20%	< 5.0	< 50	< 5	> 0.89	> 0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average	< 0.56
Fair/Average	0.56 - 0.76
Poor/Below Average	> 0.76

[a]Urban 4 Lane Freeway
[b]Rural 4 Lane Freeway with Daily Volume < 25,000

[1]Urban Operating Environment
[2]Rural Operating Environment

I-8: California State Line to I-10 (Continued)

Segment	Segment Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	MAX TTTR		Closure Duration (minutes/milepost/year/mile)		Bridge Vertical Clearance (feet)
			EB	WB							EB	WB	EB	WB	
8-1[a]	16.3	0.69	0.47	0.92	Not Applicable	55%	Not Applicable	Not Applicable	Not Applicable	1.27	1.21	1.33	52.67	22.86	15.33
8-2[b]	5.1	2.31	3.39	1.22	Not Applicable	100%	Not Applicable	Not Applicable	Not Applicable	1.28	1.33	1.24	25.88	21.49	16.14
8-3[b]	35.1	1.08	0.66	1.50	Not Applicable	83%	Not Applicable	Not Applicable	Not Applicable	1.09	1.09	1.09	41.55	12.94	16.2
8-4[b]	23.1	1.78	1.06	2.50	Not Applicable	81%	Not Applicable	Not Applicable	Not Applicable	1.08	1.08	1.08	7.26	9.15	No UP
8-5[b]	30.8	1.04	0.93	1.16	Not Applicable	76%	Not Applicable	Not Applicable	Not Applicable	1.08	1.08	1.08	4.29	21.66	No UP
8-6[b]	9.6	0.43	0.86	0.00	Not Applicable	Insufficient Data	Not Applicable	Not Applicable	Not Applicable	1.13	1.14	1.11	3.75	15.96	16.61
8-7[b]	27.6	0.62	0.82	0.43	Not Applicable	91%	Not Applicable	Not Applicable	Not Applicable	1.09	1.10	1.09	6.16	14.10	16.17
8-8[b]	18.9	0.62	1.23	0.00	Not Applicable	100%	Not Applicable	Not Applicable	Not Applicable	1.15	1.15	1.15	5.42	37.54	15.99
8-9[b]	11.5	1.17	1.53	0.81	Not Applicable	Insufficient Data	Not Applicable	Not Applicable	Not Applicable	1.10	1.11	1.10	20.33	2.61	16.00
Weighted Corridor Average		1.02	0.97	1.06	Not Applicable	82%	Not Applicable	Not Applicable	Not Applicable	1.12	1.11	1.12	18.49	17.40	16.06
SCALES															
Performance Level		Urban 4-Lane Freeway			N/A	< 60.6%	< 0.0%	< 6.9%	< 0.0%	Not Applicable					
Good/Above Average		< 0.73			N/A	< 60.6%	< 0.0%	< 6.9%	< 0.0%	< 1.15			< 44.18		> 16.50
Fair/Average		0.73 - 1.27			N/A	60.6% - 78.1%	0.0% - 4.9%	6.9% - 12.4%	0.0% - 0.0%	1.15 - 1.35			44.18 - 124.86		16.0 - 16.50
Poor/Below Average		> 1.27			N/A	> 78.1%	> 4.9%	> 12.4%	> 0.0%	> 1.35			> 124.86		< 16.5
Performance Level		Rural 4-Lane Freeway with Daily Volume <25,000													
Good/Above Average		< 0.84			N/A	< 72.8%	< 1.0%	< 19.0%	< 0.0%						
Fair/Average		0.84 - 1.16			N/A	72.8% - 76.4%	1.0% - 3.3%	19.0% - 22.5%	0.0% - 0.9%						
Poor/Below Average		> 1.16			N/A	> 76.4%	> 3.3%	> 22.5%	> 0.9%						

[a]Urban 4 Lane Freeway
[b]Rural 4 Lane Freeway with Daily Volume < 25,000

[1]Urban Operating Environment
[2]Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

I-10W/SR 85: California State Line to I-8

Segment	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Bridge Sufficiency	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			EB/SB	WB/NB							EB/SB	WB/NB	EB/SB	WB/NB	EB/SB	WB/NB		
10-1[b2]	16	3.73	3.74	3.64	41%	6.75	83.24	5	0.42	0.47	0.28	0.28	0.36	0.19	1.04	1.03	100%	8.2%
10-2[b2]	6	3.14	3.03	3.47	92%	6.15	92.98	5	0.40	0.45	0.24	0.23	0.33	0.27	1.03	1.03	100%	9.8%
10-3[b2]	10	3.61	3.67	3.75	60%	6.00	86.37	6	0.42	0.47	0.25	0.24	0.08	0.82	1.02	1.02	99%	13.7%
10-4[b2]	22	3.99	4.16	4.37	0%	6.17	96.05	5.00	0.45	0.51	0.38	0.37	0.16	0.15	1.02	1.02	70%	6.7%
10-5[b2]	17	4.51	4.09	4.18	0%	6.48	96.81	6.00	0.37	0.42	0.19	0.18	0.08	0.13	1.02	1.02	100%	5.0%
10-6[b2]	11	4.31	4.03	4.09	18%	7.00	97.05	7	0.41	0.46	0.16	0.19	0.22	0.22	1.02	1.02	100%	5.3%
10-7[b2]	16	3.26	3.32	3.57	84%	6.25	96.62	6	0.40	0.45	0.25	0.27	0.26	0.36	1.02	1.02	75%	7.3%
10-8[b2]	15	3.89	3.73	3.76	40%	6.44	96.35	5	0.58	0.72	0.3	0.29	0.23	0.22	1.02	1.02	100%	7.2%
85-9	6	3.22	3.04	2.95	25%	No Bridges			0.22	0.16	0.24	0.24	0.13	0.48	1.09	1.08	88%	17.1%
85-10	11	3.61	3.67	3.92	32%	6.53	99.44	6	0.30	0.35	0.23	0.23	0.02	0.02	1.03	1.03	100%	14.0%
85-11	15	3.90	4.24	4.03	10%	No Bridges			0.24	0.28	0.14	0.13	0.04	0.05	1.04	1.03	94%	8.0%
85-12	3	4.08	4.02	3.82	0%	5.00	75.10	5	1.02	1.18	0.58	0.57	0.00	0.20	1.04	1.03	32%	7.2%
85-13	2	3.92	3.80	3.48	0%	5.62	91.63	5.00	0.55	0.62	0.33	0.31	No Data		1.09	1.12	47%	7.0%
85-14	3	3.96	3.90	3.59	0%	6.86	96.40	6.00	1.40	2.41	0.16	0.14	No Data		1.10	1.10	42%	4.1%
Weighted Corridor Average		3.83	3.81	3.87	30%	6.33	94.25	5.44	0.43	0.51	0.26	0.26	0.17	0.23	1.03	1.03	89%	8%

SCALES

Performance Level	Interstate		All				Urban	All		Interrupted (Uninterrupted)	All	
Good/Above Average	> 3.75	> 3.75	< 5%	> 6.5	> 80	> 6	< 0.71	< 0.22		< 1.15	> 90%	> 17%
Fair/Average	3.00 - 3.75	3.40 - 3.75	5% - 20%	5.0 - 6.5	50 - 80	5 - 6	0.71 - 0.89	0.22 - 0.62		1.15 - 1.50	60% - 90%	11% - 17%
Poor/Below Average	< 3.00	< 3.40	> 20%	< 5.0	< 50	< 5	> 0.89	> 0.62		> 1.50	< 60%	< 11%
Performance Level	Non-Interstate						Rural					
Good/Above Average	> 3.60	> 3.50					< 0.56					
Fair/Average	2.8 - 3.60	2.90 - 3.50					0.56 - 0.76					
Poor/Below Average	< 2.8	< 2.90					> 0.76					

[a]Urban 4 Lane Freeway
[b]Rural 4 Lane Freeway with Daily Volume < 25,000

[1]Urban Operating Environment
[2]Rural Operating Environment

I-10W/SR 85: California State Line to I-8 (Continued)

Segment	Segment Length (miles)	Safety Performance Area							Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	MAX TTTR		Closure Duration (minutes/milepost/year/mile)		Bridge Vertical Clearance (feet)
			EB/SB	WB/NB							EB/SB	WB/NB	EB/SB	WB/NB	
10-1[b2]	16	0.93	0.40	1.46	Insufficient Data	76%	Insufficient Data	24%	Insufficient Data	1.11	1.12	1.09	97.22	26.10	16.17
10-2[b2]	6	2.28	1.90	2.65	Insufficient Data	40%	Insufficient Data	20%	Insufficient Data	1.06	1.06	1.05	39.34	30.40	15.92
10-3[b2]	10	0.92	1.14	0.71	Insufficient Data	67%	Insufficient Data	27%	Insufficient Data	1.05	1.05	1.05	13.18	100.93	16.16
10-4[b2]	22	1.28	1.81	0.74	Insufficient Data	57%	Insufficient Data	39%	Insufficient Data	1.05	1.05	1.05	23.91	21.59	15.9
10-5[b2]	17	0.94	1.10	0.78	Insufficient Data	78%	Insufficient Data	19%	Insufficient Data	1.04	1.04	1.04	12.31	14.75	16.2
10-6[b2]	11	2.10	3.23	0.98	Insufficient Data	67%	Insufficient Data	27%	Insufficient Data	1.04	1.04	1.04	21.31	25.01	16
10-7[b2]	16	1.79	1.95	1.62	Insufficient Data	68%	Insufficient Data	27%	Insufficient Data	1.05	1.05	1.04	30.07	50.94	16.58
10-8[b2]	15	1.01	1.27	0.76	Insufficient Data	58%	Insufficient Data	16%	Insufficient Data	1.05	1.05	1.05	35.17	34.43	15.92
85-9	6	1.86	2.76	0.96	Insufficient Data	0%	Insufficient Data	30%	Insufficient Data	1.29	1.30	1.28	20.67	66.04	No UP
85-10	11	0.54	0.09	0.99	Insufficient Data	40%	Insufficient Data	Insufficient Data	Insufficient Data	1.07	1.07	1.06	2.18	2.18	No UP
85-11	15	0.26	0.02	0.49	Insufficient Data	80%	Insufficient Data	60%	Insufficient Data	1.20	1.19	1.20	7.48	7.67	No UP
85-12	3	1.49	2.98	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.20	1.19	1.20	0.00	20.00	No UP
85-13	2	3.09	4.07	2.10	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.32	1.26	1.37	No Data		16.61
85-14	3	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.59	1.57	1.62	No Data		No UP
Weighted Corridor Average		1.20	1.39	1.02	Insufficient Data	62%	Insufficient Data	36%	Insufficient Data	1.10	1.10	1.09	28.12	30.66	16.16

SCALES									
Performance Level	**Rural 4-Lane Freeway with Daily Volume <25,000**						**Uninterrupted**		
Good/Above Average	< 0.84	N/A	< 72.8%	< 1.0%	< 19.0%	< 0.0%	< 1.15	< 44.18	> 16.5
Fair/Average	0.84 - 1.16	N/A	72.8% - 76.4%	1.0% - 3.3%	19.0% - 22.5%	0.0% - 0.9%	1.15 - 1.35	44.18 - 124.86	16.0 - 16.5
Poor/Below Average	> 1.16	N/A	> 76.4%	> 3.3%	> 22.5%	> 0.9%	> 1.35	> 124.86	< 16.5
Performance Level	**Rural 4-Lane Freeway with Daily Volume >25,000**								
Good/Above Average	< 0.78	N/A	< 69.0%	< 0.7%	< 8.5%	< 0.0%			
Fair/Average	0.78 - 1.22	N/A	69.0% - 77.5%	0.7% - 4.7%	8.5% - 18.0%	0.0% - 0.0%			
Poor/Below Average	> 1.22	N/A	> 77.5%	> 4.7%	> 18.0%	> 0.0%			
Performance Level	**2 or 3 or 4 Lane Divided Highway**								
Good/Above Average	< 0.81	< 23.4%	< 56.4%	< 2.4%	< 3.7%	< 0.0%			
Fair/Average	0.81 - 1.19	23.4% - 29.3%	56.4% - 65.0%	2.4% - 3.6%	3.7% - 9.9%	0.0% - 2.2%			
Poor/Below Average	> 1.19	> 29.3%	> 65.0%	> 3.6%	> 9.9%	> 2.2%			
Performance Level	**4 or 5 Lane Undivided Highway**								
Good/Above Average	< 0.78	< 43.8%	< 21.1%	< 8.8%	< 0.8%	< 0.5%			
Fair/Average	0.78 - 1.22	43.8% - 49.5%	21.1 % - 32.1%	8.8% - 13.5%	0.8% - 5.5%	0.5% - 3.8%			
Poor/Below Average	> 1.22	> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%			
Performance Level	**2 or 3 Lane Undivided Highway**								
Good/Above Average	< 0.92	< 11.2%	< 66.9%	< 3.8%	< 4.2%	< 0.0%			
Fair/Average	0.92 - 1.08	11.2% - 15.6%	66.9 % - 74.5%	3.8% - 7.2%	4.2% - 8.0%	0.0% - 3.3%			
Poor/Below Average	> 1.08	> 15.6%	> 74.5%	> 7.2%	> 8.0%	> 3.3%			

[a]Urban 4 Lane Freeway
[b]Rural 4 Lane Freeway with Daily Volume < 25,000

[1]Urban Operating Environment
[2]Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

I-10E: SR 202L to New Mexico State Line

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			EB	WB							EB	WB	EB	WB	EB	WB		
10E-3[1]	11	4.38	4.28	4.25	5%	5.84	90.11	5.00	0.42	0.49	0.26	0.25	0.80	0.45	1.04	1.05	94%	10.1%
10E-4[1]	20	3.81	4.06	4.13	40%	6.87	91.40	5.00	0.41	0.47	0.25	0.24	0.17	0.30	1.05	1.05	96%	9.9%
10E-5[2]	18	3.93	4.17	3.84	22%	6.13	92.86	5.00	0.42	0.48	0.26	0.25	0.10	0.21	1.04	1.04	87%	8.1%
10E-6[1]	10	3.87	4.07	3.85	25%	6.79	95.23	5.00	0.56	0.63	0.39	0.36	0.18	0.55	1.03	1.03	100%	13.7%
10E-7[1]	9	3.76	3.72	3.66	48%	6.72	89.99	5.00	0.86	0.98	0.54	0.51	0.13	0.44	1.17	1.11	64%	13.7%
10E-8[1]	7	4.04	3.81	3.82	24%	6.62	93.51	6.00	1.09	1.19	0.71	0.70	0.89	0.57	1.04	1.05	89%	14.0%
10E-9[1]	12	3.89	3.81	3.79	28%	5.78	89.04	5.00	0.80	0.88	0.55	0.62	0.35	0.43	1.14	1.04	93%	13.3%
10E-10[1]	6	3.76	3.56	3.72	33%	6.54	95.47	5.00	0.52	0.58	0.35	0.36	0.20	0.17	1.03	1.03	98%	12.2%
10E-11[2]	12	4.35	4.15	4.20	8%	6.74	94.92	6.00	0.76	0.85	0.43	0.42	0.37	0.12	1.03	1.03	100%	9.0%
10E-12[2]	23	4.13	4.09	4.04	22%	6.20	93.57	5.00	0.60	0.69	0.38	0.33	0.39	0.10	1.04	1.03	97%	7.7%
10E-13[2]	17	3.98	3.83	4.02	9%	5.46	81.14	5.00	0.38	0.43	0.31	0.27	0.05	0.21	1.04	1.04	78%	9.2%
10E-14[2]	22	4.13	4.16	4.08	20%	5.73	86.82	4.00	0.35	0.39	0.25	0.19	0.11	0.23	1.03	1.03	100%	10.8%
10E-15[2]	18	4.22	3.97	4.22	14%	5.90	93.96	5.00	0.28	0.31	0.17	0.15	0.26	1.06	1.03	1.03	99%	8.3%
10E-16[2]	20	4.34	3.96	4.13	3%	5.42	84.96	4.00	0.43	0.48	0.24	0.21	0.21	1.05	1.06	1.04	99%	4.9%
Weighted Corridor Average		4.07	4.01	4.02	20%	6.21	91.23	5.02	0.51	0.58	0.33	0.31	0.26	0.42	1.06	1.04	93.4%	9.6%

SCALES

Performance Level	All			All			Urban and Fringe Urban	All	All	All	
Good/Above Average Performance	> 3.75	> 3.75	< 5%	> 6.5	> 80	> 6	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average Performance	3.00-3.75	3.40 - 3.75	5%- 20%	5.0 - 6.5	50 - 80	5 - 6	> 0.71 - 0.89	0.22 - 0.62	1.15 - 1.50	60% - 90%	11% - 17%
Poor/Below Average Performance	< 3.00	< 3.40	> 20%	< 5.0	< 50	< 5	> 0.89	>0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average Performance	< 0.56
Fair/Average Performance	> 0.56 - 0.76
Poor/Below Average Performance	> 0.76

[1]Urban Operating Environment
[2]Rural Operating Environment

I-10E: SR 202L to New Mexico State Line (Continued)

Segment #	Segment Length (miles)	Safety Performance Area							Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)
			EB	WB							EB	WB	EB	WB	
10E-3[a]	11	0.98	1.13	0.83	Insufficient Data	67%	Insufficient Data	17%	Insufficient Data	1.09	1.08	1.10	74.69	40.20	15.76
10E-4[a]	20	1.24	0.86	1.61	Insufficient Data	68%	Insufficient Data	24%	Insufficient Data	1.09	1.12	1.10	22.21	55.16	15.90
10E-5[a]	18	1.43	1.95	0.92	Insufficient Data	61%	Insufficient Data	13%	Insufficient Data	1.11	1.08	1.08	9.48	16.92	15.84
10E-6[a]	10	1.09	1.38	0.80	Insufficient Data	63%	Insufficient Data	5%	Insufficient Data	1.08	1.06	1.06	20.86	233.15	17.51
10E-7[a]	9	0.96	1.22	0.69	Insufficient Data	56%	Insufficient Data	13%	Insufficient Data	1.63	1.60	1.65	32.13	47.71	16.50
10E-8[b]	7	0.44	0.30	0.58	Insufficient Data	35%	Insufficient Data	Insufficient Data	Insufficient Data	1.40	1.36	1.44	98.36	64.47	16.50
10E-9[c]	12	1.04	1.27	0.80	Insufficient Data	63%	Insufficient Data	20%	Insufficient Data	1.64	1.86	1.42	38.57	35.20	16.13
10E-10[c]	6	0.59	0.58	0.61	Insufficient Data	100%	Insufficient Data	Insufficient Data	Insufficient Data	1.09	1.06	1.13	12.00	14.00	16.15
10E-11[d]	12	0.77	0.99	0.55	Insufficient Data	84%	Insufficient Data	5%	Insufficient Data	1.11	1.08	1.15	48.10	15.44	16.22
10E-12[e]	23	1.22	1.02	1.42	Insufficient Data	59%	Insufficient Data	30%	Insufficient Data	1.09	1.10	1.09	47.31	11.98	16.20
10E-13[e]	17	1.02	0.87	1.18	Insufficient Data	81%	Insufficient Data	19%	Insufficient Data	1.15	1.18	1.12	3.54	38.82	16.40
10E-14[e]	22	0.74	0.57	0.91	Insufficient Data	80%	Insufficient Data	33%	Insufficient Data	1.08	1.07	1.08	21.52	32.85	15.96
10E-15[e]	18	1.18	0.87	1.49	Insufficient Data	80%	Insufficient Data	33%	Insufficient Data	1.07	1.07	1.06	145.45	71.37	16.31
10E-16[e]	20	0.59	0.42	0.76	Insufficient Data	56%	Insufficient Data	44%	Insufficient Data	1.17	1.17	1.17	117.98	70.16	16.00
Weighted Corridor Average		1.00	0.96	1.03	Insufficient Data	68%	Insufficient Data	24%	Insufficient Data	1.17	1.18	1.16	50.41	49.27	16.18

SCALES									
Performance Level	**Urban or Rural 6 Lane Freeway**						**All**	**All**	
Good/Above Average Performance	> 0.65	< 0.00%	< 55.7%	< 4.0%	< 5.0%	< 0.0%	< 1.15	< 44.18	> 16.5
Fair/Average Performance	0.65 - 1.35	0.00%	55.7% - 62.9%	4.0% - 7.9%	5.0% - 12.9%	0.0% - 1.3%	1.15 - 1.35	44.18-124.86	16.0 - 16.5
Poor/Below Average Performance	> 1.35	> 0.00%	> 62.9%	> 7.9%	> 12.9%	> 1.3%	> 1.35	> 124.86	< 16.0
Performance Level	**Urban >6 Lane Freeway**								
Good/Above Average Performance	< 0.89	< 0.00%	< 40.4%	< 1.6%	< 1.9%	< 0.00%			
Fair/Average Performance	0.89 - 1.11	0.00%	40.4% - 43.2%	1.6% - 4.7%	1.9% - 5.1%	0.00%			
Poor/Below Average Performance	> 1.11	> 0.00%	> 43.2%	> 4.7%	> 5.1%	> 0.00%			
Performance Level	**Urban 4 Lane Freeway**								
Good/Above Average Performance	< 0.73	< 0.00%	< 60.6%	< 0.0%	< 6.9%	< 0.00%			
Fair/Average Performance	0.73 - 1.27	0.00%	60.6% - 78.1%	0.0% - 4.9%	6.9% - 12.4%	0.00%			
Poor/Below Average Performance	> 1.27	> 0.00%	> 78.1%	> 4.9%	> 12.4%	> 0.00%			
Performance Level	**Rural 4 Lane with Daily Volume > 25,000 (< 25,000)**								
Good/Above Average Performance	< 0.78 (< 0.84)	< 0.00% (< 0.00%)	< 69.0% (< 72.8%)	< 0.7% (< 1.0%)	< 8.5% (< 19%)	< 8.5% (< 19%)			
Fair/Average Performance	0.78 - 1.22 (0.84 - 1.16)	0.00% (0.00%)	69.0 - 77.5% (72.8% - 76.4%)	0.7% - 4.7% (1.0% - 3.3%)	8.5% - 18.0% (19% - 22.5%)	8.5% - 18.0% (19% - 22.5%)			
Poor/Below Average Performance	> 1.22 (> 1.16)	> 0.00% (> 0.00%)	> 77.5% (< 76.4%)	> 4.7% (> 3.3%)	> 18.0% (> 22.5%)	> 18.0% (> 22.5%)			

[a]Urban or Rural 6 Lane Freeway
[b]Urban > 6 Lane Freeway
[c]Urban 4 Lane Freeway
[d]Rural 4 Lane Freeway with Daily Volume > 25,000 vpd
[e]Rural 4 Lane Freeway with Daily Volume < 25,000 vpd

Note: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings

I-17: SR 101L to I-40

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB	SB							NB	SB	NB	SB	NB	SB		
17-6[2]	16	4.32	4.07	4.02	0.0%	5.94	92.47	5	0.48	0.55	0.35	0.37	0.03	0.09	1.05	1.06	95%	6.3%
17-7[2]	9	4.48	4.19	4.12	0.0%	6.31	94.64	6	0.68	0.76	0.56	0.69	0.20	0.29	1.08	1.06	98%	8.3%
17-8[2]	11	4.07	4.22	4.00	4.5%	5.59	89.43	5	0.42	0.46	0.35	0.29	0.33	0.25	1.06	1.06	100%	12.6%
17-9[2]	8	4.26	4.07	4.05	0.0%	7.00	92.50	7	0.43	0.47	0.44	0.45	1.50	1.29	1.10	1.06	100%	7.1%
17-10[2]	9	3.77	3.77	3.66	11.1%	7.00	94.00	7	0.35	0.38	0.22	0.28	0.27	0.07	1.09	1.05	100%	6.7%
17-11[2]	7	3.11	3.29	3.09	64.3%	6.46	96.45	5	0.35	0.38	0.25	0.18	0.23	0.26	1.09	1.04	100%	11.5%
17-12[1]	17	3.11	3.36	3.16	59.4%	6.06	93.91	5	0.37	0.41	0.27	0.24	0.31	0.41	1.06	1.05	94%	17.5%
Weighted Corridor Average		3.85	3.84	3.72	20.9%	6.24	93.15	5.56	0.44	0.49	0.34	0.35	0.35	0.34	1.07	1.05	97%	10.5%

SCALES

Performance Level	Interstate			All			Urban	All	All	All	All
Good/Above Average Performance	> 3.75	> 3.75	< 5%	> 6.5	> 80	> 6.0	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average Performance	3.00 – 3.75	3.40 – 3.75	5% – 20%	5.0 – 6.5	50 – 80	5.0 – 6.0	0.71 – 0.89	0.22 – 0.62	1.15 – 1.50	60% – 90%	11% – 17%
Poor/Below Average Performance	< 3.00	< 3.40	> 20%	< 5.0	< 50	< 5.0	> 0.89	> 0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average Performance	<0.56
Fair/Average Performance	0.56 - 0.76
Poor/Below Average Performance	> 0.89

[1]Urban Operating Environment
[2]Rural Operating Environment

I-17: SR 101L to I-40 (Continued)

Segment #	Segment Length (miles)	Safety Performance Area							Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Incapacitating Injury Crashes Involving Lane Departures	% of Fatal + Incapacitating Injury Crashes Involving Pedestrians	% of Segment Fatal + Incapacitating Injury Crashes Involving Trucks	% of Segment Fatal + Incapacitating Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)
			NB	SB							NB	SB	NB	SB	
17-6[Ac]	16	0.46	0.66	0.26	Insufficient Data	86%	Insufficient Data	Insufficient Data	Insufficient Data	1.13	1.09	1.16	63.4	87.1	16.85
17-7[Ac]	9	0.83	1.57	0.08	Insufficient Data	73%	Insufficient Data	Insufficient Data	Insufficient Data	1.23	1.30	1.16	54.4	55.8	16.83
17-8[Ac]	11	1.08	0.32	1.85	Insufficient Data	88%	Insufficient Data	Insufficient Data	Insufficient Data	1.18	1.16	1.21	610.9	67.9	15.07
17-9[Ad]	8	1.13	0.22	2.05	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.22	1.24	1.21	339.0	1341.5	No UP
17-10[Ad]	9	1.23	0.87	1.59	Insufficient Data	60%	Insufficient Data	Insufficient Data	Insufficient Data	1.20	1.22	1.18	55.3	10.7	No UP
17-11[Ad]	7	2.09	0.22	3.96	Insufficient Data	100%	Insufficient Data	Insufficient Data	Insufficient Data	1.19	1.24	1.14	63.9	63.3	16.80
17-12[Ad]	17	1.84	2.68	1.00	Insufficient Data	85%	Insufficient Data	Insufficient Data	Insufficient Data	1.22	1.27	1.18	282.7	281.3	16.51
Weighted Corridor Average		1.20	1.10	1.31	Insufficient Data	73.8%	Insufficient Data	Insufficient Data	Insufficient Data	1.19	1.21	1.17	216.72	242.80	16.42

SCALES									
Performance Level	**Rural 4 Lane Freeway with Daily Volume > 25,000**						**Uninterrupted**	**All**	
Good/Above Average Performance	< 0.78	< 0%	< 69.0%	< 0.7%	< 8.5%	< 0%	< 1.15	< 44.18	> 16.5
Fair/Average Performance	0.78 – 1.22	0% – 0%	69.0% – 77.5%	0.7% – 4.7%	8.5% – 18.0%	0% – 0%	1.15 – 1.35	44.18 – 124.86	16.0 – 16.5
Poor/Below Average Performance	> 1.22	> 0%	< 77.5%	< 4.7%	< 18.0%	> 0%	> 1.35	> 124.86	< 16.0
Performance Level	**Rural 4 Lane Freeway with Daily Volume < 25,000**						**Interrupted**		
Good/Above Average Performance	< 0.84	< 0%	< 72.8%	< 1.0%	< 19.0%	< 0%	<1.45		
Fair/Average Performance	0.84 – 1.16	0% – 0%	72.8% – 76.4%	1.0% – 3.3%	19.0% – 22.5%	0% – 0.9%	1.45 – 1.85		
Poor/Below Average Performance	> 1.16	> 0%	< 76.4%	< 3.3%	< 22.5%	> 0.9%	> 1.85		

^Uninterrupted Flow Facility
*Interrupted Flow Facility
[c]Rural 4 Lane Freeway with Daily Volume > 25,000
[d]Rural 4 Lane Freeway with Daily Volume < 25,000

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

I-19: Nogales to I-10

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB	SB							NB	SB	NB	SB	NB	SB		
19-1[1]	3	3.88	3.64	3.72	0.0%	6.65	96.27	6	0.15	0.17	0.08	0.07	0.07	0.00	1.15	1.15	90%	19.9%
19-2[2]	15	4.02	4.12	4.16	23.3%	6.29	94.14	5	0.33	0.37	0.22	0.19	0.16	0.17	1.06	1.06	79%	15.8%
19-3[2]	12	3.41	3.44	3.86	70.8%	6.36	96.85	6	0.26	0.29	0.18	0.17	0.10	0.14	1.13	1.06	75%	14.6%
19-4[1]	9	4.11	4.14	4.19	15.0%	6.50	95.87	6	0.29	0.33	0.16	0.14	0.39	0.04	1.06	1.05	81%	15.6%
19-5[1]	18	4.01	3.92	3.94	8.8%	6.49	94.95	5	0.50	0.55	0.31	0.28	0.34	0.26	1.05	1.05	83%	12.9%
19-6[1]	7	3.73	3.47	3.54	28.6%	6.12	92.82	5	0.92	1.00	0.62	0.57	0.52	0.22	1.07	1.60	57%	15.0%
Weighted Corridor Average		3.89	3.88	3.85	26.5%	6.38	94.86	5.50	0.41	0.45	0.26	0.24	0.27	0.17	1.08	1.11	77.9%	14.8%

SCALES

Performance Level	Non-Interstate			All			Urban and Fringe Urban	All	All	All	
Good/Above Average Performance	> 3.60	>3.50	< 5%	> 6.5	> 80	> 6	< 0.71	< 0.22	<1.15	> 90%	> 17%
Fair/Average Performance	2.80-3.60	2.90 - 3.50	5%- 20%	5.0 - 6.5	50 - 80	5 - 6	>0.71 - 0.89	0.22 - 0.62	1.15-1.50	60% - 90%	11% - 17%
Poor/Below Average Performance	< 2.80	< 2.90	> 20%	< 5.0	< 50	< 5	> 0.89	>0.62	>1.50	< 60%	< 11%

Performance Level	Interstate			Rural
Good/Above Average Performance	> 3.75	>3.75	< 5%	< 0.56
Fair/Average Performance	3.00-3.75	3.40 - 3.75	5%- 20%	>0.56 - 0.76
Poor/Below Average Performance	< 3.00	< 3.40	> 20%	> 0.76

[1]Urban Operating Environment
[2]Rural Operating Environment

I-19: Nogales to I-10 (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)
			NB	SB							NB	SB	NB	SB	
19-1[c]	3	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	2.80	3.86	1.74	4.07	0.00	No UP
19-2[^c]	15	1.71	2.13	1.29	Insufficient Data	85%	Insufficient Data	Insufficient Data	Insufficient Data	1.11	1.11	1.12	18.71	22.93	16.19
19-3[^d]	12	1.48	1.45	1.51	Insufficient Data	83%	Insufficient Data	Insufficient Data	Insufficient Data	1.23	1.36	1.10	7.59	27.19	16.12
19-4[^c]	9	0.50	0.10	0.90	Insufficient Data	83%	Insufficient Data	Insufficient Data	Insufficient Data	1.10	1.10	1.11	26.10	6.98	No UP
19-5[^c]	18	1.69	1.41	1.97	Insufficient Data	78%	Insufficient Data	Insufficient Data	Insufficient Data	1.10	1.10	1.11	30.96	26.17	16.27
19-6[^ c]	7	0.55	0.57	0.54	Insufficient Data	50%	Insufficient Data	Insufficient Data	Insufficient Data	2.16	1.77	2.54	60.79	15.45	16.27
Weighted Corridor Average		1.35	1.13	1.25	Insufficient Data	77%	Insufficient Data	Insufficient Data	Insufficient Data	1.31	1.34	1.29	24.72	20.44	16.21
SCALES		SCALES													
Performance Level		Urban 4 Lane Freeway								Uninterrupted			All		
Good/Above Average Performance		< 0.73			< 0.00%	< 60.6%	< 0.0%	< 6.9%	< 0.00%	< 1.15			< 44.18		> 16.5
Fair/Average Performance		0.73 - 1.27			0.00%	60.6% - 78.1%	0.0% - 4.9%	6.9% - 12.4%	0.00%	1.15 - 1.35			44.18-124.86		16.0 - 16.5
Poor/Below Average Performance		> 1.27			> 0.00%	> 78.1%	> 4.9%	> 12.4%	> 0.00%	> 1.35			> 124.86		< 16.0
Performance Level		Rural 4 Lane with Daily Volume <25,000								Interrupted					
Good/Above Average Performance		< 0.84			< 0.00%	< 72.8%	< 1.0%	< 19%	< 0.0%	< 1.45					
Fair/Average Performance		0.84 - 1.16			0.00%	72.8% - 76.4%	1.0% - 3.3%	19% - 22.5%	0.0% - 0.9%	1.45 - 1.85					
Poor/Below Average Performance		> 1.16			> 0.00%	> 76.4%	> 3.3%	> 22.5%	> 0.9%	> 1.85					

^Uninterrupted Flow Facility
*Interrupted Flow Facility
[c]Rural 4 Lane Freeway with Daily Volume > 25,000
[d]Rural 4 Lane Freeway with Daily Volume < 25,000

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

I-40W: California State Line to I-17

Segment #	Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Bridge Sufficiency	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			EB	WB							EB	WB	EB	WB	EB	WB		
40W-1[b2]	11	3.50	3.52	3.70	55%	5.15	72.56	5	0.30	0.33	0.24	0.24	0.20	0.09	1.06	1.03	98%	2.1%
40W-2[b2]	32	3.94	4.02	3.96	23%	5.80	91.97	4	0.23	0.25	0.15	0.15	0.13	0.09	1.03	1.05	50%	11.1%
40W-3[a1]	12	3.45	3.43	3.46	67%	5.91	95.12	5	0.58	0.83	0.27	0.27	0.45	0.08	1.04	1.03	92%	18.7%
40W-4[b2]	19	4.58	4.47	4.50	0%	5.91	93.02	5	0.34	0.37	0.27	0.27	0.19	0.07	1.03	1.03	100%	14.5%
40W-5[b2]	6	4.19	3.93	4.44	17%	6.00	96.17	6	0.24	0.26	0.21	0.21	2.40	0.00	1.03	1.03	100%	11.2%
40W-6[b2]	18	4.34	3.92	4.40	16%	5.59	91.39	5	0.24	0.25	0.17	0.17	0.17	0.17	1.03	1.03	100%	6.6%
40W-7[b2]	10	4.07	3.42	4.49	25%	6.72	96.84	6	0.23	0.25	0.20	0.20	0.14	0.00	1.03	1.03	100%	6.6%
40W-8[b2]	12	3.84	3.95	3.54	38%	5.60	89.83	4	0.23	0.24	0.15	0.15	0.00	0.12	1.03	1.07	100%	9.5%
40W-9[b2]	23	4.03	3.78	4.22	20%	5.90	86.80	5	0.25	0.27	0.24	0.24	0.14	0.16	1.03	1.03	100%	9.7%
40W-10[b2]	17	3.82	3.97	3.82	18%	6.34	88.92	5	0.29	0.34	0.18	0.18	0.20	1.19	1.04	1.05	100%	11.0%
40W-11[b2]	8	4.44	4.07	4.11	0%	5.90	94.43	5	0.29	0.33	0.17	0.17	0.15	0.67	1.15	1.12	100%	8.6%
40W-12[b2]	16	4.14	4.19	4.24	0%	5.20	84.18	5	0.25	0.24	0.16	0.16	0.08	0.12	1.07	1.05	98%	7.8%
40W-13[b2]	6	3.98	4.46	4.48	0%	6.00	97.10	5	0.30	0.30	0.25	0.25	0.87	0.13	1.04	1.04	98%	10.0%
40W-14[a1]	6	3.77	3.65	3.58	25%	5.31	88.84	4	0.34	0.34	0.23	0.23	0.30	0.47	1.05	1.05	99%	15.0%
Weighted Corridor Average		4.07	4.03	3.94	4.08	21%	91.35	4.93	0.28	0.32	0.20	0.20	0.62	0.26	0.23	1.04	91.0%	10.2%

SCALES											
Performance Level	Non-Interstate		All				Urban	All	Interrupted (Uninterrupted)	All	
Good/Above Average	> 3.75	> 3.75	< 5%	> 6.5	> 80	< 12%	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average	3.00 - 3.75	3.40 - 3.75	5% - 20%	5.0 - 6.5	50 - 80	12% - 40%	0.71 - 0.89	0.22 – 0.62	1.15 – 1.50	60% - 90%	11% - 17%
Poor/Below Average	< 3.00	< 3.40	> 20%	< 5.0	< 50	> 40 %	> 0.89	> 0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average	< 0.56
Fair/Average	0.56 - 0.76
Poor/Below Average	> 0.76

[a]Urban 4 Lane Freeway
[b]Rural 4 Lane Freeway with Daily Volume < 25,000

[1]Urban Operating Environment
[2]Rural Operating Environment

I-40W: California State Line to I-17 (Continued)

Segment #	Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	MAX TTR		Closure Duration (minutes/milepost /year/mile)		Bridge Vertical Clearance (feet)
			EB	WB							EB	WB	EB	WB	
40W-1[b2]	11	0.61	0.55	0.67	Insufficient Data	88%	Insufficient Data	Insufficient Data	Insufficient Data	1.15	1.20	1.09	818.86	37.76	16.08
40W-2[b2]	32	1.41	1.72	1.10	Insufficient Data	74%	Insufficient Data	42%	Insufficient Data	1.06	1.06	1.06	53.24	31.95	16.19
40W-3[a1]	12	0.52	0.88	0.15	Insufficient Data	81%	Insufficient Data	31%	Insufficient Data	1.09	1.10	1.09	135.29	26.96	16.25
40W-4[b2]	19	0.61	0.67	0.55	Insufficient Data	63%	Insufficient Data	33%	Insufficient Data	1.09	1.09	1.09	52.07	10.63	16.19
40W-5[b2]	6	0.06	0.06	0.06	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.08	1.07	1.08	1,108.92	0.00	No UP
40W-6[b2]	18	0.69	0.75	0.63	Insufficient Data	82%	Insufficient Data	36%	Insufficient Data	1.08	1.09	1.08	57.87	109.78	16.00
40W-7[b2]	10	1.29	0.71	1.87	Insufficient Data	100%	Insufficient Data	Insufficient Data	Insufficient Data	1.07	1.07	1.07	75.54	0.00	16.65
40W-8[b2]	12	0.30	0.06	0.55	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.12	1.07	1.16	0.00	18.08	16.16
40W-9[b2]	23	1.04	0.36	1.72	Insufficient Data	69%	Insufficient Data	35%	Insufficient Data	1.07	1.07	1.07	46.01	53.92	16.00
40W-10[b2]	17	1.00	0.75	1.24	Insufficient Data	90%	Insufficient Data	35%	Insufficient Data	1.14	1.11	1.17	69.67	490.12	16.24
40W-11[b2]	8	0.75	0.74	0.75	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.36	1.40	1.33	1,785.46	582.19	16.30
40W-12[b2]	16	0.87	1.53	0.22	Insufficient Data	59%	Insufficient Data	32%	Insufficient Data	1.29	1.30	1.27	25.91	32.05	16.30
40W-13[b2]	6	2.30	3.55	1.06	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.15	1.16	1.15	357.57	39.74	17.35
40W-14[a1]	6	0.80	0.00	1.60	Insufficient Data	100%	Insufficient Data	83%	Insufficient Data	1.22	1.24	1.19	73.12	175.25	16.27
Weighted Corridor Averages		0.91	0.91	0.91	Insufficient Data	77.2%	Insufficient Data	37.8%	Insufficient Data	1.12	1.12	1.13	1.12	210.71	103.00

SCALES									
Performance Level	**Urban 4-Lane Freeway**						**Uninterrupted**		
Above Average	< 0.73	N/A	< 60.6%	<0.0%	< 6.9%	< 0.0%	< 1.15	< 44.18	> 16.5
Average	0.73 – 1.27	N/A	60.6% - 78.1%	0.0% – 4.9%	6.9% – 12.4%	0.0% – 0.0%	1.15 – 1.35	44.18 -124.86	16.0-16.5
Below Average	> 1.27	N/A	> 78.1%	> 4.9%	>12.4	> 0.0%	>1.35	> 124.86	< 16.0
Performance Level	**Rural 4-Lane Freeway with Daily Volume <25,000**								
Above Average	< 0.84	N/A	< 72.8%	< 1.0%	< 19.0%	< 0.0%			
Average	0.84 – 1.16	N/A	72.8% – 76.4%	1.0% – 3.3%	19.0% – 22.5%	0.0% – 0.9%			
Below Average	> 1.16	N/A	> 76.4%	> 3.3%	> 22.5%	> 0.9%			

[a]Urban 4 Lane Freeway
[b]Rural 4 Lane Freeway with Daily Volume < 25,000
[1]Urban Operating Environment
[2]Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

I-40E: I-17 to New Mexico State Line

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional Max LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB	SB							EB	WB	EB	WB	EB	WB		
I40E-1[a1]	6	3.03	2.88	2.97	33.3%	6.4	94.59	5	0.58	0.65	0.39	0.39	0.47	0.30	1.03	1.03	100%	16.3%
I40E-2[b1]	10	3.59	3.80	3.89	25.0%	5.9	93.47	5	0.36	0.40	0.25	0.25	0.22	0.22	1.02	1.03	100%	13.7%
I40E-3[b2]	22	1.96	4.26	4.26	18.2%	5.5	90.76	5	0.44	0.49	0.27	0.27	1.11	0.92	1.02	1.02	100%	6.6%
I40E-4[b2]	12	3.60	3.99	4.03	50.0%	6.1	95.50	5	0.44	0.49	0.24	0.24	0.10	0.08	1.03	1.04	100%	8.3%
I40E-5[a2]	12	1.77	4.15	4.25	13.0%	5.6	89.98	5	0.41	0.45	0.27	0.27	0.38	0.18	1.02	1.02	100%	12.8%
I40E-6[b2]	12	3.50	3.83	3.77	58.0%	5.5	89.91	5	0.33	0.36	0.17	0.17	0.13	0.10	1.03	1.03	100%	12.2%
I40E-7[b2]	16	2.36	3.95	3.95	34.0%	5.7	91.27	5	0.43	0.48	0.22	0.22	0.13	0.21	1.05	1.04	100%	16.1%
I40E-8[b2]	4	2.79	3.90	3.96	25.0%	5.5	81.09	4	0.46	0.51	0.34	0.34	0.35	0.20	1.03	1.02	100%	18.5%
I40E-9[b2]	14	2.25	4.26	4.30	0.0%	6.8	96.37	6	0.42	0.47	0.21	0.21	0.56	0.37	1.02	1.02	98%	13.7%
I40E-10[b2]	22	2.32	4.13	4.09	30.0%	5.6	88.06	5	0.39	0.43	0.25	0.25	0.53	0.27	1.02	1.02	100%	13.5%
I40E-11[b2]	16	3.56	4.03	3.94	47.0%	6.8	95.99	5	0.40	0.44	0.23	0.23	0.43	0.32	1.03	1.04	96%	10.3%
I40E-12[b2]	18	2.20	4.19	4.20	42.0%	5.8	89.65	5	0.46	0.51	0.25	0.25	0.59	1.09	1.03	1.03	90%	12.3%
Weighted Corridor Average		2.63	4.04	4.13	31%	5.7	90.78	4.86	0.42	0.47	0.25	0.25	0.47	0.42	1.03	1.03	98%	12%

SCALES

Performance Level	Interstate		All			Rural	All	All	All	
Good/Above Average Performance	> 3.75	< 5%	> 6.5	> 80	> 6	< 0.56	< 0.22	< 1.15	> 90%	> 17%
Fair/Average Performance	3.20 - 3.75	5% - 20%	5.0 - 6.5	50 - 80	5 - 6	0.56 - 0.76	0.22 - 0.62	1.15 - 1.5	60% - 90%	11% - 17%
Poor/Below Average Performance	< 3.20	> 20%	< 5.0	< 50	< 5	> 0.76	> .62	> 1.5	< 60%	< 11%

Performance Level	Urban and Fringe Urban
Good/Above Average Performance	< 0.71
Fair/Average Performance	0.71 - 0.89
Poor/Below Average Performance	> 0.89

[a] Urban 4 Lane Freeway
[b] Rural 4 Lane Freeway < 25,000 vpd

[1] Urban or Fringe Urban Operating Environment
[2] Rural Operating Environment

I-40E: I-17 to New Mexico State Line (Continued)

Safety Performance Area										Freight Performance Area						
Segment #	Segment Length (miles)	Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight TTTR	Directional Max TTTR		Combined Average Peak TTTR	Average Minutes Per Year Given Milepost Is Closed Per Segment Mile (NB/EB)		Bridge Vertical Clearance (feet)
			EB	WB							EB	WB		EB	WB	
I40E-1[a1]	6	1.73	2.29	1.17	Insufficient Data	45.5%	Insufficient Data	37.5%	Insufficient Data	1.12	1.12	1.12	1.12	116.62	53.05	16.67
I40E-2[b1]	10	1.08	1.11	1.06	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.09	1.08	1.10	1.09	87.10	67.26	16.00
I40E-3[b2]	22	1.48	1.64	1.32	Insufficient Data	81.5%	Insufficient Data	22.2%	Insufficient Data	1.06	1.06	1.06	1.06	398.89	346.15	15.96
I40E-4[b2]	12	0.15	0.11	0.18	Insufficient Data	45.5%	Insufficient Data	9.1%	Insufficient Data	1.10	1.10	1.11	1.10	35.45	24.73	16.15
I40E-5[a2]	12	1.11	1.27	0.95	Insufficient Data	66.7%	Insufficient Data	55.6%	Insufficient Data	1.06	1.06	1.06	1.06	96.93	39.20	16.26
I40E-6[b2]	12	1.29	1.46	1.12	Insufficient Data	81.3%	Insufficient Data	Insufficient Data	Insufficient Data	1.09	1.09	1.09	1.09	34.12	29.92	No UP
I40E-7[b2]	16	0.70	1.05	0.34	Insufficient Data	Insufficient Data	Insufficient Data	20.0%	Insufficient Data	1.13	1.13	1.14	1.13	41.79	56.74	16.01
I40E-8[b2]	4	2.03	2.74	1.33	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.06	1.07	1.06	1.06	127.25	58.75	16.96
I40E-9[b2]	14	1.24	0.83	1.65	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.06	1.06	1.06	1.06	209.81	124.11	16.12
I40E-10[b2]	22	0.00	0.00	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.06	1.06	1.06	1.06	211.27	89.35	15.96
I40E-11[b2]	16	1.42	1.57	1.26	Insufficient Data	62.5%	Insufficient Data	8.3%	Insufficient Data	1.11	1.11	1.11	1.11	175.96	102.71	16.06
I40E-12[b2]	18	0.83	0.39	1.33	Insufficient Data	53.8%	Insufficient Data	Insufficient Data	Insufficient Data	1.09	1.08	1.09	1.09	233.05	412.67	16.06
Weighted Corridor Average		0.97	1.02	0.92	Insufficient Data	64.85%	Insufficient Data	23.1%	Insufficient Data	1.09	1.08	1.09	1.09	171.45	144.21	No UP

SCALES												
Performance Level	Urban 4 Lane Freeway						Uninterrupted			All		
Good/Above Average Performance	< 0.73	< 44%	< 60.6%	< 0.0%	< 6.9%	= 0.0%	< 1.15			< 44.18	> 16.5	
Fair/Average Performance	0.73 - 1.27	44% - 54%	60.6% - 78.1%	0.0% - 4.9%	6.9% - 12.4%		1.15 - 1.35			44.18-124.86	16.0 - 16.5	
Poor/Below Average Performance	> 1.27	> 54%	> 78.1%	> 4.9%	> 12.4%	> 0.0%	> 1.35			> 124.86	< 16.0	
Performance Level	Rural 4 Lane Freeway with Daily Volume < 25,000						Interrupted					
Good/Above Average Performance	< 0.84	< 51%	< 72.8%	< 1.0%	< 19.0%	= 0.0%	< 1.45	< 1.45	< 1.45			
Fair/Average Performance	0.84 - 1.16	51% - 58%	72.8% - 76.4%	1.0% - 3.3%	19.0% - 22.5%	0.0% - 0.9%	1.45-1.85	1.45-1.85	1.45-1.85			
Poor/Below Average Performance	> 1.16	> 58%	> 76.4%	> 3.3%	> 22.5%	> 0.9%	> 1.85	> 1.85	> 1.85			

[a] Urban 4 Lane Freeway
[b] Rural 4 Lane Freeway < 25,000 vpd
[1] Urban or Fringe Urban Operating Environment
[2] Rural Operating Environment
Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

SR 64: I-40 to Grand Canyon National Park

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB/ EB	SB/ WB							NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		
64-1[2]	28	2.12	2.98	3.02	93.0%	7.00	84.60	7.00	0.20	0.18	0.23	0.24	0.11	0.07	1.08	1.07	5%	12.8%
64-2[2]	21	1.76	2.26	2.41	71.0%	No Bridges			0.24	0.28	0.36	0.16	0.05	0.02	1.08	1.18	4%	15.0%
64-3[2]	3	2.66	3.49	3.56	56.%	No Bridges			0.54	0.63	0.69	0.44	0.27	0.27	1.41	1.13	95%	9.7%
Weighted Corridor Average		2.01	2.72	2.80	82%	7.00	84.60	7.00	0.24	0.25	0.31	0.22	0.10	0.06	1.10	1.12	9%	14.0%
SCALES																		
Performance Level		Non-Interstate				All			Rural				All		All		All	All
Good/Above Average Performance		> 3.60	> 3.50		< 5%	> 6.5	> 80	> 6.0	< 0.56				< 0.22		< 1.15		> 90%	> 17%
Fair/Average Performance		2.80 – 3.60	2.90 – 3.50		5% – 20%	5.0 – 6.5	50 – 80	5.0 – 6.0	0.56 – 0.76				0.22 – 0.62		1.15 – 1.50		60% – 90%	11% – 17%
Poor/Below Average Performance		< 2.80	< 2.90		> 20%	< 5.0	< 50	< 5.0	> 0.76				> 0.62		> 1.50		< 60%	< 11%

[1]Urban Operating Environment
[2]Rural Operating Environment

SR 64: I-40 to Grand Canyon National Park (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost /year)		Bridge Vertical Clearance (feet)
			NB/EB	SB/WB							NB/EB	SB/WB	NB/EB	SB/WB	
64-1^c	28	0.86	1.27	0.45	Insufficient Data	100%	Insufficient Data	Insufficient Data	Insufficient Data	2.40	3.21	1.59	17.23	9.46	No UP
64-2^c	21	0.53	0.03	1.03	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.72	1.57	1.86	6.75	1.69	No UP
64-3*b	3	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	2.04	2.81	1.27	519.53	519.53	No UP
Weighted Corridor Average		0.68	0.70	0.66	Insufficient Data	100.0%	Insufficient Data	Insufficient Data	Insufficient Data	2.10	2.52	1.68	41.98	35.75	No UP
		SCALES													
Performance Level		2 or 3 Lane Undivided Highway								Uninterrupted			All		
Good/Above Average Performance		< 0.92			< 11.2%	< 66.9%	< 3.8%	< 4.2%	< 0.0%	< 1.15			< 44.18		> 16.5
Fair/Average Performance		0.92 – 1.08			11.2% – 15.6%	66.9% – 74.5%	3.8% – 7.2%	4.2% – 8.0%	0.0% – 3.3%	1.15 – 1.35			44.18 –124.86		16.0 – 16.5
Poor/Below Average Performance		> 1.08			> 15.6%	>74.5%	> 7.2%	> 8.0%	> 3.3%	> 1.35			> 124.86		< 16.0
Performance Level		4 or 5 Lane Undivided Highway								Interrupted					
Good/Above Average Performance		< 0.78			< 43.8%	< 21.1%	< 8.8%	< 0.8%	< 0.5%	< 1.45					
Fair/Average Performance		0.78 - 1.22			43.8% – 49.5%	21.1% – 32.1%	8.8% – 13.5%	0.8% – 5.5%	0.5% – 3.8%	1.45 – 1.85					
Poor/Below Average Performance		> 1.22			> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%	> 1.85					

^Uninterrupted Flow Facility
*Interrupted Flow Facility

[c]2 or 3 Lane Undivided Highway
[b]4 or 5 Lane Undivided Highway

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

SR 68/SR 95: US 93 to California State Line

Segment #	Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Bridge Sufficiency	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB/WB	SB/EB							NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB		
95N-1[2*]	7	3.48	3.36	3.36	8%	5.00	82.90	5	0.56	0.63	0.33	0.33	0.63	0.00	1.09	1.09	22%	8.7%
95N-2[1*]	8	3.21	3.06	3.06	25%				0.89	1.00	0.57	0.57	0.33	1.57	1.19	1.18	1%	15.8%
95N-3[1*]	9	3.73	3.48	3.48	0%	5.00	54.10	5	0.95	1.08	0.64	0.64	0.71	0.49	1.30	1.24	0%	10.0%
68-4[2*]	7	3.19	3.77	3.46	36%	7.00	86.00	7	0.32	0.34	0.26	0.26	0.14	0.09	1.21	1.20	74%	12.0%
68-5[2^]	10	3.06	3.52	3.41	30%	6.12	94.63	6	0.18	0.20	0.15	0.15	0.16	0.10	1.15	1.15	100%	16.8%
68-6[1^]	5	3.28	3.33	3.27	30%	6.32	99.60	6	0.14	0.16	0.10	0.10	0.12	0.20	1.09	1.10	98%	13.1%
68-7[1^]	5	3.52	3.29	3.47	40%	6.00	97.80	6	0.19	0.21	0.14	0.14	0.36	0.20	1.12	1.07	98%	8.8%
Weighted Corridor Average		3.34	3.41	3.36	22.6%	6.1	92.77	5.93	0.49	0.56	0.34	0.34	0.36	0.40	1.17	1.16	52%	13.5%

SCALES

Performance Level	Non-Interstate		All				Urban	All	Uninterrupted (Interrupted)	All	
Good/Above Average	> 36	> 3.5	< 5%	> 6.5	> 80	< 12%	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average	2.8-3.6	2.9-3.5	5% - 20%	5.0 - 6.5	50 - 80	12% - 40%	0.71 - 0.89	0.22 – 0.62	1.15 – 1.50	60% - 90%	11% - 17%
Poor/Below Average	< 2.8	< 2.9	> 20%	< 5.0	< 50	> 40 %	> 0.89	> 0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average	< 0.56
Fair/Average	0.56 - 0.76
Poor/Below Average	> 0.76

^Uninterrupted Flow Facility
*Interrupted Flow Facility
[a]2 or 3 or 4 Lane Divided Highway
[b]4 or 5 Lane Undivided Highway
[1]Fringe Urban Operating Environment
[2]Rural Operating Environment

SR 68/SR 95: US 93 to California State Line (Continued)

Segment #	Length (miles)	Safety Performance Area: Safety Index	Directional Safety Index: NB/WB	Directional Safety Index: SB/EB	% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Performance Area: Freight Index	Directional TTTR: NB/WB	Directional TTTR: SB/EB	Closure Duration (minutes/milepost /year/mile): NB/WB	Closure Duration (minutes/milepost /year/mile): SB/EB	Bridge Vertical Clearance (feet)
95N-1[2*]	7	1.30	0.64	1.95	38%	23%	Insufficient Data	Insufficient Data	Insufficient Data	1.40	1.41	1.40	78.90	0.00	No UP
95N-2[1*]	8	2.04	2.22	1.85	56%	13%	Insufficient Data	Insufficient Data	Insufficient Data	1.69	1.79	1.60	40.25	179.43	No UP
95N-3[1*]	9	1.97	1.13	2.82	70%	19%	Insufficient Data	Insufficient Data	Insufficient Data	2.31	2.53	2.09	75.38	572.01	No UP
68-4[2*]	7	2.00	1.05	2.95	0%	75%	Insufficient Data	Insufficient Data	Insufficient Data	1.56	1.65	1.46	21.40	11.67	No UP
68-5[2^]	10	2.51	3.45	1.58	14%	73%	Insufficient Data	Insufficient Data	Insufficient Data	1.58	1.53	1.62	25.90	14.15	No UP
68-6[1^]	5	1.63	1.55	1.71	63%	13%	Insufficient Data	Insufficient Data	Insufficient Data	1.49	1.44	1.54	21.60	24.13	No UP
68-7[1^]	5	3.09	2.57	3.61	25%	19%	Insufficient Data	Insufficient Data	Insufficient Data	1.41	1.55	1.26	62.49	23.80	No UP
Weighted Corridor Averages		2.08	1.86	2.29	37.6%	36.2%	Insufficient Data	Insufficient Data	Insufficient Data	1.67	1.74	1.61	46.71	138.17	No UP

SCALES

Performance Level	2 or 3 or 4 Lane Divided Highway						Uninterrupted		
Above Average	< 0.81	< 23.4%	< 56.4%	< 2.4%	< 3.7%	< 0.0%	< 1.15	< 44.18	> 16.5
Average	0.81 - 1.19	23.4% - 29.3%	56.4% - 65.0%	2.4% - 3.6%	3.7% - 9.9%	0.0% - 2.2%	1.15 – 1.35	44.18 -124.86	16.0-16.5
Below Average	> 1.19	> 29.3%	> 65.0%	> 3.6%	> 9.9%	> 2.2%	> 1.35	> 124.86	< 16.0
Performance Level	**4 or 5 Lane Undivided Highway**						**Interrupted**		
Above Average	< 0.92	< 11.2%	< 66.9%	<3.8%	4.2%	< 0.0%	< 1.45	< 44.18	> 16.5
Average	0.92 - 1.08	11.2% – 15.6%	66.9% - 74.5%	3.8% - 7.2%	4.2% – 8.0 %	0.0% – 3.3%	1.45 – 1.85	44.18 -124.86	16.0-16.5
Below Average	> 1.08	> 15.6%	> 74.5%	>7.2%	8.0%	> 3.3%	> 1.85	> 124.86	< 16.0

[^]Uninterrupted Flow Facility
[*]Interrupted Flow Facility
[a]2 or 3 or 4 Lane Divided Highway
[b]4 or 5 Lane Undivided Highway
[1]Fringe Urban Operating Environment
[2]Rural Operating Environment

Notes: *"Insufficient Data" indicates there was not enough data available to generate reliable performance ratings*
"No UP" indicates no underpasses are present in the segment

SR 69/SR 89A/SR 89: I-17 to I-40

Segment #	Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Bridge Sufficiency	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB/WB	SB/EB							NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB		
69-1^2b	17	4.01	3.95	3.85	18%	6.47	99.47	6	0.28	0.30	0.24	0.24	0.83	0.26	1.08	1.06	50%	18.9%
69-2*1c	10	4.26	4.10	4.15	14%	5.00	72.70	5	0.90	0.99	0.67	0.67	0.34	0.43	1.17	1.14	42%	18.8%
69-3*1d	6	3.53	3.53	3.58	38%	7.00	97.60	7	0.98	1.08	0.70	0.70	0.56	0.38	1.34	1.24	46%	18.1%
Fain-4*2b	7	3.95	4.12	4.01	14%	6.77	99.72	6	0.48	0.60	0.36	0.36	0.00	0.00	1.12	1.13	86%	19.6%
89A-5^1e	7	3.17	3.74	3.78	71%	6.84	99.40	6	0.65	0.88	0.42	0.42	0.97	0.20	1.07	1.11	100%	16.2%
89-6*1c	11	4.21	4.01	3.97	5%	No Bridges			0.44	0.54	0.28	0.29	0.24	0.22	1.27	1.21	23%	14.2%
89-7*2a	10	3.74	3.64	3.54	20%	6.95	82.42	6	0.43	0.50	0.41	0.41	0.40	0.10	1.11	1.09	91%	16.5%
89-8^2a	7	2.54	3.29	2.79	86%	7.00	82.10	7	0.20	0.20	0.14	0.14	0.15	0.15	1.08	1.07	99%	11.6%
89-9^2a	15	3.15	3.24	3.40	87%	5.74	67.36	5	0.16	0.16	0.16	0.16	0.07	0.03	Insufficient Data		87%	16.7%
Weighted Corridor Average		3.65	3.72	3.68	38.8%	6.61	93.82	5.94	0.45	0.53	0.35	0.35	0.38	0.23	1.19	1.13	66.8%	16.9%

SCALES

Performance Level	Non-Interstate		All				Urban	All	Uninterrupted (Interrupted)	All	
Good/Above Average	> 36	> 3.5	< 5%	> 6.5	> 80	< 12%	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average	2.8-3.6	2.9-3.5	5% - 20%	5.0 - 6.5	50 - 80	12% - 40%	0.71 - 0.89	0.22 – 0.62	1.15 – 1.50	60% - 90%	11% - 17%
Poor/Below Average	< 2.8	< 2.9	> 20%	< 5.0	< 50	> 40 %	> 0.89	> 0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average	< 0.56
Fair/Average	0.56 - 0.76
Poor/Below Average	> 0.76

^Uninterrupted Flow Facility
*Interrupted Flow Facility

[1]Urban Operating Environment
[2]Rural Operating Environment

[a] 2 or 3 Lane Undivided Highway
[b] 2 or 3 or 4 Lane Divided Highway
[c] 4 or 5 Lane Undivided Highway
[d] 6 Lane Highway
[e] Urban 4 Lane Freeway

SR 69/SR 89A/SR 89: I-17 to I-40 (Continued)

Segment #	Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost /year/mile)		Bridge Vertical Clearance (feet)
			NB/WB	SB/EB							NB/WB	SB/EB	NB/WB	SB/EB	
69-1[A2b]	17	1.88	1.04	2.72	30%	52%	Insufficient Data	Insufficient Data	Insufficient Data	1.24	1.27	1.20	1,961.94	37.98	No UP
69-2[*1c]	10	1.49	1.11	1.86	42%	42%	Insufficient Data	Insufficient Data	Insufficient Data	1.57	1.62	1.52	80.08	50.10	No UP
69-3[*1d]	6	0.92	1.14	0.71	78%	11%	Insufficient Data	Insufficient Data	Insufficient Data	1.82	1.83	1.81	59.77	36.28	No UP
Fain-4[*2b]	7	0.96	0.00	1.92	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.69	1.47	1.91	0.00	0.00	No UP
89A-5[A1e]	7	2.29	0.61	3.96	13%	79%	Insufficient Data	Insufficient Data	Insufficient Data	1.28	1.22	1.34	448.84	33.13	17.5
89-6[*1c]	11	0.29	0.31	0.27	50%	42%	Insufficient Data	Insufficient Data	Insufficient Data	1.77	1.80	1.73	30.43	32.67	16.20
89-7[*2a]	10	2.43	1.94	2.91	Insufficient Data	80%	Insufficient Data	Insufficient Data	Insufficient Data	1.37	1.36	1.38	50.08	17.65	17.52
89-8[A2a]	7	1.98	2.03	1.93	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.18	1.17	1.18	403.13	12.71	No UP
89-9[A2a]	15	1.89	2.80	0.97	Insufficient Data	90%	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data			80.40	3.44	No UP
Weighted Corridor Averages		1.59	1.32	1.85	42.3%	67.3%	Insufficient Data	Insufficient Data	Insufficient Data	1.47	1.46	1.48	471.74	24.79	16.86

SCALES

Performance Level	2 or 3 or 4 Lane Divided Highway						Uninterrupted		
Above Average	< 0.81	< 23.4%	< 56.4%	< 2.4%	< 3.7%	< 0.0%	< 1.15	< 44.18	> 16.5
Average	0.81 - 1.19	23.4% - 29.3%	56.4% - 65.0%	2.4% - 3.6%	3.7% - 9.9%	0.0% - 2.2%	1.15 – 1.35	44.18 -124.86	16.0-16.5
Below Average	> 1.19	> 29.3%	> 65.0%	> 3.6%	> 9.9%	> 2.2%	> 1.35	> 124.86	< 16.0
Performance Level	**4 or 5 Lane Undivided Highway**						**Interrupted**		
Above Average	< 0.92	< 11.2%	< 66.9%	<3.8%	4.2%	< 0.0%	< 1.45	< 44.18	> 16.5
Average	0.92 - 1.08	11.2% – 15.6%	66.9% - 74.5%	3.8% - 7.2%	4.2% – 8.0 %	0.0% – 3.3%	1.45 – 1.85	44.18 -124.86	16.0-16.5
Below Average	> 1.08	> 15.6%	> 74.5%	>7.2%	8.0%	> 3.3%	> 1.85	> 124.86	< 16.0
Performance Level	**2 or 3 Lane Undivided Highway**								
Above Average	< 0.78	< 43.8%	< 21.1%	< 8.8%	< 0.8%	< 0.5%			
Average	0.78 - 1.22	43.8% - 49.5%	21.1% - 32.1%	8.8% - 13.5%	0.8% - 5.5%	0.5% - 3.8%			
Below Average	> 1.22	> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%			
Performance Level	**Urban 4 Lane Freeway**								
Above Average	<0.73	N/A	< 60.6%	<0.0%	< 6.9%	< 0.0%			
Average	0.73 – 1.27	N/A	60.6% - 78.1%	0.0% – 4.9%	6.9% – 12.4%	0.0% – 0.0%			
Below Average	> 1.27	N/A	> 78.1%	> 4.9%	>12.4	> 0.0%			
Performance Level	**6 Lane Highway**								
Above Average	< 0.76	< 57.8%	< 11.7%	< 0.4%	< 4.3%	< 0.0%			
Average	0.76 - 1.24	57.8% – 73.2%	11.7% – 38.1%	0.4% – 11.9%	4.3% – 7.5%	0.0% – 7.2%			
Below Average	> 1.24	> 73.2%	> 38.1%	> 11.9%	> 7.5%	> 7.2%			

^Uninterrupted Flow Facility
*Interrupted Flow Facility
[1]Urban Operating Environment
[2]Rural Operating Environment
[a] 2 or 3 Lane Undivided Highway
[b] 2 or 3 or 4 Lane Divided Highway
[c] 4 or 5 Lane Undivided Highway
[d] 6 Lane Highway
[e] Urban 4 Lane Freeway

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
No UP" indicates no underpasses are present in the segment

SR 77: Holbrook to Show Low

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional Max LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB/EB	SB/WB							NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		
77-1[2*a]	5	3.33	3.20		20%	No Bridge			0.45	0.52	0.33	0.33	0.24	0.28	1.13	1.15	97%	12.2%
77-2[2*b]	9	4.10	3.92		0%	No Bridge			0.16	0.18	0.12	0.12	0.40	0.40	1.06	1.08	13%	12.7%
77-3[2*b]	22	3.24	3.94		0%	7.0	88.90	7	0.61	0.70	0.46	0.46	0.20	0.19	1.14	1.10	36%	14.9%
77-4[2*a]	22	2.66	3.94		67%	6.2	71.55	5	0.18	0.21	0.14	0.14	0.18	0.17	1.04	1.05	0%	13.0%
Weighted Corridor Average		3.16	3.87	3.87	27%	6.4	75.02	5	0.36	0.42	0.27	0.27	0.23	0.22	1.09	1.08	24%	14%

SCALES

Performance Level	Non-Interstate			All			Rural	All	Uninterrupted	All	
Good/Above Average Performance	> 3.50	> 3.50	< 5%	> 6.5	> 80	> 6	< 0.56	< 0.22	< 1.15	> 90%	> 17%
Fair/Average Performance	2.90 - 3.50	2.90 - 3.50	5% - 20%	5.0 - 6.5	50 - 80	5 - 6	0.56 - 0.76	0.22 - 0.62	1.15 - 1.5	60% - 90%	11% - 17%
Poor/Below Average Performance	< 2.90	< 2.90	> 20%	< 5.0	< 50	< 5	> 0.76	> .62	> 1.5	< 60%	< 11%

Performance Level	Interrupted
Good/Above Average Performance	< 1.15
Fair/Average Performance	> 1.15 & < 1.5
Poor/Below Average Performance	> 1.5

^Uninterrupted Flow Facility
*Interrupted Flow Facility
*2 or 3 Lane Undivided Highway
[4] 4 or 5 Lane Undivided Highway
[1]Urban Operating Environment
[2]Rural Operating Environment

SR 77: Holbrook to Show Low (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area						
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight TTTR	Directional Max TTTR		Combined Average Peak TTTR	Average Minutes Per Year Given Milepost Is Closed Per Segment Mile (NB/EB)		Bridge Vertical Clearance (feet)
			NB/EB	SB/WB							NB/EB	SB/WB		NB/EB	SB/WB	
77-1[2*a]	5	0.99	1.97	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.63	1.54	1.72	1.63	184.68	188.48	No UP
77-2[2*b]	9	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.23	1.23	1.23	1.23	175.00	174.45	No UP
77-3[2*b]	22	0.22	0.06	0.38	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.41	1.46	1.37	1.41	121.26	117.41	No UP
77-4[2*a]	22	0.54	1.05	0.03	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.27	1.25	1.29	1.27	41.67	42.01	No UP
Weighted Corridor Average		0.55	0.95	0.15	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.35	1.35	1.35	1.35	104.87	103.79	No UP

SCALES

Performance Level	4 or 5 Lane Undivided Highway						Uninterrupted			All	
Good/Above Average Performance	< 0.78	< 43.8%	< 21.1%	< 8.8%	< 0.8%	< 0.5%	< 1.15			< 44.18	> 16.5
Fair/Average Performance	0.78 - 1.22	43.8% - 49.5%	21.1% - 32.1%	8.8% - 13.5%	0.8% - 5.5%	0.5% - 3.8%	1.15 - 1.35			44.18-124.86	16.0 - 16.5
Poor/Below Average Performance	> 1.22	> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%	> 1.35			> 124.86	< 16.0
Performance Level	**2 or 3 Lane Undivided Highway**						**Interrupted**				
Good/Above Average Performance	< 0.92	< 11.2%	< 66.9%	< 3.8%	< 4.2%	= 0.0%	< 1.45	< 1.45	< 1.45		
Fair/Average Performance	0.92 - 1.08	11.2% - 15.6%	66.9% - 74.5%	3.8% - 7.2%	4.2% - 8.0%	0.0% - 3.3%	1.45-1.85	1.45-1.85	1.45-1.85		
Poor/Below Average Performance	> 1.08	> 15.6%	> 74.5%	> 7.2%	> 8.0%	> 3.3%	> 1.85	> 1.85	> 1.85		

[1]Uninterrupted Flow Facility
[2]Interrupted Flow Facility
[a]2 or 3 Lane Undivided Highway
[b]4 or 5 Lane Undivided Highway
[1]Urban Operating Environment
[2]Rural Operating Environment

Notes: *"Insufficient Data" indicates there was not enough data available to generate reliable performance ratings*
"No UP" indicates no underpasses are present in the segment

SR 87/SR 260/SR 377: SR 202L to I-40

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Facility Type	Mobility Performance Area										
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating		Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Flow Type	Directional Max LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB/EB	SB/WB								NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB		
87-1[1^a]	5	2.76	2.60	3.06	33.3%	7.0	85	7	Urban	0.66	0.78	0.53	0.53	0.64	0.80	Interrupted	1.19	1.11	45%	13.9%
87-2[1^a]	9	3.63	3.74	3.94	55.6%	7.0	95	7	Fringe Urban	0.69	0.80	0.59	0.59	0.72	0.24	Interrupted	1.11	1.12	96%	13.6%
87-3[2*a]	22	2.66	3.71	3.75	50.0%	6.9	96	6	Rural	0.26	0.32	0.17	0.17	0.43	0.09	Uninterrupted	1.08	1.11	99%	15.5%
87-4[2^a]	22	3.18	3.76	3.63	42.9%	6.3	90	6	Rural	0.32	0.38	0.38	0.38	0.35	0.35	Uninterrupted	1.15	1.06	86%	5.1%
87-5[2^a]	5	4.07	4.12	4.14	16.7%	6.3	100	6	Rural	0.21	0.24	0.18	0.18	0.23	2.11	Uninterrupted	1.06	1.09	92%	12.3%
87-6[2^a]	10	3.28	3.86	3.79	77.8%	No Bridge			Rural	0.26	0.30	0.24	0.24	0.31	0.68	Uninterrupted	1.26	1.15	79%	12.1%
87-7[1^b]	2	2.92	3.14	3.40	85.7%	No Bridge			Urban	0.66	0.74	0.54	0.54	0.53	0.93	Interrupted	1.24	1.27	100%	17.8%
260-8[1^b]	4	3.28	3.88		100.0%	No Bridge			Urban	0.48	0.53	0.38	0.38	0.40	0.50	Interrupted	1.12	1.16	32%	17.1%
260-9[2^c]	3	2.78	3.74		100.0%	No Bridge			Rural	0.60	0.69	0.43	0.43	1.45	1.00	Uninterrupted	1.08	1.07	4%	13.5%
260-10[2^a]	17	3.10	3.65	3.68	73.5%	6.8	100	6	Rural	0.14	0.16	0.10	0.10	0.35	0.34	Uninterrupted	1.11	1.10	93%	14.5%
260-11[2^c]	5	3.79	3.91		20.0%	6.7	79	6	Rural	0.21	0.26	0.14	0.14	0.74	0.52	Uninterrupted	1.28	1.06	52%	10.5%
260-12[2^c]	22	3.09	3.62		27.3%	7.0	83	7	Rural	0.53	0.67	0.34	0.34	1.32	1.19	Uninterrupted	1.06	1.06	4%	9.6%
260-13[2^c]	2	2.91	2.83		50.0%	6.0	83	6	Fringe Urban	0.19	0.24	0	0.15	0.93	1.03	Uninterrupted	1.12	1.10	33%	6.2%
277-14[2^c]	7	2.85	2.87		100.0%	No Bridge			Rural	0.16	0.23	0	0.08	0.40	0.09	Uninterrupted	No Data		100%	17.1%
377-15[2^c]	34	3.46	3.75		54.5%	No Bridge			Rural	0.24	0.37	0	0.16	1.21	1.21	Uninterrupted	No Data		0%	17.6%
77-16[1^c]	2	2.83	2.65		75.0%	6.0	59	6	Fringe Urban	0.89	1.14	1	0.55	0.27	0.20	Interrupted	1.06	1.15	1%	17.6%
40B-17[1^b]	1	3.79	3.90		0.0%	No Bridge			Urban	0.50	0.62	0	0.27	0.00	0.00	Interrupted	1.31	1.19	63%	20.3%
Weighted Corridor Average		3.19	3.64	3.66	53%	6.7	95	6		0.34	0.42	0.26	0.26	0.72	0.69		1.12	1.10	55%	13.2%

SCALES

Performance Level	Non-Interstate			All				Rural		All		Uninterrupted		All		
Good/Above Average Performance	> 3.50	> 3.50	< 5%	> 6.5	> 80	> 6		V/C <	0.56	<	0.22	<	1.15	>	90%	> 17%
Fair/Average Performance	2.90 - 3.50	2.90 - 3.50	5% - 20%	5.0 - 6.5	50 - 80	5 - 6		0.56 < V/C <=	0.76	0.22	0.62	1.15	1.5	60%	90%	11% - 17%
Poor/Below Average Performance	< 2.90	< 2.90	> 20%	< 5.0	< 50	< 5		V/C >	0.76	> .62		>	1.5	<	60%	< 11%

Performance Level	Urban and Fringe Urban			Interrupted	
Good/Above Average Performance	V/C ≤	0.71		<	1.2
Fair/Average Performance	0.71	< V/C ≤	0.89	1.2	1.5
Poor/Below Average Performance	V/C >	0.89		>	1.5

^Uninterrupted Flow Facility
*Interrupted Flow Facility
[a]2 or 3 or 4 Lane Divided Highway
[b]4 or 5 Lane Undivided Highway
[c]2 or 3 Lane Undivided Highway
[1]Urban Operating Environment
[2]Rural Operating Environment

SR 87/SR 260/SR 377: SR 202L to I-40 (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area						
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight TTTR	Directional Max TTTR		Combined Average Peak TTTR	Average Minutes Per Year Given Milepost Is Closed Per Segment Mile (NB/EB)		Bridge Vertical Clearance (feet)
			NB/EB	SB/WB							NB/EB	SB/WB		NB/EB	SB/WB	
87-1[1^a]	5	1.54	1.02	2.07	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.67	1.68	1.67	1.67	358.12	381.48	No UP
87-2[1^a]	9	2.57	1.74	3.39	Insufficient Data	46.2%	Insufficient Data	Insufficient Data	Insufficient Data	1.50	1.49	1.52	1.50	260.39	39.47	No UP
87-3[2^a]	22	1.10	0.94	1.26	Insufficient Data	95.0%	Insufficient Data	Insufficient Data	Insufficient Data	1.38	1.27	1.49	1.38	300.23	31.05	17.02
87-4[2^a]	22	1.75	1.27	2.22	Insufficient Data	85.1%	Insufficient Data	Insufficient Data	Insufficient Data	1.32	1.47	1.17	1.32	139.01	144.66	No UP
87-5[2^a]	5	0.66	0.06	1.25	Insufficient Data	40.0%	Insufficient Data	Insufficient Data	Insufficient Data	1.46	1.19	1.74	1.46	43.40	1480.41	No UP
87-6[2^a]	10	2.35	0.94	3.77	Insufficient Data	55.6%	Insufficient Data	Insufficient Data	Insufficient Data	1.52	1.43	1.61	1.52	75.24	233.18	No UP
87-7[1^b]	2	1.27	0.06	2.49	Insufficient Data	14.3%	Insufficient Data	Insufficient Data	Insufficient Data	1.82	1.92	1.72	1.82	153.73	116.53	No UP
260-8[1^b]	4	0.64	1.12	0.17	Insufficient Data	33.3%	Insufficient Data	Insufficient Data	Insufficient Data	1.67	1.46	1.88	1.67	90.80	80.15	No UP
260-9[2^c]	3	1.73	0.00	3.47	Insufficient Data	88.9%	Insufficient Data	Insufficient Data	Insufficient Data	1.33	1.28	1.38	1.33	167.40	182.10	No UP
260-10[2^a]	17	0.55	0.03	1.08	Insufficient Data	40.0%	Insufficient Data	Insufficient Data	Insufficient Data	1.35	1.29	1.40	1.35	65.14	62.47	No UP
260-11[2^c]	5	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.40	1.62	1.18	1.40	279.24	124.16	No UP
260-12[2^c]	22	1.91	3.14	0.68	Insufficient Data	66.7%	Insufficient Data	Insufficient Data	Insufficient Data	1.26	1.29	1.24	1.26	50.00	17.56	No UP
260-13[2^c]	2	1.59	0.45	2.73	Insufficient Data	60.0%	Insufficient Data	Insufficient Data	Insufficient Data	1.39	1.39	1.39	1.39	239.10	281.10	No UP
277-14[2^c]	7	1.94	3.69	0.19	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	No Data	No Data			53.97	15.66	No UP
377-15[2^c]	34	0.39	0.69	0.10	Insufficient Data	81.3%	Insufficient Data	Insufficient Data	Insufficient Data	No Data	No Data			551.01	548.30	No UP
77-16[1^c]	2	1.68	3.36	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.37	1.20	1.54	1.37	76.13	82.27	No UP
40B-17[1^b]	1	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.94	1.94	1.94	1.94	0.00	0.00	No UP
Weighted Corridor Average		1.30	0.99	1.13	Insufficient Data	72.0%	Insufficient Data	Insufficient Data	Insufficient Data	1.40	1.38	1.41	1.40	228.41	223.89	17.02

SCALES

Performance Level	2 or 3 or 4 Lane Divided Highway						Uninterrupted			All	
Good/Above Average Performance	< 0.81	< 23.4%	< 56.4%	< 16%	<3.7%	< 0%	< 1.15	< 1.15	< 1.15	< 44.18	> 16.5
Fair/Average Performance	0.81 <= Rating <= 1.19	23.4% - 29.3%	56.4% - 65.0%	16% - 26%	3.7% - 9.9%	0% - 2%	1.15 - 1.35	1.15 - 1.35	1.3 - 1.35	44.18-124.86	16.0 - 16.5
Poor/Below Average Performance	> 1.19	> 29.3%	> 65.0%	> 26%	9.90%	> 2%	> 1.35	> 1.35	> 1.35	> 124.86	< 16.0
Performance Level	**2 or 3 Lane Undivided Highway**						**Interrupted**				
Good/Above Average Performance	< 0.92	< 11.2%	< 66.9%	< 3.8%	<4.2%	< 0%	< 1.45	< 1.45	< 1.45		
Fair/Average Performance	0.92 - 1.08	11.2% - 15.6%	66.9% - 74.5%	3.8% - 7.2%	4.2% - 8.0%	0% - 3.3%	1.45-1.85	1.45-1.85	1.45-1.85		
Poor/Below Average Performance	> 1.08	> 15.6%	> 74.5%	> 7.2%	> 8.0%	> 3.3%	> 1.85	> 1.85	> 1.85		
Performance Level	**4 or 5 Undivided Highway**										
Good/Above Average Performance	< 0.78	< 43.8%	< 21.1%	< 8.8%	< 0.8%	< 0.5%					
Fair/Average Performance	0.78 - 1.22	43.8% - 49.5%	21.1% - 32.1%	8.8% - 13.5%	0.8% - 5.5%	0.5% - 3.8%					
Poor/Below Average Performance	> 1.22	> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%					

^Uninterrupted Flow Facility
*Interrupted Flow Facility

[a]2 or 3 or 4 Lane Divided Highway
[b]4 or 5 Lane Undivided Highway
[c]2 or 3 Lane Undivided Highway

[1]Urban Operating Environment
[2]Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

SR 90/SR 80: I-10 to US 191

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional Max LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB/WB	SB/EB							NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB		
90-1[2,a]	5	3.27	4.10	4.01	80%	No Bridges			0.32	0.36	0.21	0.20	0.00	0.00	2.00	1.69	88%	11.2%
90-2[2,a]	10	3.67	4.36	3.99	50%	6.49	94.36	6	0.15	0.17	0.11	0.11	0.00	0.02	2.05	1.04	100%	11.9%
90-3[2,a]	7	2.80	3.40	3.12	88%	6.33	94.03	6	0.36	0.40	0.28	0.29	0.10	0.18	1.23	1.11	96%	15.0%
90-4[2,a]	5	3.39	3.01	3.35	30%	No Bridges			0.26	0.29	0.17	0.17	0.00	0.12	1.10	1.11	96%	15.4%
90-5[2,a]	7	2.96	2.93	2.89	71%	No Bridges			0.40	0.44	0.31	0.30	0.14	0.03	1.22	1.38	26%	18.5%
90-6[2,a]	12	3.68	3.45	3.39	17%	6.60	93.22	5	0.31	0.34	0.25	0.25	0.15	0.05	1.10	1.10	3%	15.0%
80-7[2,a]	5	4.20	3.91	3.96	0%	5.85	73.37	5	0.41	0.26	0.42	0.43	0.50	0.10	1.07	1.16	0%	14.6%
80-8[1,a]	6	2.88	2.84	3.12	88%	5.92	71.56	5	0.21	0.13	0.25	0.22	0.20	0.54	1.17	1.13	43%	15.8%
80-9[2,a]	12	3.62	3.68	3.66	50%	6.02	77.46	5	0.09	0.04	0.15	0.17	0.40	0.90	1.11	1.19	88%	10.9%
80-10[2,a]	8	3.60	3.50	3.64	50%	5.00	86.30	5	0.10	0.07	0.13	0.13	0.00	0.05	1.21	1.07	97%	14.0%
Weighted Corridor Average		3.44	3.55	3.52	50%	6.07	81.37	5.24	0.24	0.24	0.22	0.22	0.16	0.23	1.32	1.18	63%	14.0%

SCALES

Performance Level	Non-Interstate		All			Urban and Fringe Urban	All	Uninterrupted	All	All
Good/Above Average	> 3.50	< 5%	> 6.5	> 80	> 6	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average	2.90 - 3.50	5% - 20%	5.0 - 6.5	50 - 80	5 - 6	0.71 - 0.89	0.22 - 0.62	1.15 - 1.5	60% - 90%	11% - 17%
Poor/Below Average	< 2.90	> 20%	< 5.0	< 50	< 5	> 0.89	> .62	> 1.5	< 60%	< 11%

Performance Level	Rural
Good/Above Average	< 0.56
Fair/Average	0.56 - 0.76
Poor/Below Average	> 0.76

[A]Uninterrupted Flow Facility
[a]Interrupted Flow Facility
[2]2 or 3 or 4 Lane Divided Highway
[b]4 or 5 Lane Undivided Highway
[c]2 or 3 Lane Undivided Highway
[1]Urban Operating Environment
[2]Rural Operating Environment

SR 90/SR 80: I-10 to US 191 (Continued)

Segment #	Segment Length (miles)	Safety Performance Area							Freight Performance Area						
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight TTTR	Directional Max TTTR		Combined Average Peak TTTR	Average Minutes Per Year Given Milepost Is Closed Per Segment Mile (NB/EB)		Bridge Vertical Clearance (feet)
			NB/WB	SB/EB							NB/WB	SB/EB		NB/WB	SB/EB	
90-1[2*a]	5	0.77	0.08	1.45	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	5.06	2.75	7.37	5.06	0.00	0.00	No UP
90-2[2*a]	10	0.04	0.04	0.04	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	4.85	8.62	1.08	4.85	0.00	1.33	No UP
90-3[2*a]	7	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.69	1.87	1.52	1.69	10.25	20.33	No UP
90-4[2*a]	5	0.04	0.08	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.34	1.42	1.25	1.34	0.00	14.76	No UP
90-5[2*a]	7	1.63	0.93	2.32	61.1%	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	2.05	1.86	2.23	2.05	12.00	6.83	No UP
90-6[2*a]	12	0.18	0.16	0.21	42.9%	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.35	1.40	1.30	1.35	10.00	3.00	No UP
80-7[2*a]	5	1.93	1.95	1.92	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.45	1.25	1.65	1.45	156.07	15.57	No UP
80-8[1*a]	6	1.82	1.81	1.83	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.45	1.48	1.42	1.45	36.77	109.34	13.95
80-9[2*a]	12	0.00	0.00	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.92	1.37	2.48	1.92	95.00	102.20	No UP
80-10[2*a]	8	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.84	2.38	1.29	1.84	0.00	3.00	No UP
Weighted Corridor Average		0.84	0.52	0.79	50%	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	2.29	2.59	2.00	2.29	31.31	29.75	13.95

SCALES								
Performance Level	**2 or 3 or 4 Lane Divided Highway**						**Uninterrupted**	**All**	
Good/Above Average	< 0.81	< 23.4%	< 56.4%	< 16%	< 3.7%	< 0%	< 1.15	< 44.18	> 16.5
Fair/Average	0.81 - 1.19	23.4% - 29.3%	56.4% - 65.0%	16% - 26%	3.7% - 9.9%	0% - 2%	1.15 - 1.35	44.18-124.86	16.0 - 16.5
Poor/Below Average	> 1.19	> 29.3%	> 65.0%	> 26%	> 9.9%	> 2%	> 1.35	> 124.86	< 16.0
Performance Level	**2 or 3 Lane Undivided Highway**						**Interrupted**		
Good/Above Average	< 0.92	< 11.2%	< 66.9%	< 3.8%	< 4.2%	< 0%	< 1.45		
Fair/Average	0.92 - 1.08	11.2% - 15.6%	66.9% - 74.5%	3.8% - 7.2%	4.2% - 8.0%	0% - 3.3%	1.45 – 1.85		
Poor/Below Average	> 1.08	> 15.6%	> 74.5%	> 7.2%	> 8.0%	> 3.3%	> 1.85		
Performance Level	**4 or 5 Undivided Highway**								
Good/Above Average	< 0.78	< 43.8%	< 21.1%	< 8.8%	< 0.8%	< 0.5%			
Fair/Average	0.78 - 1.22	43.8% - 49.5%	21.1% - 32.1%	8.8% - 13.5%	0.8% - 5.5%	0.5% - 3.8%			
Poor/Below Average	> 1.22	> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%			

[A]Uninterrupted Flow Facility
[*]Interrupted Flow Facility
[a]2 or 3 or 4 Lane Divided Highway
[b]4 or 5 Lane Undivided Highway
[c]2 or 3 Lane Undivided Highway
[1]Urban Operating Environment
[2]Rural Operating Environment

Notes: *"Insufficient Data" indicates there was not enough data available to generate reliable performance ratings*
"No UP" indicates no underpasses are present in the segment

SR 95: I-8 to I-40

Segment	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Bridge Sufficiency	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB/EB	SB/WB							NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		
95-1[*b1]	5	3.32	3.30	3.41	88%	5.00	83.90	5	0.37	0.31	0.40	0.33	0.20	0.12	1.16	1.17	86%	16.1%
95-2[*a2]	9	3.57	3.80	3.72	53%	6.59	89.23	6	0.59	0.59	0.37	0.42	0.29	0.04	1.08	1.09	37%	19.4%
95-3[*a2]	17	2.71	3.37	3.47	86%	5.00	73.60	5	0.10	0.09	0.11	0.11	0.05	0.04	1.07	1.06	11%	19.2%
95-4[*a2]	20	3.54	4.13	4.14	68%	No Bridges			0.11	0.10	0.11	0.10	0.19	0.18	1.06	1.06	0%	4.9%
95-5[*a2]	24	3.31	3.75	3.81	85%	No Bridges			0.12	0.11	0.12	0.11	0.26	0.25	1.15	1.14	40%	21.8%
95-6[*b1]	3	2.85	2.67	2.89	83%	6.72	81.74	6	0.20	0.21	0.19	0.19	0.00	0.07	1.14	1.18	30%	22.2%
95-7[*a2]	20	3.47	3.49	3.51	51%	6.12	89.22	6	0.14	0.14	0.23	0.23	0.08	0.26	1.08	1.08	0%	13.0%
95-8[*a2]	11	3.66	3.29	3.28	0%	5.00	70.80	5	0.35	0.34	0.36	0.32	0.13	0.11	1.06	1.05	25%	12.8%
95-9[*b1]	6	3.80	3.62	3.59	22%	5.82	83.73	7	0.32	0.32	0.27	0.25	0.30	0.00	1.28	1.31	63%	9.5%
95-10[*a2]	14	4.02	3.78	3.77	16%	7.00	81.83	7	0.32	0.28	0.25	0.35	0.27	0.09	1.12	1.11	74%	2.6%
95-11[*a2]	14	3.70	3.88	3.94	48%	No Bridges			0.23	0.22	0.24	0.23	0.18	0.20	1.08	1.08	0%	6.8%
95-12[*b1]	14	3.61	3.61	3.59	33%	5.46	76.17	5	0.59	0.65	0.41	0.41	0.39	0.46	1.21	1.23	17%	18.0%
95-13[*a2]	12	3.43	3.87	3.58	55%	No Bridges			0.40	0.42	0.40	0.42	0.27	0.23	1.41	1.79	35%	11.8%
Weighted Corridor Average		3.47	3.67	3.68	54%	6.09	82.31	6.05	0.26	0.26	0.25	0.26	0.14	0.14	1.13	1.16	26%	13.3%

SCALES

Performance Level	Non-Interstate		All				Urban	All	Uninterrupted Interrupted	All	
Good/Above Average	> 3.60	> 3.50	< 5%	> 6.5	> 80	> 6	< 0.71	< 0.22	< 1.06 < 1.20	> 90%	> 17%
Fair/Average	2.80 - 3.60	2.90 - 3.50	5% - 20%	5.0 - 6.5	50 - 80	5 - 6	0.71 - 0.89	0.22 - 0.62	1.06 - 1.50 1.20 - 1.50	60% - 90%	11% - 17%
Poor/Below Average	< 2.80	< 2.90	> 20%	< 5.0	< 50	< 5	> 0.89	> 0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average	< 0.56
Fair/Average	0.56 - 0.76
Poor/Below Average	> 0.76

[a]Uninterrupted Flow Facility
[b]Interrupted Flow Facility

[*]2 or 3 Lane Undivided Highway
[b]4 or 5 Lane Undivided Highway

[1]Urban Operating Environment
[2]Rural Operating Environment

SR 95: I-8 to I-40 (Continued)

Segment	Segment Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost/year /mile)		Bridge Vertical Clearance (feet)
			NB/EB	SB/WB							NB/EB	SB/WB	NB/EB	SB/WB	
95-1*b1	5	1.86	0.05	3.67	50%	20%	Insufficient Data	Insufficient Data	Insufficient Data	2.04	2.00	2.07	32.96	7.20	No UP
95-2*a2	9	1.76	2.42	1.09	Insufficient Data	22%	Insufficient Data	Insufficient Data	Insufficient Data	1.33	1.32	1.34	25.45	5.33	No UP
95-3*a2	17	0.07	0.09	0.04	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.29	1.29	1.30	3.05	2.82	No UP
95-4*a2	20	1.38	1.83	0.94	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.20	1.19	1.21	4.03	3.62	No UP
95-5*a2	24	0.41	0.74	0.08	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.61	1.56	1.67	1.95	4.99	No UP
95-6*b1	3	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.48	1.35	1.61	0.00	8.00	No UP
95-7*a2	20	1.12	0.83	1.42	Insufficient Data	17%	Insufficient Data	Insufficient Data	Insufficient Data	1.38	1.37	1.39	8.44	28.89	No UP
95-8*a2	11	2.02	3.00	1.03	Insufficient Data	0%	Insufficient Data	Insufficient Data	Insufficient Data	1.19	1.23	1.15	14.95	30.98	No UP
95-9*b1	6	0.81	1.62	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.82	1.70	1.95	62.19	0.00	28.74
95-10*a2	14	3.22	3.25	3.18	0%	71%	Insufficient Data	Insufficient Data	Insufficient Data	1.43	1.35	1.51	30.72	11.44	18.66
95-11*a2	14	1.20	0.13	2.27	0%	57%	Insufficient Data	Insufficient Data	Insufficient Data	1.28	1.30	1.27	18.09	29.70	No UP
95-12*b1	14	0.84	0.95	0.73	50%	14%	Insufficient Data	Insufficient Data	Insufficient Data	1.65	1.59	1.70	38.84	45.35	16.35
95-13*a2	12	1.37	0.22	2.51	0%	9%	Insufficient Data	Insufficient Data	Insufficient Data	2.44	1.74	3.14	25.17	36.21	No UP
Weighted Corridor Average		1.22	1.21	1.24	18%	31%	Insufficient Data	Insufficient Data	Insufficient Data	1.50	1.42	1.57	16.62	17.23	21.25

SCALES

Performance Level		2 or 3 Lane Undivided Highway					Uninterrupted Interrupted		
Good/Above Average	< 0.92	< 11.2%	< 66.9%	< 3.8%	< 4.2%	< 0.5%	< 1.15	< 44.18	> 16.5
Fair/Average	0.92 - 1.08	11.2% - 15.6%	66.9% - 74.5%	3.8% - 7.2%	4.2% - 8.0%	0.5% - 3.8%	1.15 - 1.35	44.18 - 124.86	16.0 - 16.5
Poor/Below Average	> 1.08	> 15.6%	> 74.5%	> 7.2%	> 8.0%	> 3.8%	> 1.35	> 124.86	< 16.5
Performance Level		4 or 5 Lane Undivided Highway							
Good/Above Average	< 0.78	< 43.8%	< 21.2%	< 8.8%	< 0.8%	< 0.5%			
Fair/Average	0.78 - 1.22	43.8% - 49.5%	21.1% - 32.1%	8.8% - 13.5%	0.8% - 5.5%	0.5% - 3.8%			
Poor/Below Average	> 1.22	> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%			

*Uninterrupted Flow Facility
*Interrupted Flow Facility
*2 or 3 Lane Undivided Highway
*4 or 5 Lane Undivided Highway
[1]Urban Operating Environment
[2]Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

SR 179/SR 89A/SR 260: I-17 to I-17

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			SB/EB& NB 179	NB/WB& SB 179							NB/WB& SB 179	SB/EB& NB 179	NB/WB& SB 179	SB/EB& NB 179	NB/WB& SB 179	SB/EB& NB 179		
179-1[2]	6	2.84	3.08	3.07	67.0%	5.00	59.90	5	0.39	0.45	0.32	0.25	0.07	0.13	1.42	1.43	7%	15.4%
179-2[1]	9	3.54	3.28	3.25	22.0%	7.46	90.87	7	0.95	1.12	0.69	0.67	0.27	0.11	1.41	1.26	78%	15.3%
89A-3[1]	5	3.47	3.40	3.36	10.0%	No Bridges in Segment			0.66	0.65	0.58	0.57	0.00	0.00	1.29	1.29	0%	16.5%
89A-4[2]	13	2.72	3.70	3.79	69.0%	5.31	98.77	5	0.49	0.52	0.38	0.31	0.23	0.22	1.17	1.20	90%	16.3%
89A/260-5[1]	4	4.27	4.08	4.10	0.0%	7.00	84.00	7	0.75	0.84	0.47	0.54	0.05	0.10	1.40	1.37	14%	18.9%
260-6[2]	10	3.78	3.69	3.91	17.0%	6.62	93.58	5	0.42	0.50	0.24	0.29	0.18	0.26	1.44	1.16	54%	13.2%
89A-7[2]	16	2.70	2.96	2.99	72.0%	5.51	65.42	4	0.88	1.07	0.95	1.13	0.01	0.01	No Data		3%	15.4%
89A-8[2]	9	4.41	4.05	4.12	0.0%	No Bridges in Segment			0.32	0.33	0.50	0.46	0.00	0.00	No Data		5%	14.5%
Weighted Corridor Average		3.32	3.47	3.53	40.2%	6.15	85.62	5.22	0.62	0.71	0.56	0.58	0.11	0.11	1.34	1.25	36%	15.4%

SCALES

Performance Level	Non-Interstate			All			Urban and Fringe Urban	All	All	All	All
Good/Above Average Performance	> 3.60	> 3.50	< 5%	> 6.5	> 80	> 6	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average Performance	2.80 – 3.60	2.90 – 3.50	5% – 20%	5.0 – 6.5	50 – 80	5 – 6	0.71 – 0.89	0.22 – 0.62	1.15 – 1.50	60% – 90%	11% – 17%
Poor/Below Average Performance	< 2.80	< 2.90	> 20%	< 5.0	< 50	< 5	> 0.89	> 0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average Performance	< 0.56
Fair/Average Performance	0.56 – 0.76
Poor/Below Average Performance	> 0.76

[1]Urban Operating Environment
[2]Rural Operating Environment

SR 179/SR 89A/SR 260: I-17 to I-17 (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)
			NB/WB& SB 179	SB/EB& NB 179							NB/WB& SB 179	SB/EB& NB 179	NB/WB& SB 179	SB/EB& NB 179	
179-1[^c]	6	0.15	0.10	0.20	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	3.47	1.73	5.22	4.07	14.20	No UP
179-2[*a]	9	0.52	0.84	0.19	9%	73%	Insufficient Data	Insufficient Data	Insufficient Data	2.36	2.56	2.16	56.53	13.67	No UP
89A-3[*b]	5	0.60	1.04	0.17	Insufficient Data	40%	Insufficient Data	Insufficient Data	Insufficient Data	2.19	1.70	2.69	0.00	0.00	No UP
89A-4[*a]	13	1.65	1.33	1.98	23%	73%	Insufficient Data	Insufficient Data	Insufficient Data	1.63	1.39	1.88	42.29	48.50	No UP
89A/260-5[*b]	4	1.36	1.79	0.93	63%	13%	Insufficient Data	Insufficient Data	Insufficient Data	2.95	3.66	2.24	9.85	12.35	No UP
260-6[*a]	10	0.75	0.77	0.73	Insufficient Data	46%	Insufficient Data	Insufficient Data	Insufficient Data	1.90	2.44	1.36	28.38	33.52	No UP
89A-7[*c]	16	0.71	0.07	1.36	0%	100%	Insufficient Data	Insufficient Data	Insufficient Data	No Data			0.61	0.68	No UP
89A-8[^c]	9	0.70	0.00	1.40	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	No Data			0.00	0.00	No UP
Weighted Corridor Average		0.85	0.81	1.05	8.8%	54.7%	Insufficient Data	Insufficient Data	Insufficient Data	2.23	2.10	2.36	19.67	17.19	No UP

SCALES									
Performance Level	**2 or 3 Lane Undivided Highway**						**Uninterrupted**	**All**	
Good/Above Average Performance	< 0.92	< 11.2%	< 66.9%	< 3.8%	< 4.2%	< 0.0%	< 1.15	< 44.18	> 16.5
Fair/Average Performance	0.92 – 1.08	11.2% – 15.6%	66.9% – 74.5%	3.8% – 7.2%	4.2% – 8.0%	0.0% – 3.3%	1.15 – 1.35	44.18 – 124.86	16.0 – 16.5
Poor/Below Average Performance	> 1.08	> 15.6%	> 74.5%	> 7.2%	> 8.0%	> 3.3%	> 1.35	> 124.86	< 16.0
Performance Level	**2 or 3 or 4 Lane Divided Highway**								
Good/Above Average Performance	> 0.81	< 23.4%	< 56.4%	< 2.4%	< 3.7%	< 0.0%			
Fair/Average Performance	0.81 – 1.19	23.4% – 29.3%	56.4% – 65.0%	2.4% – 3.6%	3.7% – 9.9%	0.0% – 2.2%			
Poor/Below Average Performance	> 1.19	> 29.3%	> 65.0%	> 3.6%	> 9.9%	> 2.2%			
Performance Level	**4 or 5 Lane Undivided Highway**						**Interrupted**		
Good/Above Average Performance	< 0.78	< 43.8%	< 21.1%	< 8.8%	< 0.8%	< 0.5%	<1.45		
Fair/Average Performance	0.78 – 1.22	43.8% – 49.5%	21.1% – 32.1%	8.8% – 13.5%	0.8% – 5.5%	0.5% – 3.8%	1.45 – 1.85		
Poor/Below Average Performance	> 1.22	> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%	> 1.85		

[^]Uninterrupted Flow Facility
[*]Interrupted Flow Facility

[a]2 or 3 or 4 Lane Divided Highway
[b]4 or 5 Lane Undivided Highway

[c]2 or 3 Lane Undivided Highway

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

SR 260/US 60: Heber-Overgaard to New Mexico State Line

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			EB	WB							EB	WB	EB	WB	EB	WB		
260-1[2*a]	4	1.94	2.93	2.76	100.0%	No Bridge			0.10	0.09	0.11	0.11	0.29	0.17	1.11	1.12	93%	16.0%
260-2[2*b]	13	3.20	4.02		76.9%	5.7	88	5	0.39	0.38	0.42	0.42	0.14	0.15	1.08	1.08	0%	12.4%
260-3[2*b]	14	2.21	3.75		42.9%	6.0	93	6	0.20	0.20	0.23	0.23	0.16	0.11	1.08	1.07	5%	15.0%
260/60-4[2*a]	8	3.32	3.43	3.26	56.3%	6.0	85	6	0.39	0.44	0.32	0.32	0.20	0.15	1.17	1.19	54%	16.5%
260-5[2*a]	16	3.16	3.57	3.56	100.0%	No Bridge			0.66	0.74	0.49	0.49	0.24	0.28	1.17	1.20	50%	16.3%
60-6[2*b]	7	3.27	3.63		100.0%	5.0	64	5	0.51	0.59	0.41	0.41	0.31	0.23	1.15	1.18	0%	13.1%
60-7[2*b]	32	2.46	3.31		96.9%	7.0	97	7	0.24	0.27	0.18	0.18	0.46	0.24	1.09	1.07	5%	14.9%
60-8[2*a]	5	3.55	3.73		66.7%	6.0	80	6	0.28	0.32	0.23	0.23	0.04	0.04	1.21	1.21	98%	15.3%
60-9[2*b]	13	3.88	3.93		0.0%	No Bridge			0.06	0.06	0.05	0.05	0.02	0.00	1.16	1.15	100%	0.0%
Weighted Corridor Average		2.92	3.59	3.58	73%	5.9	85	6	0.32	0.34	0.27	0.27	0.25	0.17	1.12	1.12	33%	13%

SCALES

Performance Level	Non-Interstate			All			Rural	All	Uninterrupted	All	
Good/Above Average Performance	> 3.50	> 3.50	< 5%	> 6.5	> 80	> 6	< 0.56	< 0.22	< 1.15	> 90%	> 17%
Fair/Average Performance	2.90 - 3.50	2.90 - 3.50	5% - 20%	5.0 - 6.5	50 - 80	5 - 6	0.56 - 0.76	0.22 - 0.62	1.15 - 1.5	60% - 90%	11% - 17%
Poor/Below Average Performance	< 2.90	< 2.90	> 20%	< 5.0	< 50	< 5	> 0.76	> .62	> 1.5	< 60%	< 11%

Performance Level	Interrupted
Good/Above Average Performance	< 1.15
Fair/Average Performance	> 1.15 & < 1.5
Poor/Below Average Performance	> 1.5

[1]Uninterrupted Flow Facility
[2]Interrupted Flow Facility
[a]4 or 5 Lane Undivided Highway
[b]2 or 3 Lane Undivided Highway
[1]Urban Operating Environment
[2]Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

SR 260/US 60: Heber-Overgaard to New Mexico State Line (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area						
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight TTTR	Directional Max TTTR		Combined Average Peak TTTR	Average Minutes Per Year Given Milepost Is Closed Per Segment Mile (NB/EB)		Bridge Vertical Clearance (feet)
			EB	WB							EB	WB		EB	WB	
260-1[2*a]	4	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.25	1.25	1.24	1.25	73.60	48.24	No UP
260-2[2*b]	13	1.51	1.85	1.16	Insufficient Data	85.7%	Insufficient Data	Insufficient Data	Insufficient Data	1.18	1.19	1.17	1.18	54.58	55.17	No UP
260-3[2*b]	14	0.54	0.19	0.90	Insufficient Data	57.14%	Insufficient Data	Insufficient Data	Insufficient Data	1.21	1.22	1.20	1.21	25.33	15.01	No UP
260/60-4[2*a]	8	0.39	0.61	0.16	Insufficient Data	25.0%	Insufficient Data	Insufficient Data	Insufficient Data	1.77	1.72	1.83	1.77	144.18	138.10	No UP
260-5[2*a]	16	0.01	0.01	0.01	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	2.05	2.12	1.97	2.05	242.09	248.78	No UP
60-6[2*b]	7	0.04	0.09	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.79	1.68	1.91	1.79	263.26	250.69	No UP
60-7[2*b]	32	0.67	1.20	0.15	Insufficient Data	69.2%	Insufficient Data	Insufficient Data	Insufficient Data	1.28	1.30	1.25	1.28	267.81	223.06	No UP
60-8[2*a]	5	0.00	0.00	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.58	1.65	1.51	1.58	8.12	4.60	No UP
60-9[2*b]	13	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.42	1.47	1.37	1.42	1.65	0.00	No UP
Weighted Corridor Average		0.55	0.74	0.36	Insufficient Data	64.6%	Insufficient Data	Insufficient Data	Insufficient Data	1.46	1.48	1.44	1.46	150.31	134.76	No UP
SCALES																
Performance Level		**2 or 3 Lane Undivided Highway**								**Uninterrupted**				**All**		**All**
Good/Above Average Performance		< 0.92			< 11.2%	< 66.9%	< 3.8%	< 4.2%	= 0%	< 1.15				< 44.18		> 16.5
Fair/Average Performance		0.92 - 1.08			11.2% - 15.6%	66.9% - 74.5%	3.8% - 7.2%	4.2% - 8.0%	0% - 3.3%	1.15 - 1.35				44.18-124.86		16.0 - 16.5
Poor/Below Average Performance		> 1.08			> 15.6%	> 74.5%	> 7.2%	> 8.0%	> 3.3%	> 1.35				> 124.86		< 16.0
Performance Level		**4 or 5 Lane Undivided Highway**								**Interrupted**						
Good/Above Average Performance		< 0.78			< 43.8%	< 21.1%	< 8.8%	< 0.8%	< 0.5%	< 1.45	< 1.45	< 1.45				
Fair/Average Performance		0.78 - 1.22			43.8% - 49.5%	21.1% - 32.1%	8.8% - 13.5%	0.8% - 5.5%	0.5% - 3.8%	1.45-1.85	1.45-1.85	1.45-1.85				
Poor/Below Average Performance		> 1.22			> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%	> 1.85	> 1.85	> 1.85				

[1]Uninterrupted Flow Facility [a]4 or 5 Lane Undivided Highway [1]Urban Operating Environment
[2]Interrupted Flow Facility [b]2 or 3 Lane Undivided Highway [2]Rural Operating Environment

Notes: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

SR 347/SR 84: I-8 to I-10

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB	SB							NB	SB	NB	SB	NB	SB		
84/347-1[2]	7	3.08	3.98	4.09	68.8%	No Bridges in Segment			0.18	0.24	0.08	0.09	0.17	0.03	No Data		12%	18.8%
347-2[2]	8	2.35	3.87	3.88	75.0%	No Bridges in Segment			0.12	0.18	0.04	0.05	0.18	0.05	No Data		14%	20.1%
Weighted Corridor Average		2.70	3.92	3.98	72.0%	N/A	N/A	N/A	0.15	0.21	0.06	0.17	0.17	0.04	No Data		13%	19.5%

SCALES

Performance Level	Non-Interstate			All			Urban and Fringe Urban	All	All	All	
Good/Above Average Performance	> 3.60	>3.50	< 5%	> 6.5	> 80	> 6	< 0.71	< 0.22	<1.15	> 90%	> 17%
Fair/Average Performance	2.80-3.60	2.90 - 3.50	5%- 20%	5.0 - 6.5	50 - 80	5 - 6	>0.71 - 0.89	0.22 - 0.62	1.15-1.50	60% - 90%	11% - 17%
Poor/Below Average Performance	< 2.80	< 2.90	> 20%	< 5.0	< 50	< 5	> 0.89	>0.62	>1.50	< 60%	< 11%

Performance Level	Interstate			Rural
Good/Above Average Performance	> 3.75	>3.75	< 5%	< 0.56
Fair/Average Performance	3.00-3.75	3.40 - 3.75	5%- 20%	>0.56 - 0.76
Poor/Below Average Performance	< 3.00	< 3.40	> 20%	> 0.76

[1]Urban Operating Environment
[2]Rural Operating Environment

SR 347/SR 84: I-8 to I-10 (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)
			NB	SB							NB	SB	NB	SB	
84/347-1 [a^]	7	3.24	2.26	4.22	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	No Data	No Data		26.85	6.86	No UP
347-2 [b*]	8	0.12	0.08	0.16	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	No Data	No Data		13.37	3.00	No UP
Weighted Corridor Average		1.62	1.13	2.11	0.00	0.00	0.00	0.00	0.00	N/A	N/A	N/A	19.83	19.83	4.85

SCALES									
Performance Level	**2 or 3 or 4 Lane Divided Highway**						**Uninterrupted**	**All**	
Good/Above Average Performance	>0.81	<23.4%	<56.4%	<2.4%	<3.7%	<0.0%	< 1.15	< 44.18	> 16.5
Fair/Average Performance	0.81 - 1.19	23.4% - 29.3%	56.4% - 65.0%	2.4% - 3.6%	3.7% - 9.9%	0.0% - 2.2%	1.15 - 1.35	44.18-124.86	16.0 - 16.5
Poor/Below Average Performance	>1.19	>29.3%	>65.0%	>3.6%	>9.9%	>2.2%	> 1.35	> 124.86	< 16.0
Performance Level	**2 or 3 Lane Undivided Highway**						**Interrupted**		
Good/Above Average Performance	<0.92	<11.2%	<66.9%	<3.8%	<4.2%	<0.0%	<1.45		
Fair/Average Performance	0.92 - 1.08	11.2% - 15.6%	66.9% - 74.5%	3.8% -7.2%	4.2% -8.0%	0.0% - 3.3%	1.45-1.85		
Poor/Below Average Performance	>1.08	>15.6%	>74.5%	>7.2%	>8.0%	>3.3%	>1.85		

[a] 2 or 3 Lane Undivided Highway
[b] 2 or 3 or 4 Lane Divided Highway
^Uninterrupted Flow Facility
*Interrupted Flow Facility

Note: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings

US 60/US 70/US 191: Apache Junction to Douglas

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional Max LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB/EB	SB/WB							NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB		
191-1[2^]	24	3.17	3.10	3.24	70.8%	6.0	87.80	6	0.16	0.18	0.13	0.13	0.04	0.02	1.40	1.39	66%	15.0%
191-2[2^]	43	2.89	3.44	3.38	55.8%	5.4	69.23	5	0.13	0.17	0.08	0.11	0.03	0.01	Insufficient Data		100%	16.6%
191-3[2^]	17	3.42	3.63	3.69	72.0%	5.5	93.81	5	0.05	0.05	0.03	0.03	0.02	0.00	Insufficient Data		49%	8.8%
191-4[2^]	12	3.44	3.29	3.32	41.7%	6.0	69.50	6	0.17	0.19	0.11	0.11	0.08	0.07	Insufficient Data		97%	8.3%
191-5[1*]	5	3.10	3.16	3.07	80.0%	No Bridges			0.27	0.30	0.15	0.16	0.20	0.20	0.20		0.20	21.2%
70-6[1*]	9	3.23	3.15	3.25	60.0%	6.0	68.10	6	0.41	0.45	0.31	0.29	0.02	0.04	Insufficient Data		46%	17.8%
70-7[2^]	30	2.83	2.87	3.08	86.8%	5.7	70.25	5	0.18	0.20	0.11	0.10	0.04	0.01	Insufficient Data		73%	15.8%
70-8[2^]	2	2.59	3.35	3.67	100.0%	6.0	73.00	6	0.11	0.12	0.08	0.05	0.10	0.00	Insufficient Data		0%	12.8%
70-9[2^]	5	2.71	3.44	3.63	100.0%	No Bridges			0.24	0.26	0.16	0.12	0.04	0.04	0.04		0.04	11.2%
70-10[2^]	19	2.69	3.10	3.35	78.9%	7.0	80.00	7	0.15	0.17	0.11	0.08	0.07	0.05	Insufficient Data		4%	7.7%
70-11[2^]	4	2.40	3.27	3.28	87.5%	6.7	82.02	5	0.18	0.20	0.13	0.10	0.00	0.00	Insufficient Data		4%	11.3%
70-12[2^]	15	3.57	3.28	3.53	33.3%	6.0	52.90	6	0.24	0.27	0.16	0.17	0.17	0.00	Insufficient Data		23%	12.5%
70|60-13[1*]	12	3.28	3.13	3.28	53.8%	5.2	78.01	4	0.40	0.45	0.26	0.25	0.22	0.35	1.16	1.15	54%	16.6%
60E-14[2^]	16	3.68	3.66	3.82	43.8%	5.5	68.13	3	1.42	1.71	0.79	1.14	0.67	1.84	1.12	1.17	49%	14.0%
60E-15[2^]	2	4.03	3.70	3.65	0.0%	6.3	84.08	6	2.80	3.90	1.13	1.12	0.00	0.90	1.18	1.14	95%	10.5%
60E-16[2^]	2	4.50	4.22	4.15	0.0%	5.0	86.43	5	0.73	1.01	0.42	0.42	0.60	0.15	1.05	1.12	87%	7.7%
60E-17[2^]	11	3.51	3.93	3.99	76.2%	6.6	95.57	5	0.26	0.37	0.15	0.14	0.04	0.23	1.05	1.09	96%	8.9%
60E-18[2^]	7	3.30	3.62	3.83	92.9%	5.9	90.24	5	0.53	0.66	0.30	0.32	0.00	0.23	1.12	1.05	100%	12.0%
60E-19[1*]	6	3.57	3.57	3.65	33.3%	5.9	91.43	5	1.01	0.86	0.86	0.91	0.10	0.30	1.20	1.14	42%	17.8%
60E-20[1^]	5	4.17	3.87	3.83	0.0%	6.0	93.95	6	1.31	1.45	0.84	0.88	0.68	0.09	1.06	1.06	100%	17.2%
Weighted Corridor Average		3.18	3.33	3.44	63%	5.82	81.95	4.87	0.34	0.40	0.22	0.24	0.12	0.19	0.19	1.20	63%	13.7%

SCALE										
Performance Level	Non-Interstate		All			Urban [1] Rural [2]	All	Uninterrupted ^ Interrupted *		All
Good / Above Average	> 3.50	< 5%	> 6.5	> 80	> 6	≤ 0.71 (Urban) ≤ 0.56 (Rural)	< 0.22	≤ 1.15 ≤ 1.15	> 90%	> 17%
Fair / Average	2.9 - 3.5	5%-20%	5.0 - 6.5	50 - 80	5 - 6	0.71 - 0.89 (Urban) 0.56 - 0.76 (Rural)	0.22 - 0.62	1.15 - 1.5 1.15 - 1.5	90% - 60%	17% - 11%
Poor / Average	< 2.90	> 20%	< 5.0	< 50	< 5	> 0.89 (Urban) > 0.76 (Rural)	≥ 0.62	≥ 1.5 ≥ 1.5	< 60%	< 11%

[1] Urban or Fringe Urban Operating Environment
[2] Rural Operating Environment
^ Uninterrupted
* Interrupted

US 60/US 70/US 191: Apache Junction to Douglas (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area						
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight TTTR	Directional Max TTTR		Combined Average Peak TTTR	Average Minutes Per Year Given Milepost Is Closed Per Segment Mile (NB/EB)		Bridge Vertical Clearance (feet)
			NB/EB	SB/WB							NB/EB	SB/WB		NB/EB	SB/WB	
191-1[2*]	24	0.39	0.04	0.73	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	2.26	2.52	2.00	2.26	3.02	1.00	No UP
191-2[2*]	43	0.49	0.54	0.44	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	2.67	1.78	22.04
191-3[2^]	17	0.59	0.00	1.18	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	2.47	0.00	No UP
191-4[2^]	12	0.58	1.06	0.11	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	12.23	5.00	No UP
191-5[1*]	5	0.06	0.12	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	26.08	16.96	None
70-6[1*]	9	0.38	0.67	0.08	Insufficient Data	25%	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	1.33	4.67	No UP
70-7[2^]	30	1.08	1.41	0.75	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	4.55	5.40	17.03
70-8[2^]	2	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	14.30	0.00	No UP
70-9[2^]	5	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	2.40	3.00	None
70-10[2^]	19	1.63	0.76	2.50	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	8.63	2.51	No UP
70-11[2^]	4	3.37	6.74	0.00	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	0.00	0.00	No UP
70-12[2^]	15	2.63	2.97	2.28	Insufficient Data	22%	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data		Insufficient Data	17.39	0.00	No UP
70|60-13[1*]	12	2.97	3.36	2.57	Insufficient Data	21%	Insufficient Data	Insufficient Data	Insufficient Data	1.58	1.67	1.49	1.58	22.75	26.52	15.84
60E-14[2^]	16	1.78	1.50	2.07	Insufficient Data	81%	Insufficient Data	Insufficient Data	Insufficient Data	1.49	1.52	1.46	1.49	63.60	344.95	13.03
60E-15[2^]	2	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.32	1.34	1.29	1.32	0.00	90.50	16.79
60E-16[2^]	2	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.28	1.14	1.42	1.28	52.20	12.25	No UP

▪ 2 or 3 Lane Undivided
ᵇ 2,3 or 4 Lane Divided
ᶜ 4 or 5 Lane Undivided
^ Uninterrupted
* Interrupted

Note: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

US 60/US 70/US 191: Apache Junction to Douglas (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area						
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight TTTR	Directional Max TTTR		Combined Average Peak TTTR	Average Minutes Per Year Given Milepost Is Closed Per Segment Mile (NB/EB)		Bridge Vertical Clearance (feet)
			NB/EB	SB/WB							NB/EB	SB/WB		NB/EB	SB/WB	
60E-17[2^]	11	1.23	1.82	0.65	Insufficient Data	78%	Insufficient Data	Insufficient Data	Insufficient Data	1.18	1.15	1.20	1.18	3.27	61.40	No UP
60E-18[2^]	7	0.50	0.91	0.09	Insufficient Data	17%	Insufficient Data	Insufficient Data	Insufficient Data	1.22	1.32	1.13	1.22	0.00	22.29	No UP
60E-19[1*]	6	0.95	1.62	0.27	Insufficient Data	60%	Insufficient Data	Insufficient Data	Insufficient Data	1.63	1.74	1.52	1.63	14.00	20.30	No UP
60E-20[1^]	5	1.29	1.89	0.69	Insufficient Data	50%	Insufficient Data	Insufficient Data	Insufficient Data	1.20	1.25	1.14	1.20	74.94	7.11	No UP
Weighted Corridor Average		1.11	1.19	1.03	Insufficient Data	45%	Insufficient Data	Insufficient Data	Insufficient Data	1.64	1.75	1.54	1.64	12.16	30.69	18.90
SCALES																
Performance Level		**2 or 3 or 4 Lane Divided Highway 2 or 3 Undivided Highway 4 or 5 Undivided Highway Urban 4 Lane Freeway**								**Uninterrupted**				**All**		
Good/Above Average Performance		< 0.81 <0.92 <0.78 < 0.73			< 23.4% < 11.2% < 43.8% < 0.0%	< 56.4% < 66.9% < 21.1% < 60.6%	< 16% <3.8% <8.8% <0.0%	<3.7% <4.2% < 0.8% < 6.9%	< 0% < 0% < 0.5% < 0%	< 1.15				< 44.18		> 16.5
Fair/Average Performance		0.81 – 1.19 0.92 - 1.08 0.78 - 1.22 0.73 - 1.27			23.4% - 29.3% 11.2% - 15.6% 43.8% - 49.5% 0.0% - 0.0%	56.4% - 65.0% 66.9% - 74.5% 21.1% - 32.1% 60.6%-78.1%	16% - 26% 3.8% - 7.2% 8.8% - 13.5% 0.0% - 4.9%	3.7% - 9.9% 4.2% - 8.0% 0.8% - 5.5% 6.9% - 12.4%	0% - 2% 0% - 3.3% 0.5% - 3.8% 0.0% -0.0%	1.15 - 1.35				44.18-124.86		16.0 - 16.5
Poor/Below Average Performance		> 1.19 > 1.08 > 1.22 > 1.27			> 29.3% > 15.6% > 49.5% > 0.0%	> 65.0%	> 26% > 7.2% > 13.5% > 4.9%	9.90% > 8.0% > 5.5% > 12.4%	> 2% > 3.3% > 3.8% > 0.0%	> 1.35				> 124.86		< 16.0

[a] 2 or 3 Lane Undivided
[b] 2,3 or 4 Lane Divided
[c] 4 or 5 Lane Undivided
[^] Uninterrupted
[*] Interrupted

Note: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

US 89: Flagstaff to Utah State Line

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB	SB							NB	SB	NB	SB	NB	SB		
89U-1[1]	8	3.60	4.02	4.00	25.0%	No Bridges in Segment			0.57	0.64	0.37	0.38	0.25	0.25	1.12	1.08	19%	17.1%
89U-2[2]	14	2.38	3.67	3.63	91.5%	No Bridges in Segment			0.13	0.15	0.07	0.11	0.06	0.06	1.08	1.13	97%	8.3%
89U-3[2]	15	3.72	3.42	3.42	0.0%	No Bridges in Segment			0.27	0.31	0.29	0.19	0.04	0.03	1.04	1.06	89%	8.0%
89U-4[2]	8	3.14	3.48	3.45	52.4%	No Bridges in Segment			0.32	0.37	0.28	0.23	0.08	0.13	1.05	1.16	94%	5.5%
89U-5[2]	16	3.74	3.50	3.49	5.0%	6.51	90.05	5.00	0.36	0.42	0.30	0.29	0.36	0.32	1.10	1.08	75%	8.4%
89U-6[2]	17	3.76	3.70	3.70	13.9%	4.46	56.98	4.00	0.17	0.20	0.18	0.18	0.08	0.09	1.06	1.06	99%	8.9%
89U-7[2]	26	3.90	3.89	3.90	13.1%	6.00	77.10	6.00	0.12	0.14	0.11	0.11	0.08	0.12	1.05	1.07	88%	8.2%
89U-8[2]	23	3.28	3.78	3.81	39.2%	6.00	72.10	6.00	0.25	0.28	0.13	0.16	0.21	0.14	1.13	1.12	2%	10.2%
89U-9[1]	3	3.39	3.20	3.20	0.0%	6.00	67.90	6.00	0.49	0.55	0.31	0.33	0.20	0.00	1.09	1.16	91%	4.9%
89U-10[2]	7	3.55	3.93	3.93	21.4%	No Bridges in Segment			0.36	0.41	0.21	0.27	0.14	0.14	1.12	1.10	3%	4.9%
Weighted Corridor Average		3.49	3.70	3.70	26.3%	5.89	77.25	5.40	0.25	0.29	0.19	0.19	0.14	0.13	1.08	1.09	66.5%	8.8%

SCALES											
Performance Level	Non-Interstate			All			Urban and Fringe Urban	All	All	All	All
Good/Above Average Performance	> 3.60	> 3.50	< 5%	> 6.5	> 80	> 6	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average Performance	2.80 – 3.60	2.90 – 3.50	5% – 20%	5.0 – 6.5	50 – 80	5 – 6	0.71 – 0.89	0.22 – 0.62	1.15 – 1.50	60% – 90%	11% – 17%
Poor/Below Average Performance	< 2.80	< 2.90	> 20%	< 5.0	< 50	< 5	> 0.89	> 0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average Performance	< 0.56
Fair/Average Performance	0.56 – 0.76
Poor/Below Average Performance	> 0.76

[1]Urban Operating Environment
[2]Rural Operating Environment

US 89: Flagstaff to Utah State Line (Continuous)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)
			NB	SB							NB	SB	NB	SB	
89U-1[*a]	8	1.78	2.07	1.49	53%	22%	Insufficient Data	Insufficient Data	Insufficient Data	1.35	1.45	1.26	33.75	104.23	No UP
89U-2[^b]	14	1.62	1.88	1.35	0%	67%	Insufficient Data	Insufficient Data	Insufficient Data	1.24	1.20	1.27	12.26	8.37	No UP
89U-3[^c]	15	0.99	1.94	0.04	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.14	1.10	1.19	3.31	8.07	No UP
89U-4[^c]	8	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.38	1.18	1.57	12.50	21.08	No UP
89U-5[*c]	16	1.32	1.95	0.69	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.38	1.49	1.27	499.51	492.93	No UP
89U-6[^c]	17	1.07	1.36	0.78	0%	86%	Insufficient Data	Insufficient Data	Insufficient Data	1.21	1.24	1.19	15.14	16.52	No UP
89U-7[^c]	26	0.60	1.16	0.03	Insufficient Data	40%	Insufficient Data	Insufficient Data	Insufficient Data	1.27	1.27	1.26	9.97	14.39	No UP
89U-8[^c]	23	0.33	0.06	0.59	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.33	1.31	1.34	54.11	37.03	No UP
89U-9[*c]	3	5.13	0.00	10.26	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.38	1.21	1.54	56.23	0.00	No UP
89U-10[*c]	7	0.13	0.18	0.09	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.32	1.28	1.36	28.11	42.36	No UP
Weighted Corridor Average		1.01	1.23	0.89	10.9%	55.5%	Insufficient Data	Insufficient Data	Insufficient Data	1.28	1.28	1.29	78.17	79.79	No UP
		SCALES													
Performance Level		2 or 3 Lane Undivided Highway								Interrupted			All		All
Good/Above Average Performance		< 0.92			< 1.45	< 66.9%	< 3.8%	< 4.2%	< 0.0%	< 1.45			< 44.18		> 16.5
Fair/Average Performance		0.92 – 1.08			1.45 – 1.85	66.9% – 74.5%	3.8% – 7.2%	4.2% – 8.0%	0.0% – 3.3%	1.45 – 1.85			44.18 – 124.86		16.0 – 16.5
Poor/Below Average Performance		> 1.08			> 1.85	> 74.5%	> 7.2%	> 8.0%	> 3.3%	> 1.85			> 124.86		< 16.0
Performance Level		2 or 3 or 4 Lane Divided Highway								Uninterrupted					
Good/Above Average Performance		> 0.81			< 23.4%	< 56.4%	< 2.4%	< 3.7%	< 0.0%	< 1.15					
Fair/Average Performance		0.81 - 1.19			23.4% – 29.3%	56.4% – 65.0%	2.4% – 3.6%	3.7% – 9.9%	0.0% – 2.2%	1.15 –1.35					
Poor/Below Average Performance		>1.19			> 29.3%	> 65.0%	> 3.6%	> 9.9%	> 2.2%	> 1.35					
Performance Level		4 or 5 Lane Undivided Highway													
Good/Above Average Performance		< 0.78			< 43.8%	< 21.1%	< 8.8%	< 0.8%	< 0.5%						
Fair/Average Performance		0.78 - 1.22			43.8% – 49.5%	21.1% – 32.1%	8.8% – 13.5%	0.8% – 5.5%	0.5% – 3.8%						
Poor/Below Average Performance		>1.22			> 49.5%	> 32.1%	> 13.5%	> 5.5%	> 3.8%						

^Uninterrupted Flow Facility
*Interrupted Flow Facility
[a]4 or 5 Lane Undivided Highway
[b]2 or 3 or 4 Lane Divided Highway
[c]2 or 3 Lane Undivided Highway

Note: "Insufficient Data" indicates there was not enough data available to generate reliable performance rating
"No UP" indicates no underpasses are present in the segment

US 93/US 60: Nevada State Line to SR 74

Segment #	Length (miles)	Pavement Performance Area				Bridge Performance Area			Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Bridge Sufficiency	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			NB/WB	SB/EB							NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB		
60W-1[1*]	6	*Segment not assessed*																
60W-2[2*]	12	*Segment not assessed*																
60W-3[2^]	9	2.27	3.41	3.37	78%	6.67	89.19	6	0.44	0.60	0.22	0.22	0.42	0.24	1.10	1.07	81%	81%
93-4[1*]	17	3.58	3.47	3.70	53%	6.76	86.73	6	0.79	0.89	0.57	0.57	0.24	0.34	1.09	1.06	45%	45%
93-5[2^]	17	3.19	3.13	3.27	39%	6.61	86.45	6	0.31	0.34	0.19	0.19	0.28	0.27	1.03	1.04	30%	30%
93-6[2^]	17	2.99	3.07	3.27	53%	6.63	96.26	5	0.31	0.34	0.18	0.18	0.05	0.15	1.06	1.05	74%	74%
93-7[2^]	17	2.20	3.34	3.31	91%	6.05	92.75	5	0.15	0.17	0.09	0.09	0.22	0.09	1.07	1.07	46%	46%
93-8[2^]	8	2.31	3.56	3.28	87%	6.60	96.33	6	0.16	0.18	0.21	0.21	0.00	0.15	1.09	1.06	98%	98%
93-9[2^]	18	3.33	3.75	3.71	41%	6.69	88.34	5	0.35	0.39	0.45	0.45	0.26	0.01	1.05	1.04	0%	0%
93-10[2^]	15	3.48	3.56	3.72	35%	6.29	91.17	5	0.16	0.18	0.21	0.21	0.01	0.07	1.04	1.04	100%	100%
93-11[1*]	4	3.47	3.33	3.31	25%	6.55	95.42	6	1.08	1.20	0.73	0.73	0.20	0.65	1.26	1.93	0%	0%
93-12[2^]	14	2.93	3.40	3.35	61%	5.73	95.71	5	0.25	0.28	0.21	0.21	0.90	0.06	1.03	1.03	80%	80%
93-13[2^]	11	2.70	3.27	3.01	77%	6.00	96.88	6	0.26	0.29	0.32	0.32	0.25	0.00	1.03	1.03	52%	52%
93-14[2^]	13	3.18	3.55	3.41	27%	6.00	97.35	6	0.28	0.31	0.31	0.31	0.08	0.17	1.03	1.08	54%	54%
93-15[2^]	12	4.23	4.35	4.29	0%				0.28	0.31	0.31	0.31	0.07	0.13	1.03	1.04	52%	3.4%
93-16[2^]	17	3.54	4.04	4.14	34%	6.80	90.92	6	0.29	0.32	0.31	0.31	0.07	0.12	1.06	1.07	100%	0.0%
Weighted Corridor Average		3.13	3.52	3.54	49.7%	6.48	92.78	5.62	0.32	0.36	0.27	0.27	0.22	0.15	1.06	1.07	57.4%	9.0%

SCALES

Performance Level	Non-Interstate		All				Urban	All	Uninterrupted (Interrupted)	All	
Good/Above Average	> 36	> 3.5	< 5%	> 6.5	> 80	< 12%	< 0.71	< 0.22	< 1.15	> 90%	> 17%
Fair/Average	2.8-3.6	2.9-3.5	5% - 20%	5.0 - 6.5	50 - 80	12% - 40%	0.71 - 0.89	0.22 – 0.62	1.15 – 1.50	60% - 90%	11% - 17%
Poor/Below Average	< 2.8	< 2.9	> 20%	< 5.0	< 50	> 40 %	> 0.89	> 0.62	> 1.50	< 60%	< 11%

Performance Level	Rural
Good/Above Average	< 0.56
Fair/Average	0.56 - 0.76
Poor/Below Average	> 0.76

^Uninterrupted Flow Facility
*Interrupted Flow Facility
*2 or 3 or 4 Lane Divided Highway
b2 or 3 Lane Undivided Highway
1Urban Operating Environment
2Rural Operating Environment
Note: "Insufficient Data" indicates there were not enough data available to generate reliable performance ratings.

US 93/US 60: Nevada State Line to SR 74 (Continued)

Segment #	Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost /year/mile)		Bridge Vertical Clearance (feet)
			NB/WB	SB/EB							NB/WB	SB/EB	NB/WB	SB/EB	
60W-1*	6	*Segment not assessed*													
60W-2*	12	*Segment not assessed*													
60W-3^	9	1.23	2.33	0.13	Insufficient Data	60%	Insufficient Data	Insufficient Data	Insufficient Data	1.31	1.34	1.28	49.54	55.49	No UP
93-4[1]*	17	0.75	0.72	0.78	56%	75%	Insufficient Data	19%	Insufficient Data	1.28	1.38	1.18	52.53	53.25	No UP
93-5[2]*	17	3.22	1.23	5.21	0%	70%	Insufficient Data	25%	Insufficient Data	1.11	1.11	1.11	83.77	88.69	No UP
93-6[2]^	17	0.32	0.08	0.56	0%	100%	Insufficient Data	Insufficient Data	Insufficient Data	1.17	1.19	1.14	7.33	37.19	No UP
93-7[2]^	17	0.63	1.20	0.05	0%	100%	Insufficient Data	13%	Insufficient Data	1.21	1.22	1.20	104.41	23.30	No UP
93-8[2]^	8	0.66	1.32	0.00	0%	63%	Insufficient Data	Insufficient Data	Insufficient Data	1.29	1.37	1.20	0.00	33.13	No UP
93-9[2]^	18	0.84	0.58	1.10	0%	86%	Insufficient Data	43%	Insufficient Data	1.15	1.16	1.15	45.52	1.13	No UP
93-10[2]^	15	0.27	0.51	0.03	0%	80%	Insufficient Data	Insufficient Data	Insufficient Data	1.12	1.13	1.11	9.13	9.39	No UP
93-11[1]*	4	0.76	0.00	1.52	0%	63%	Insufficient Data	38%	Insufficient Data	3.43	2.50	4.37	24.31	133.42	No UP
93-12[2]^	14	0.68	0.82	0.53	9%	82%	Insufficient Data	18%	Insufficient Data	1.09	1.08	1.10	279.89	9.21	No UP
93-13[2]^	11	0.67	0.57	0.76	0%	80%	Insufficient Data	13%	Insufficient Data	1.07	1.06	1.08	45.94	0.00	No UP
93-14[2]^	13	2.57	2.47	2.66	46%	50%	Insufficient Data	21%	Insufficient Data	1.17	1.11	1.22	15.64	53.63	No UP
93-15[2]^	12	1.32	1.71	0.94	8%	68%	Insufficient Data	12%	Insufficient Data	1.11	1.10	1.12	36.47	32.88	No UP
93-16[2]^	17	0.41	0.44	0.37	7%	93%	Insufficient Data	14%	Insufficient Data	1.17	1.18	1.17	16.33	46.94	17.08
Weighted Corridor Averages		1.03	0.97	1.10	10.6%	79.2%	Insufficient Data	21.1%	Insufficient Data	1.22	1.21	1.22	58.51	36.61	17.08
SCALES															
Performance Level		**2 or 3 or 4 Lane Divided Highway**								**Uninterrupted**					
Above Average		< 0.81			< 23.4%	< 56.4%	< 2.4%	< 3.7%	< 0.0%	< 1.15			< 44.18		> 16.5
Average		0.81 - 1.19			23.4% - 29.3%	56.4% - 65.0%	2.4% - 3.6%	3.7% - 9.9%	0.0% - 2.2%	1.15 – 1.35			44.18 -124.86		16.0-16.5
Below Average		> 1.19			> 29.3%	> 65.0%	> 3.6%	> 9.9%	> 2.2%	> 1.35			> 124.86		< 16.0
Performance Level		**4 or 5 Lane Undivided Highway**								**Interrupted**					
Above Average		< 0.92			< 11.2%	< 66.9%	<3.8%	4.2%	< 0.0%	< 1.45			< 44.18		> 16.5
Average		0.92 - 1.08			11.2% – 15.6%	66.9% - 74.5%	3.8% - 7.2%	4.2% – 8.0 %	0.0% – 3.3%	1.45 – 1.85			44.18 -124.86		16.0-16.5
Below Average		> 1.08			> 15.6%	> 74.5%	>7.2%	8.0%	> 3.3%	> 1.85			> 124.86		< 16.0

^Uninterrupted Flow Facility
*Interrupted Flow Facility

*2 or 3 or 4 Lane Divided Highway
b2 or 3 Lane Undivided Highway

[1]Urban Operating Environment
[2]Rural Operating Environment
[1/2]Urban-Rural Operating Environment

Notes: "Insufficient Data" indicates there were not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

US 160: US 89 to New Mexico State Line

Segment #	Segment Length (miles)	Pavement Performance Area				Bridge Performance Area				Mobility Performance Area									
		Pavement Index	Directional PSR		% Area Failure	Bridge Index	Sufficiency Rating	Lowest Bridge Rating	Mobility Index	Future Daily V/C	Existing Peak Hour V/C		Closure Extent (instances/ milepost/year/mile)		Directional LOTTR (all vehicles)		% Bicycle Accommodation	% Non-Single Occupancy Vehicle (SOV) Trips
			EB	WB							EB	WB	EB	WB	EB	WB		
160-1[2]	8	3.91	3.66	3.61	0.0%	5.00	71.70	5	0.26	0.30	0.26	0.21	0.08	0.05	1.11	1.09	0%	11.7%
160-2[2]	4	3.87	3.80	3.96	0.0%	No Bridges in Segment			1.01	1.16	0.59	0.71	0.10	0.10	1.11	1.16	96%	12.1%
160-3[2]	21	2.98	3.30	3.32	45.2%	No Bridges in Segment			0.17	0.20	0.16	0.15	0.10	0.10	1.07	1.06	19%	11.6%
160-4[2]	18	4.19	3.96	3.97	2.6%	6.00	64.30	6	0.15	0.17	0.12	0.12	0.06	0.04	1.06	1.05	9%	13.7%
160-5[2]	12	4.00	4.06	4.03	8.3%	No Bridges in Segment			0.20	0.24	0.16	0.14	0.13	0.12	1.06	1.06	0%	16.2%
160-6[2]	17	2.67	3.23	3.20	73.7%	No Bridges in Segment			0.26	0.30	0.24	0.21	0.11	0.11	1.07	1.15	0%	6.0%
160-7[2]	4	4.13	3.91	3.89	0.0%	No Bridges in Segment			0.28	0.29	0.27	0.27	0.25	0.30	1.15	1.14	6%	6.8%
160-8[2]	18	3.67	3.76	3.68	19.4%	6.00	85.20	6	0.08	0.05	0.12	0.09	0.10	0.10	1.09	1.06	0%	7.1%
160-9[2]	21	2.69	3.00	3.05	69.0%	7.00	87.84	7	0.07	0.04	0.11	0.11	0.10	0.05	1.13	1.12	1%	11.6%
160-10[2]	17	2.81	3.54	3.54	64.7%	5.00	62.70	5	0.16	0.16	0.19	0.12	0.07	0.06	1.07	1.07	1%	15.9%
160-11[2]	12	4.10	4.04	4.06	4.2%	No Bridges in Segment			0.18	0.21	0.18	0.11	0.10	0.07	1.06	1.17	0%	5.5%
160-12[2]	7	3.90	3.87	3.93	0.0%	No Bridges in Segment			0.17	0.20	0.21	0.12	0.03	0.00	1.24	1.21	4%	5.4%
Weighted Corridor Average		3.41	3.59	3.59	33.3%	6.00	76.60	6.00	0.18	0.20	0.18	0.15	0.10	0.08	1.09	1.10	6.5%	10.7%
SCALES																		
Performance Level		**Non-Interstate**				**All**			**Rural**				**All**		**All**		**All**	**All**
Good/Above Average Performance		> 3.60	> 3.50	< 0.56		> 6.5	> 80	> 6	< 0.56				< 0.22		< 1.15		> 90%	> 17%
Fair/Average Performance		2.80 – 3.60	2.90 – 3.50	0.56 – 0.76		5.0 – 6.5	50 – 80	5 – 6	0.56 – 0.76				0.22 – 0.62		1.15 – 1.50		60% – 90%	11% – 17%
Poor/Below Average Performance		< 2.80	< 2.90	> 0.89		< 5.0	< 50	< 5	> 0.76				> 0.62		> 1.50		< 60%	< 11%

[1]Urban Operating Environment
[2]Rural Operating Environment

US 160: US 89 to New Mexico State Line (Continued)

Segment #	Segment Length (miles)	Safety Performance Area								Freight Performance Area					
		Safety Index	Directional Safety Index		% of Fatal + Suspected Serious Injury Crashes at Intersections	% of Fatal + Suspected Serious Injury Crashes Involving Lane Departures	% of Fatal + Suspected Serious Injury Crashes Involving Pedestrians	% of Segment Fatal + Suspected Serious Injury Crashes Involving Trucks	% of Segment Fatal + Suspected Serious Injury Crashes Involving Bicycles	Freight Index	Directional TTTR		Closure Duration (minutes/milepost/year)		Bridge Vertical Clearance (feet)
			EB	WB							EB	WB	EB	WB	
160-1*e	8	1.94	2.58	1.31	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.52	1.70	1.35	19.10	7.83	No UP
160-2*e	4	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.39	1.31	1.46	15.60	16.80	No UP
160-3^e	21	2.21	1.67	2.76	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.23	1.22	1.24	19.59	15.89	No UP
160-4^e	18	1.02	0.00	2.04	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.21	1.17	1.26	11.23	8.38	No UP
160-5^e	12	1.39	2.73	0.05	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	1.21	1.20	1.23	33.17	22.83	No UP
160-6^e	17	1.91	2.55	1.28	Insufficient Data	86%	Insufficient Data	Insufficient Data	Insufficient Data	2.02	1.22	2.83	23.95	20.87	No UP
160-7*e	4	2.92	5.51	0.34	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	2.04	2.43	1.64	20.55	37.60	No UP
160-8^e	18	1.53	2.93	0.13	Insufficient Data	100%	Insufficient Data	Insufficient Data	Insufficient Data	1.26	1.35	1.17	59.61	19.88	No UP
160-9^e	21	1.60	1.89	1.30	Insufficient Data	33%	Insufficient Data	Insufficient Data	Insufficient Data	1.85	1.67	2.02	27.41	8.77	No UP
160-10^e	17	1.48	1.97	1.00	Insufficient Data	50%	Insufficient Data	Insufficient Data	Insufficient Data	1.23	1.25	1.21	18.13	9.60	No UP
160-11^e	12	1.00	0.05	1.95	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	2.23	1.16	3.29	18.27	15.42	No UP
160-12*e	7	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	Insufficient Data	3.88	6.02	1.73	10.74	0.00	No UP
Weighted Corridor Average		1.61	1.97	1.14	Insufficient Data	30.2%	Insufficient Data	Insufficient Data	Insufficient Data	1.63	1.55	1.70	24.95	14.36	No UP

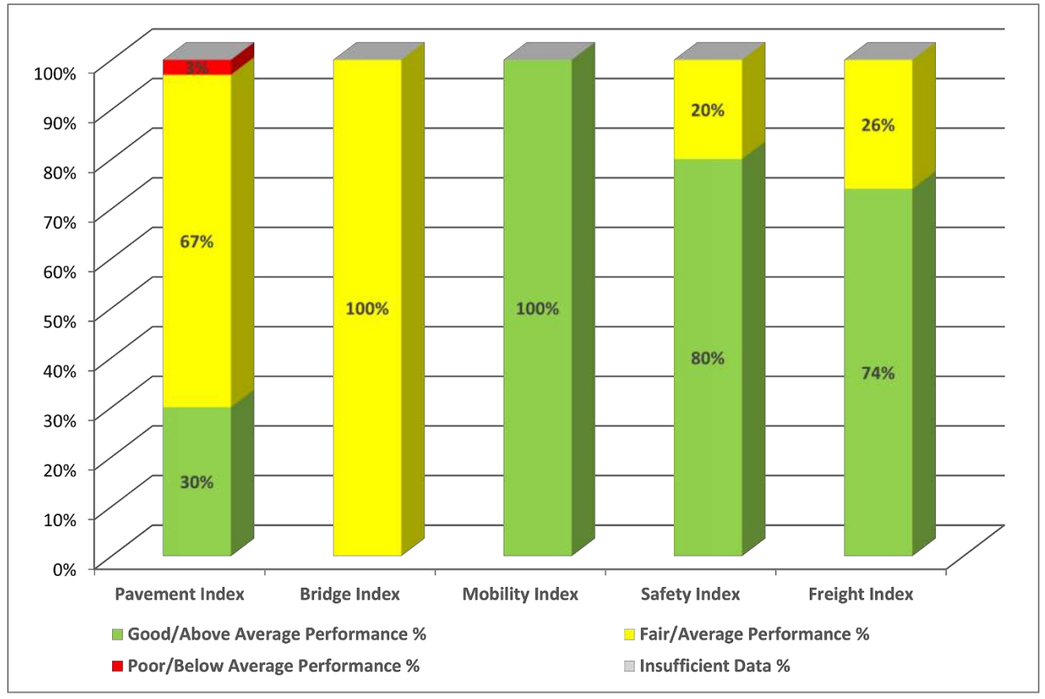
SCALES										
Performance Level	**2 or 3 Lane Undivided Highway**						**Uninterrupted**	**All**		**All**
Good/Above Average Performance	< 0.92	< 11.2%	< 66.9%	< 3.8%	< 4.2%	< 0.0%	< 1.15	< 44.18		> 16.5
Fair/Average Performance	0.92 – 1.08	11.2% – 15.6%	66.9% – 74.5%	3.8% – 7.2%	4.2% -8.0%	0.0% – 3.3%	1.15 – 1.35	44.18 – 124.86		16.0 - 16.5
Poor/Below Average Performance	> 1.08	> 15.6%	> 74.5%	> 7.2%	> 8.0%	> 3.3%	> 1.35	> 124.86		< 16.0

^Uninterrupted Flow Facility
*Interrupted Flow Facility
e 2 or 3 Lane Undivided Highway

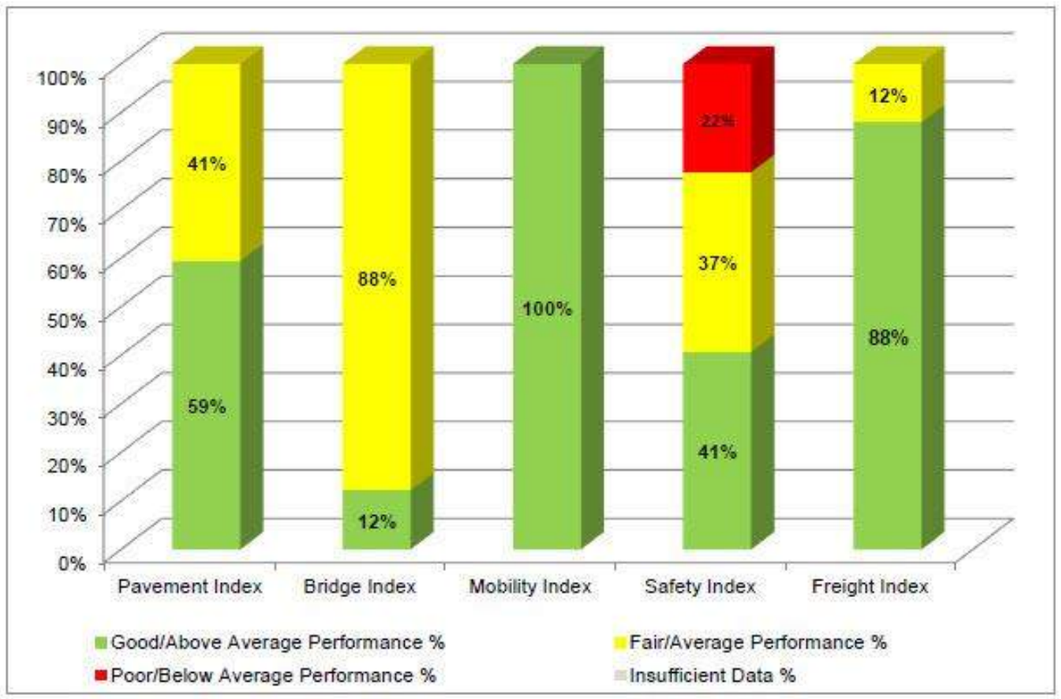
Note: "Insufficient Data" indicates there was not enough data available to generate reliable performance ratings
"No UP" indicates no underpasses are present in the segment

Appendix C: 2017/2018 Performance Comparison to 2022/2023 Performance

I-8: California State Line to I-10

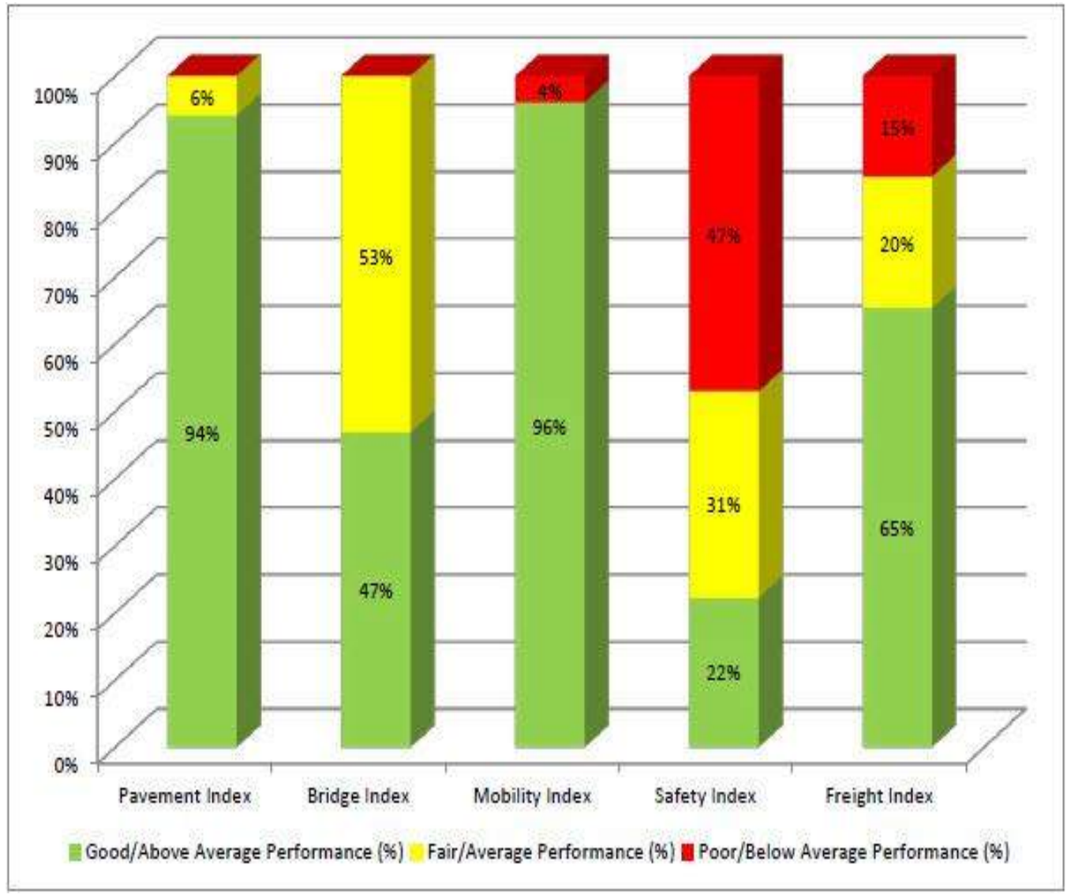


2017/2018 Performance

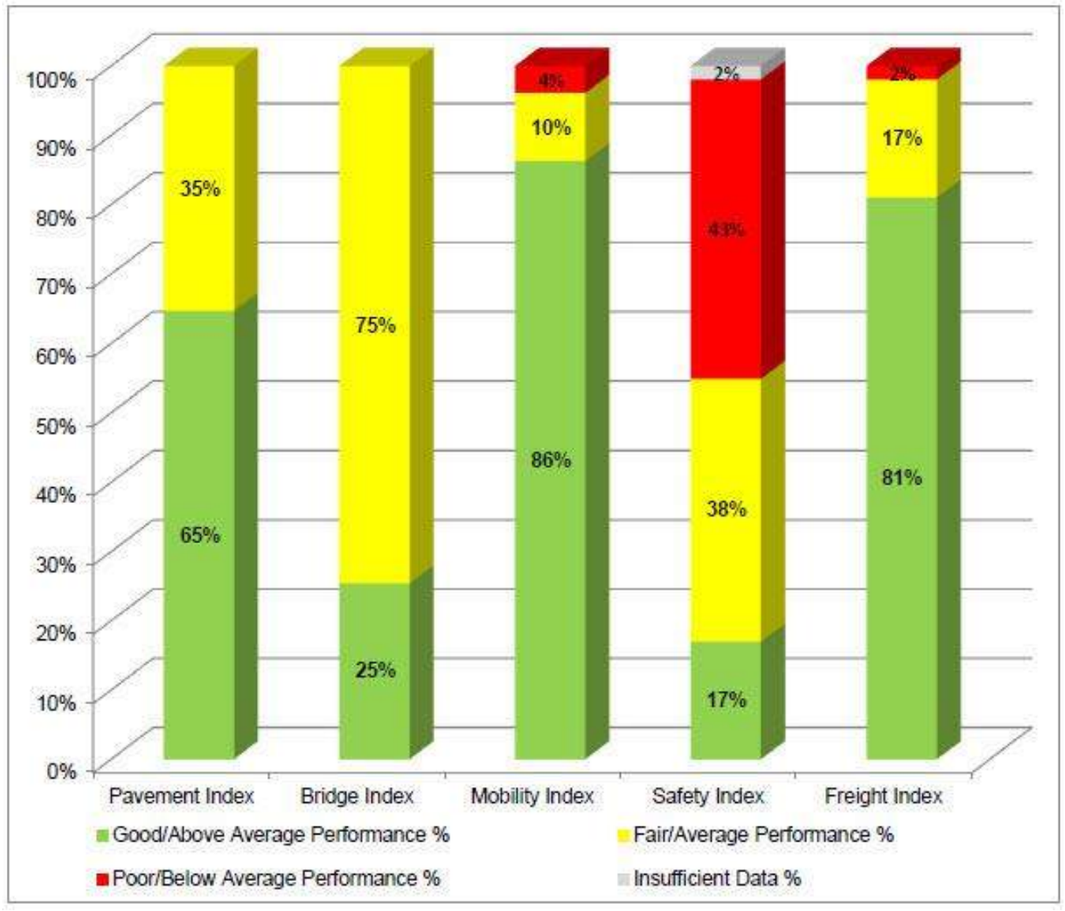


2022/2023 Performance

I-10W/SR 85: California State Line to I-8

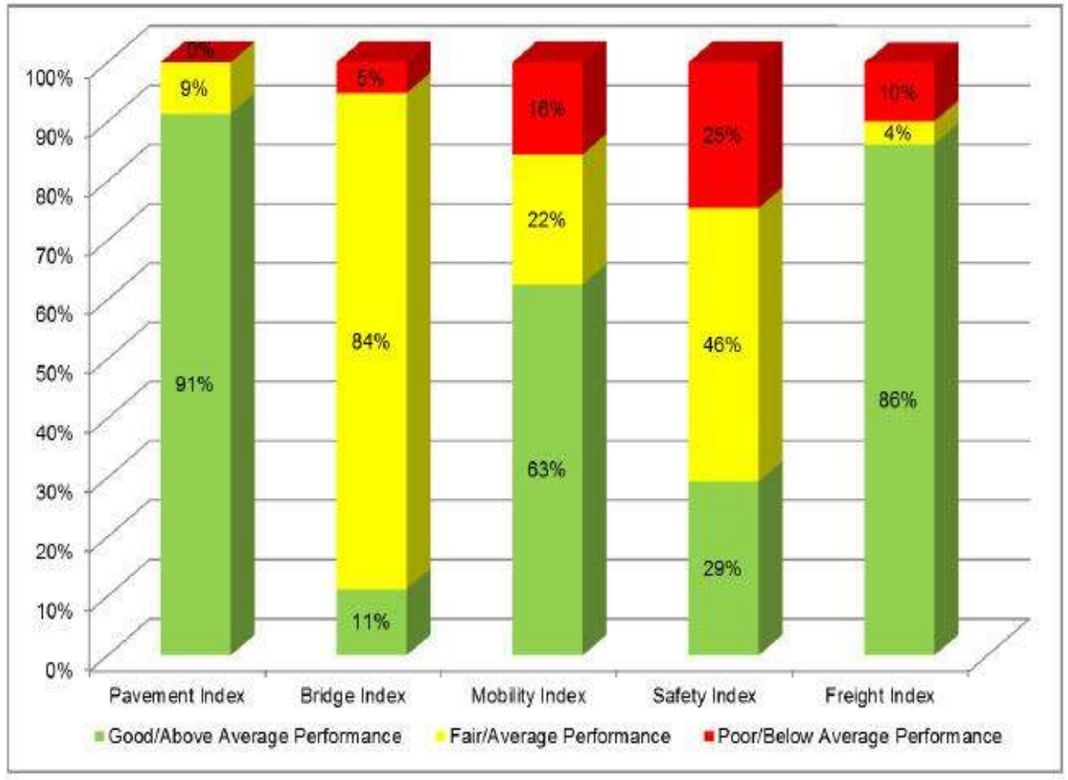


2017/2018 Performance

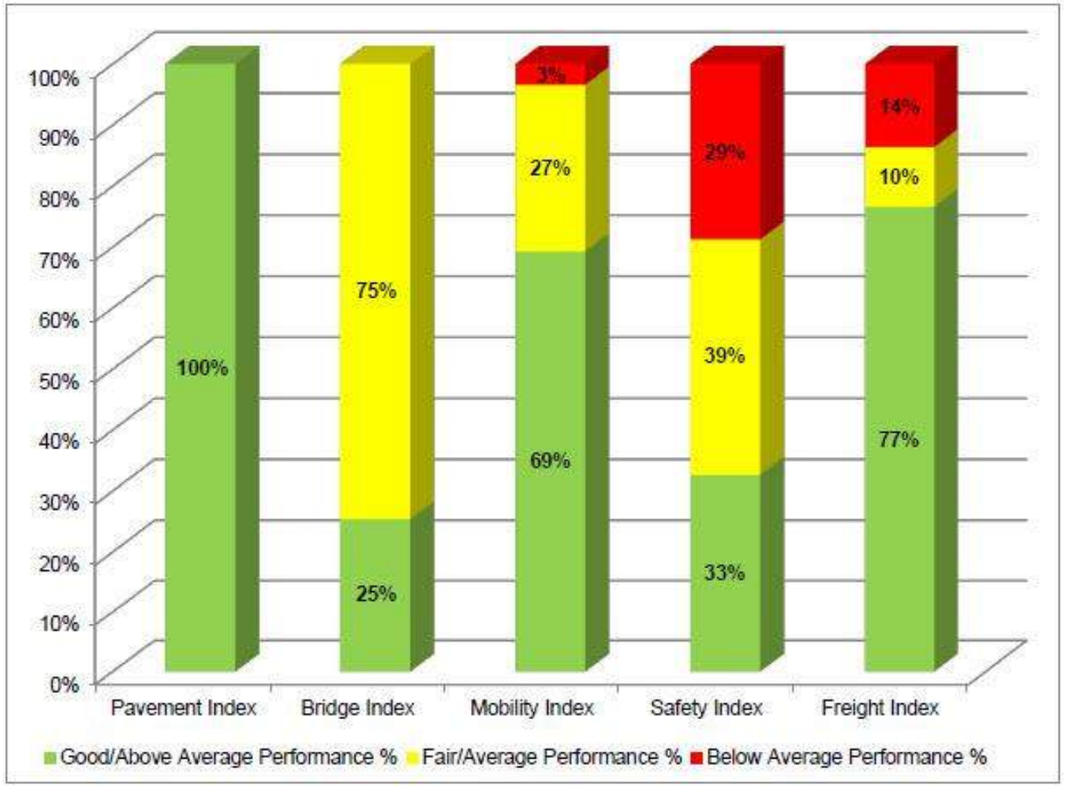


2022/2023 Performance

I-10E: SR 202L to New Mexico State Line

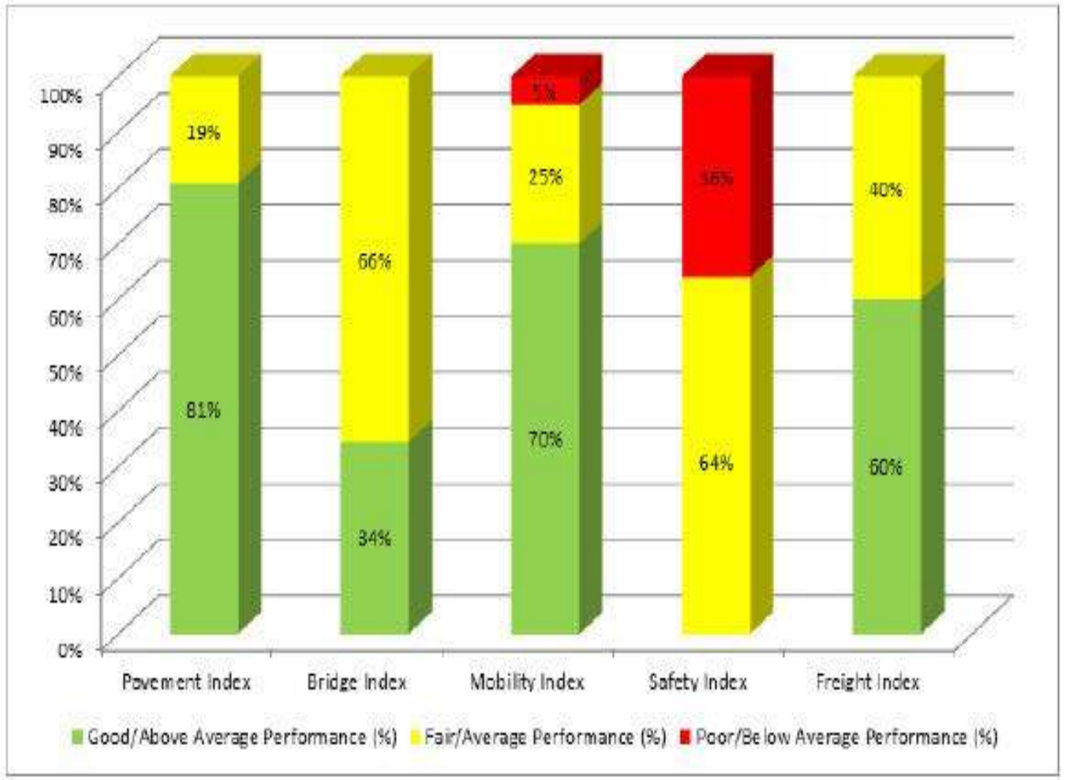


2017/2018 Performance

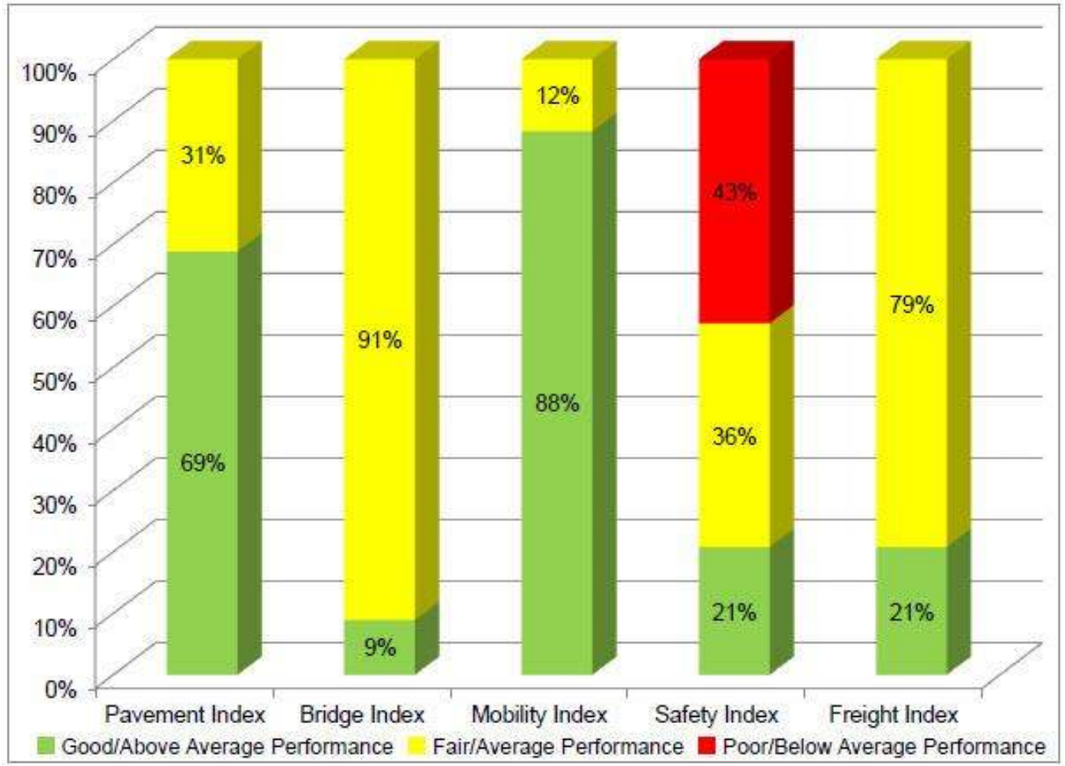


2022/2023 Performance

I-17: SR 101L to I-40

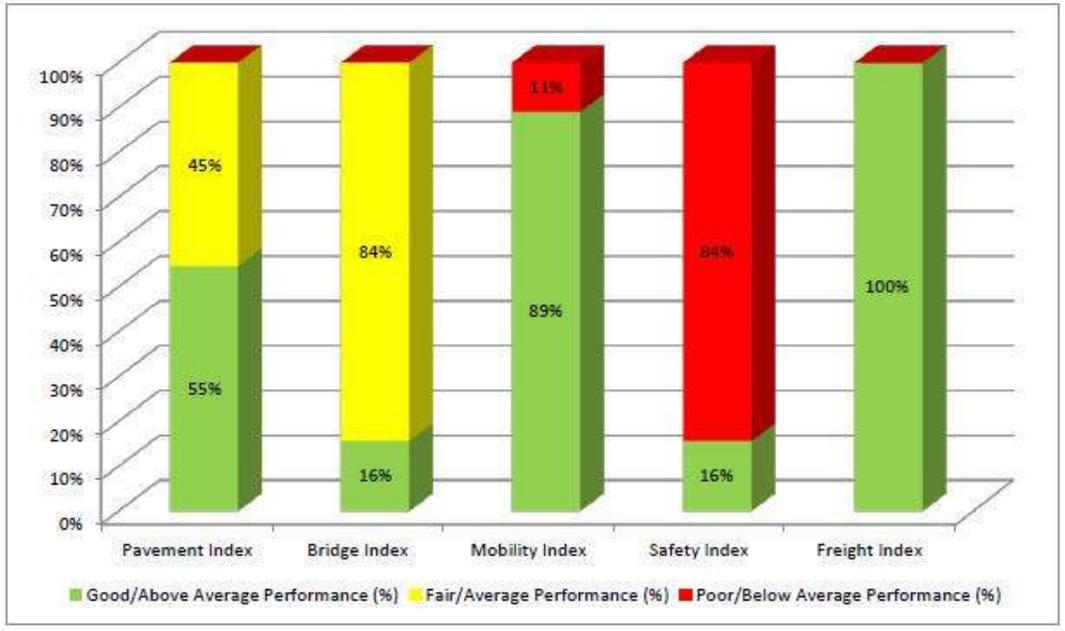


2017/2018 Performance

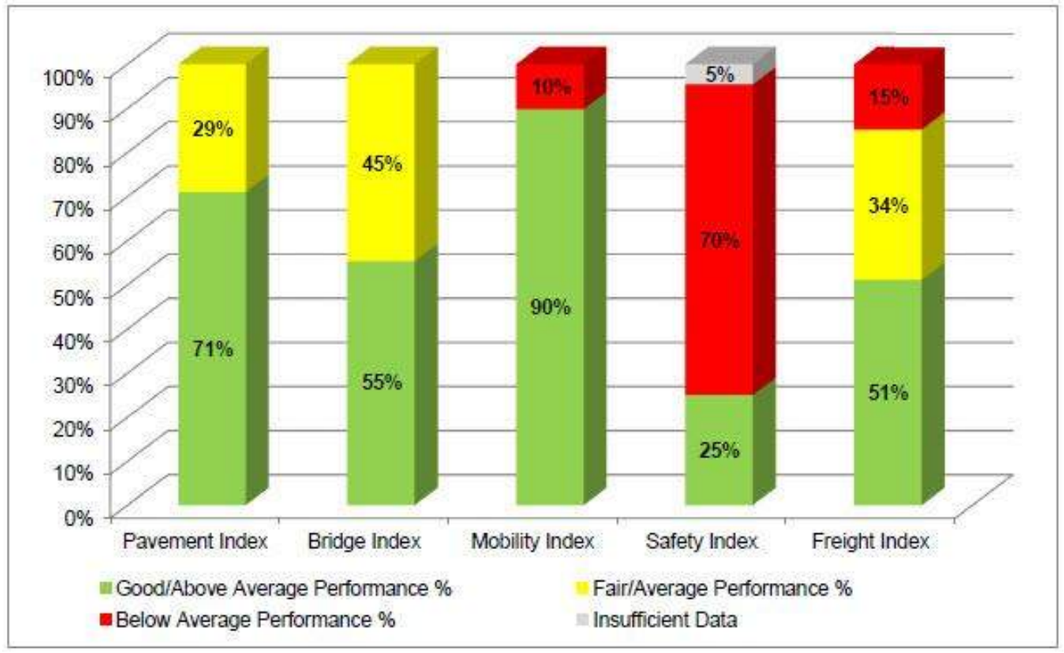


2022/2023 Performance

I-19: Nogales to I-10

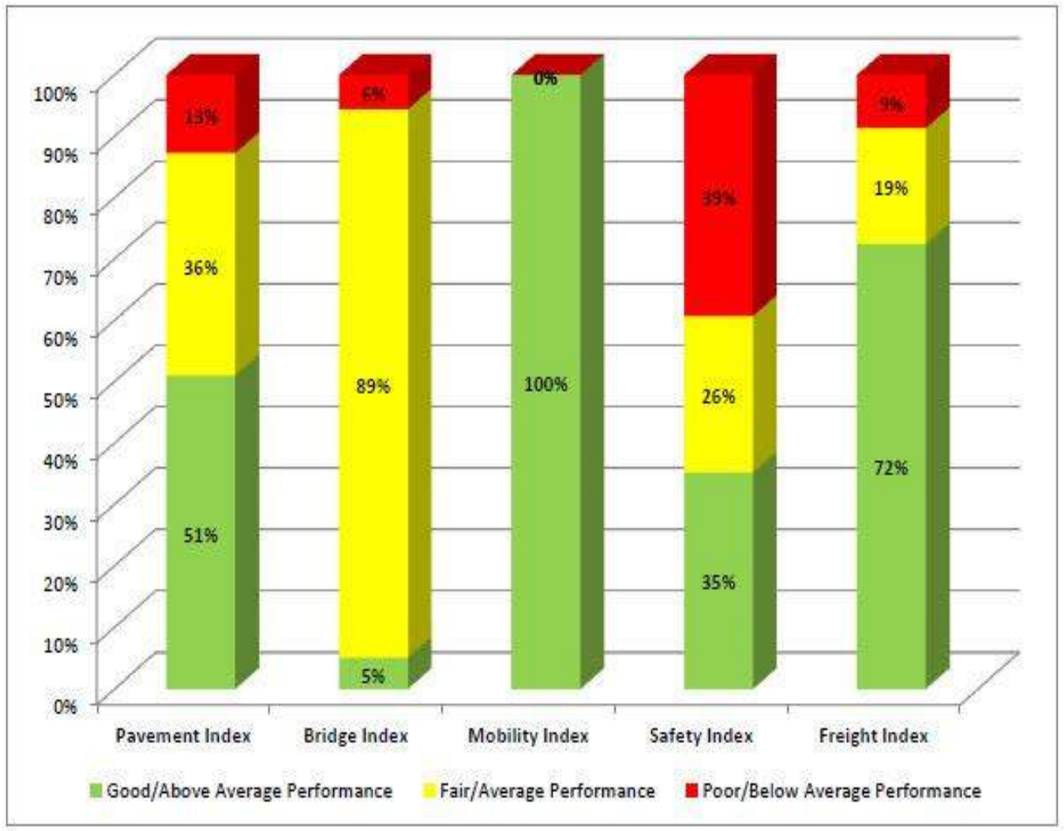


2017/2018 Performance



2022/2023 Performance

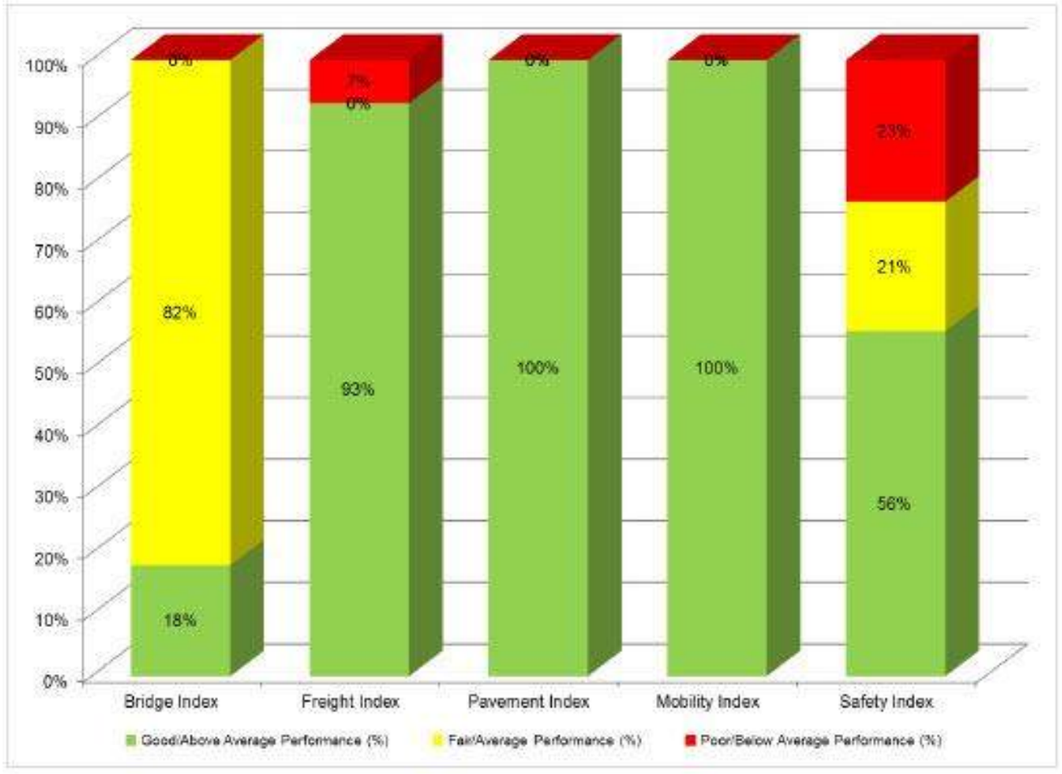
I-40W: California State Line to I-17



2017/2018 Performance

2022/2023 Performance

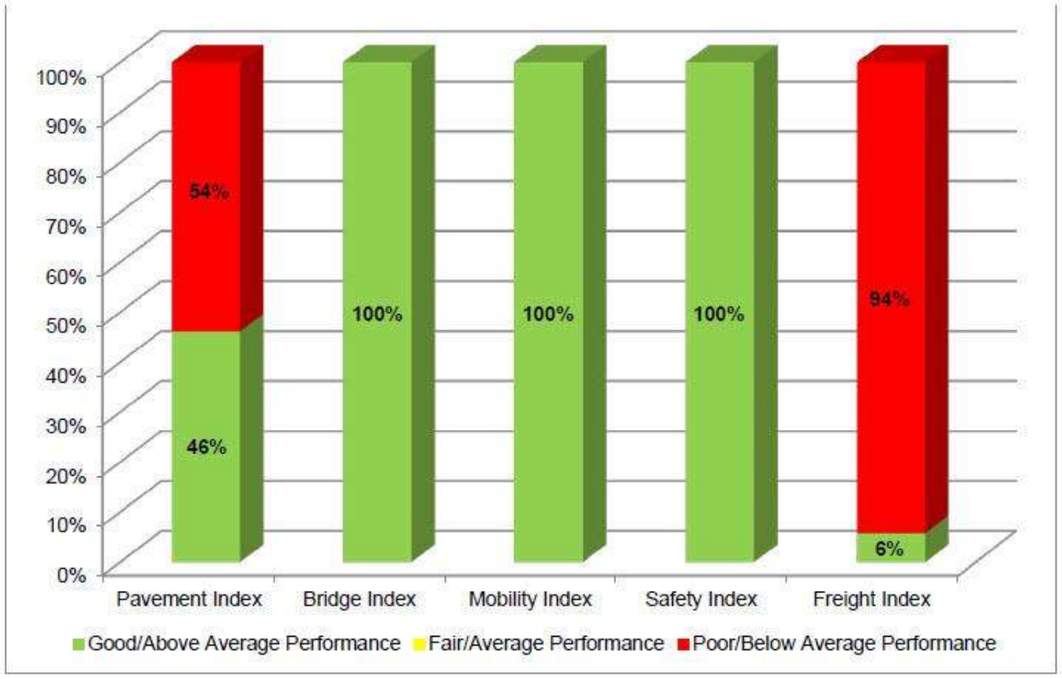
I-40E: I-17 to New Mexico State Line



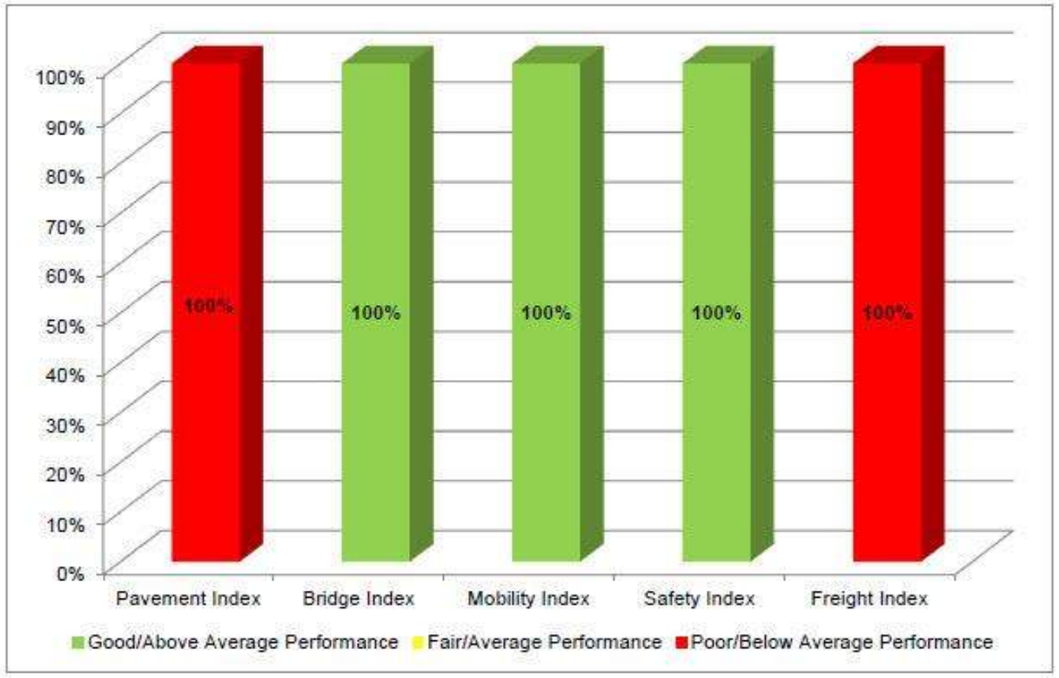
2017/2018 Performance

2022/2023 Performance

SR 64: I-40 to Grand Canyon National Park

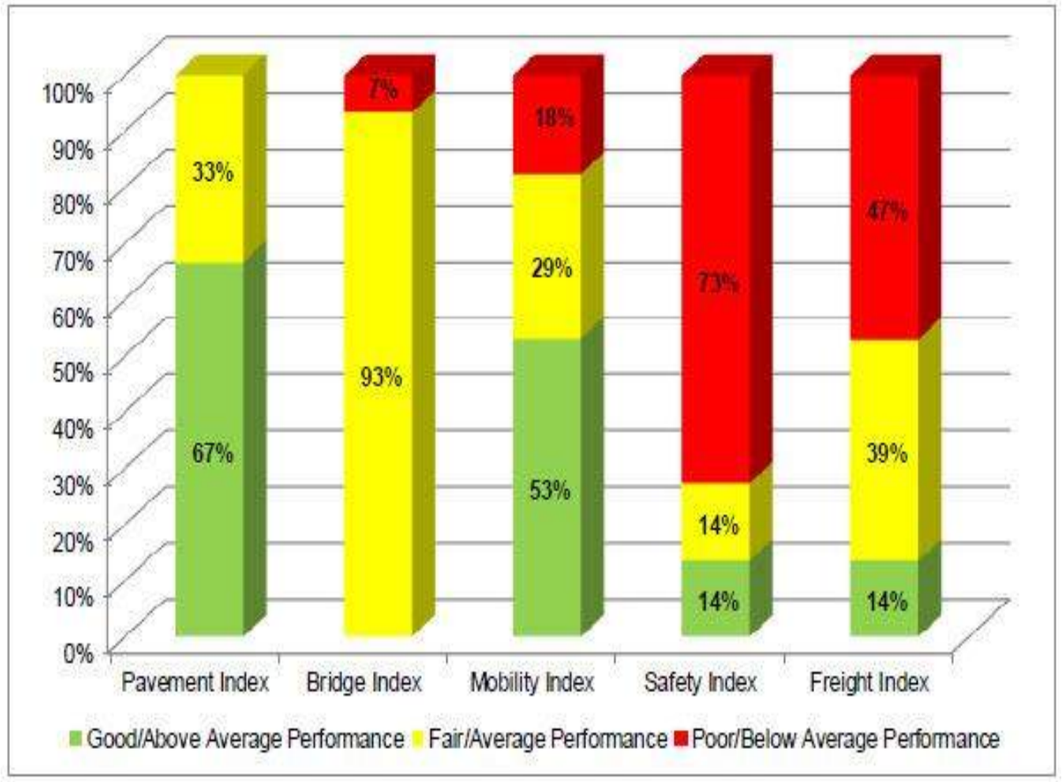


2017/2018 Performance

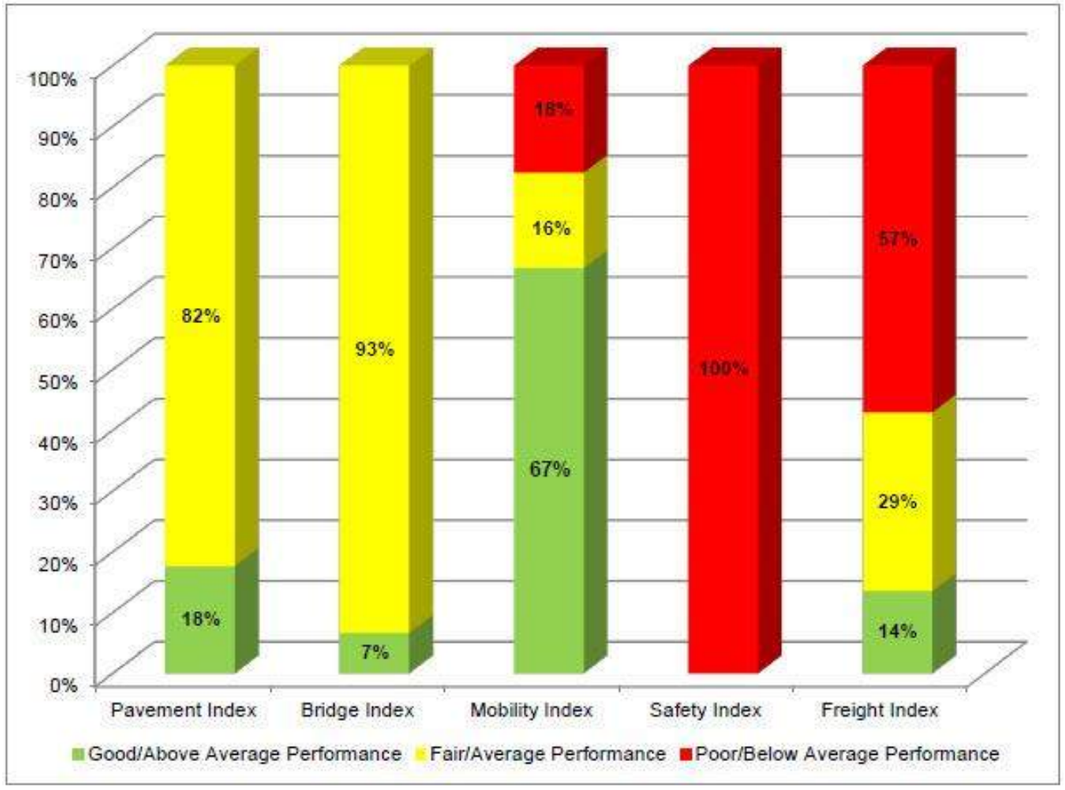


2022/2023 Performance

SR 68/SR 95: US 93 to California State Line

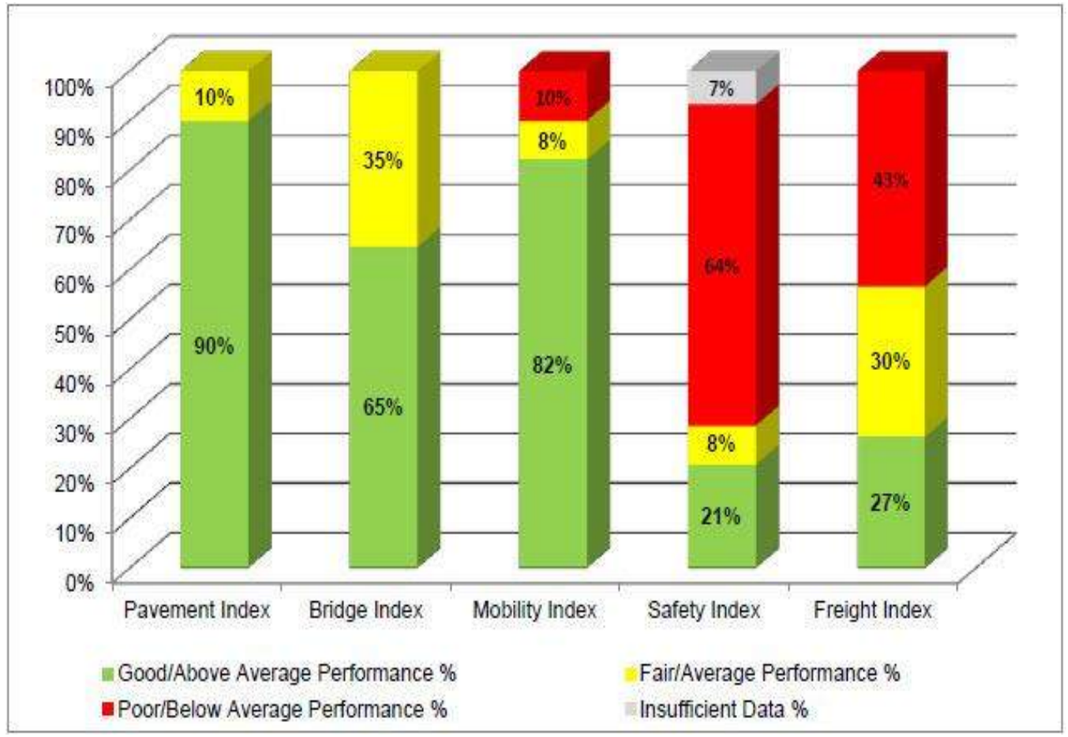


2017/2018 Performance

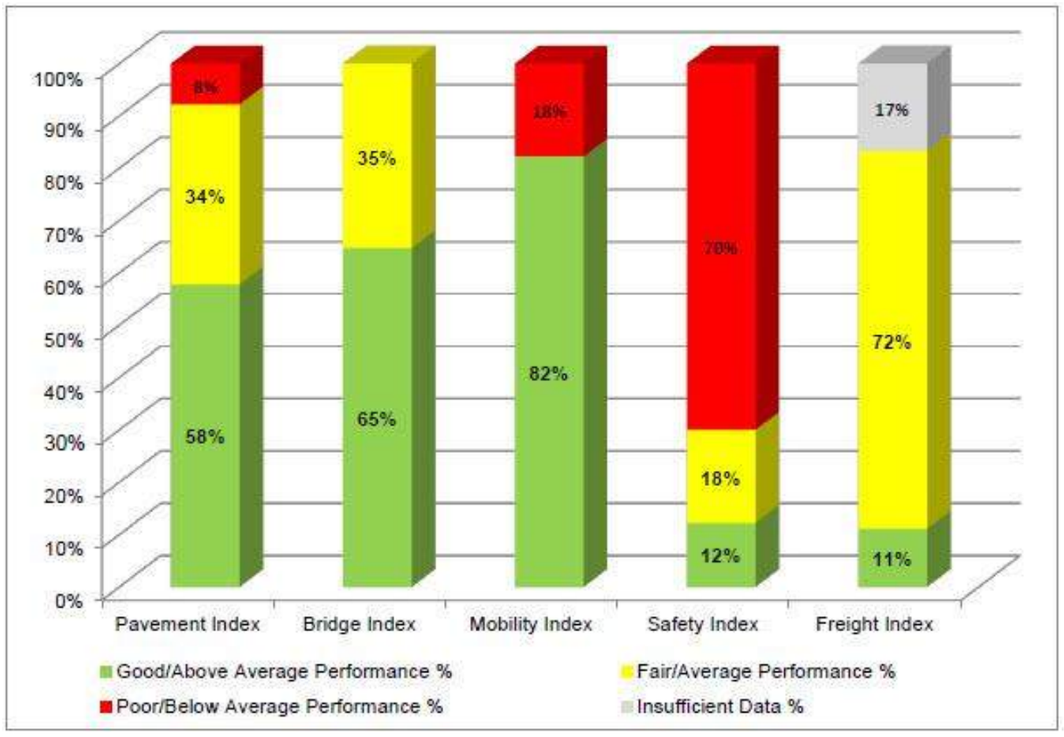


2022/2023 Performance

SR 69/SR 89A/SR 89: I-17 to I-40



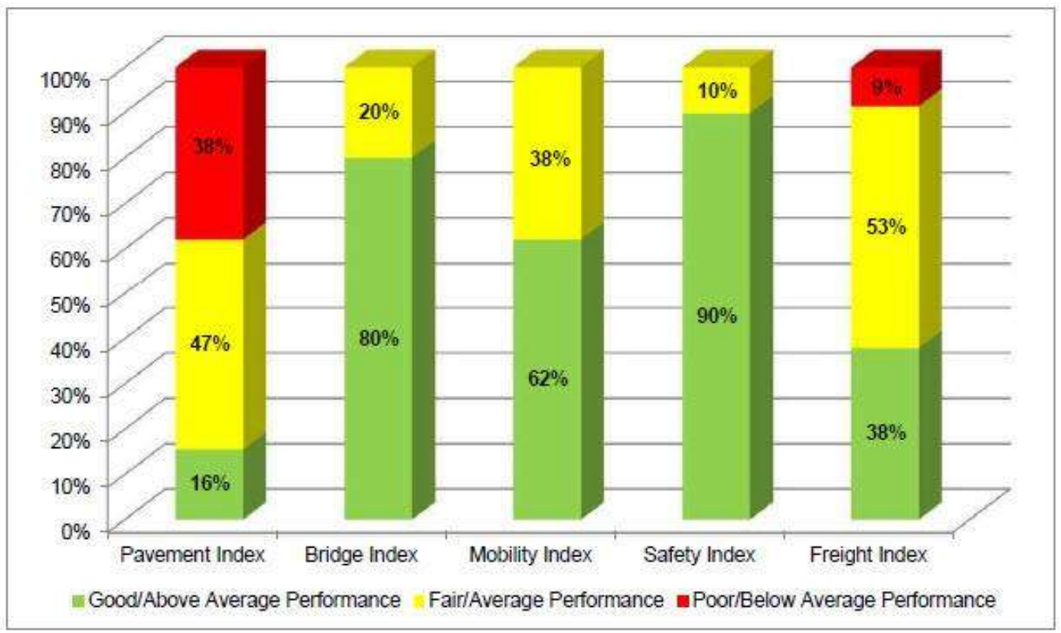
2017/2018 Performance



2022/2023 Performance

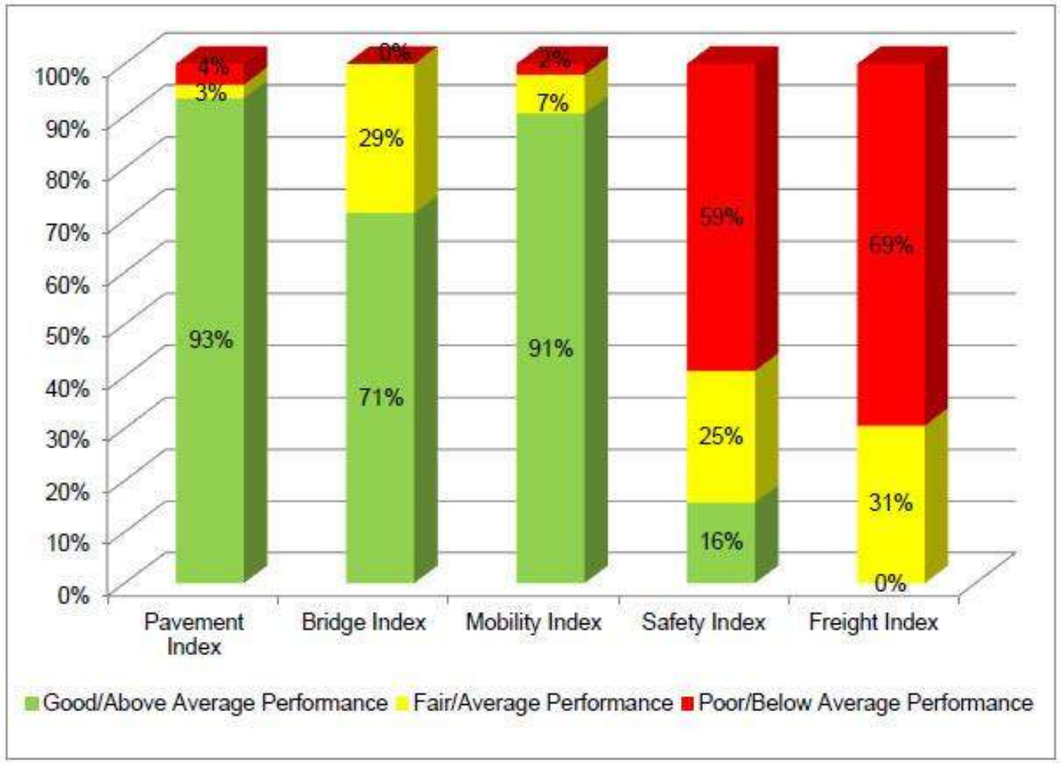
SR 77: Holbrook to Show Low

2017/2018 Performance

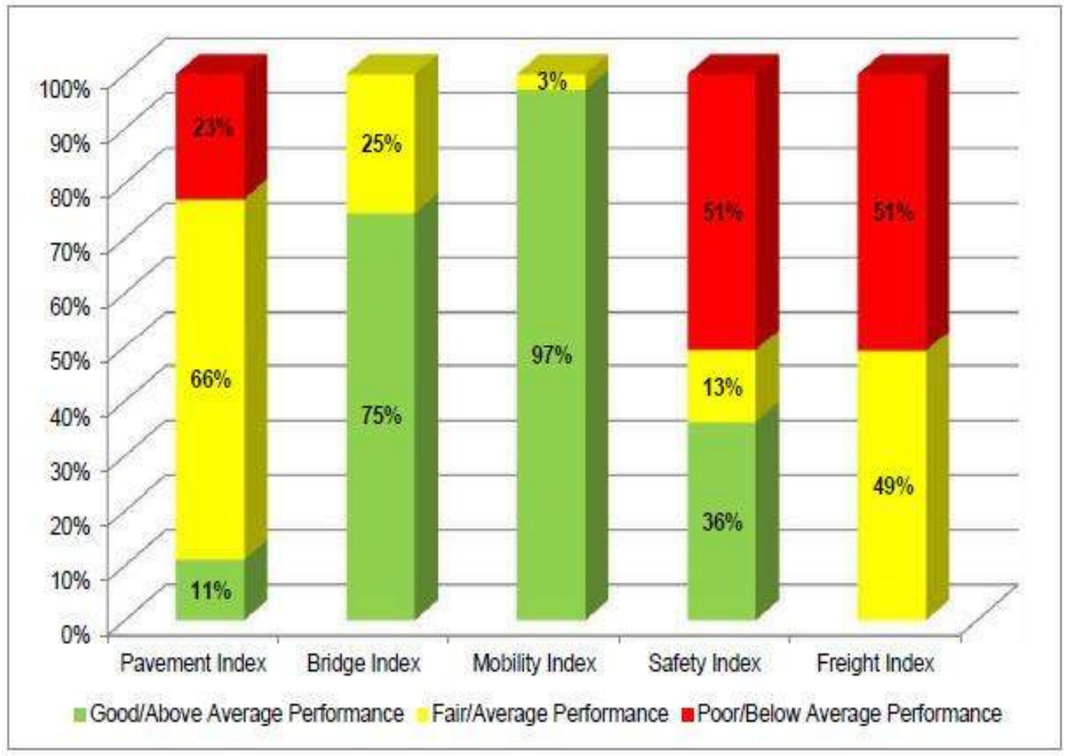


2022/2023 Performance

SR 87/SR 260/SR 377: SR 202L to I-40

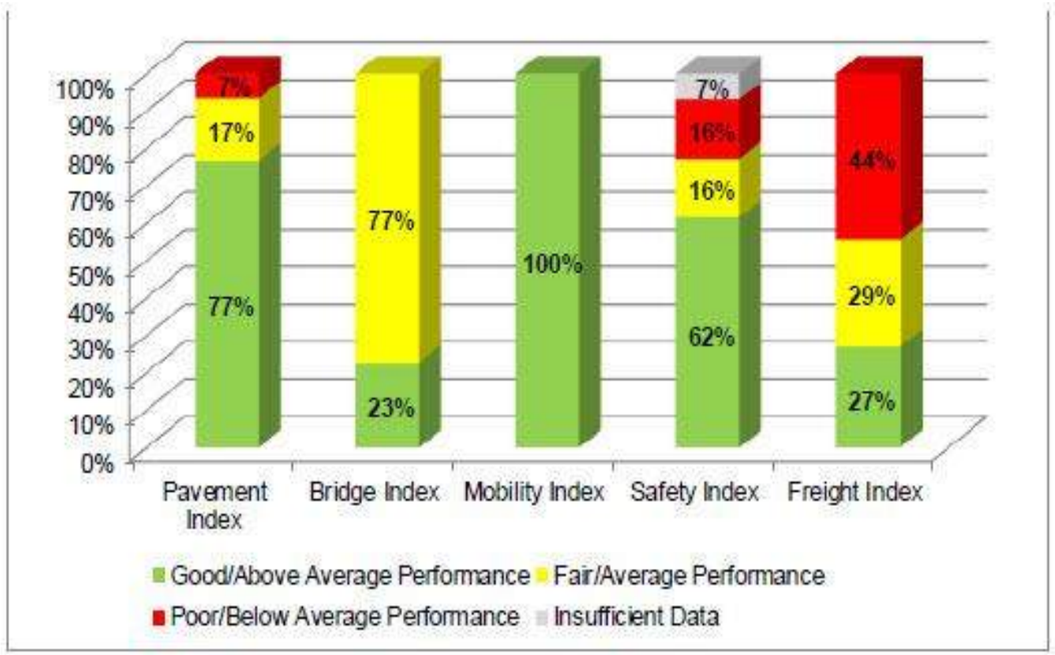


2017/2018 Performance

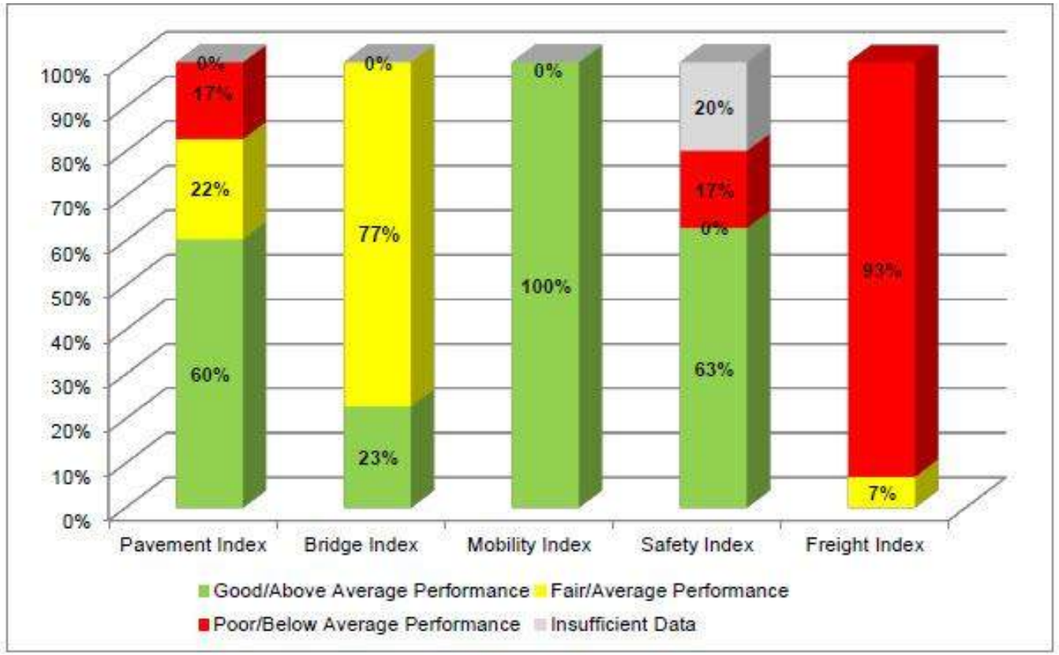


2022/2023 Performance

SR 90/SR 80: I-10 to US 191

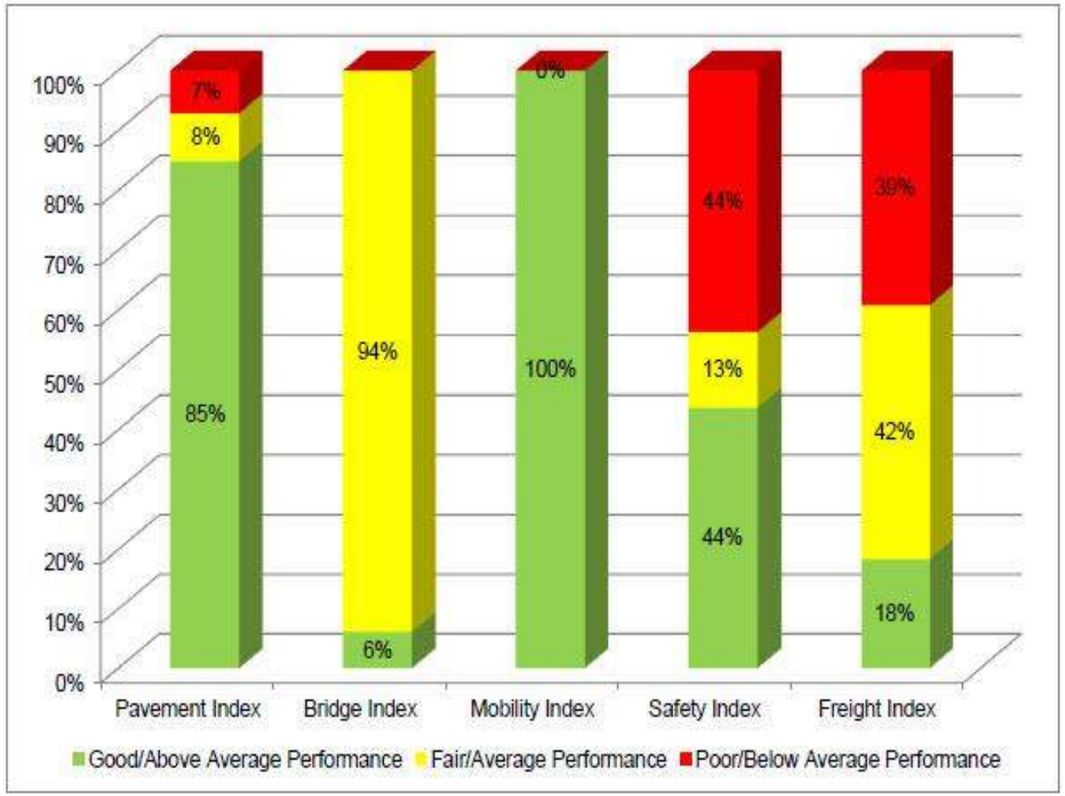


2017/2018 Performance

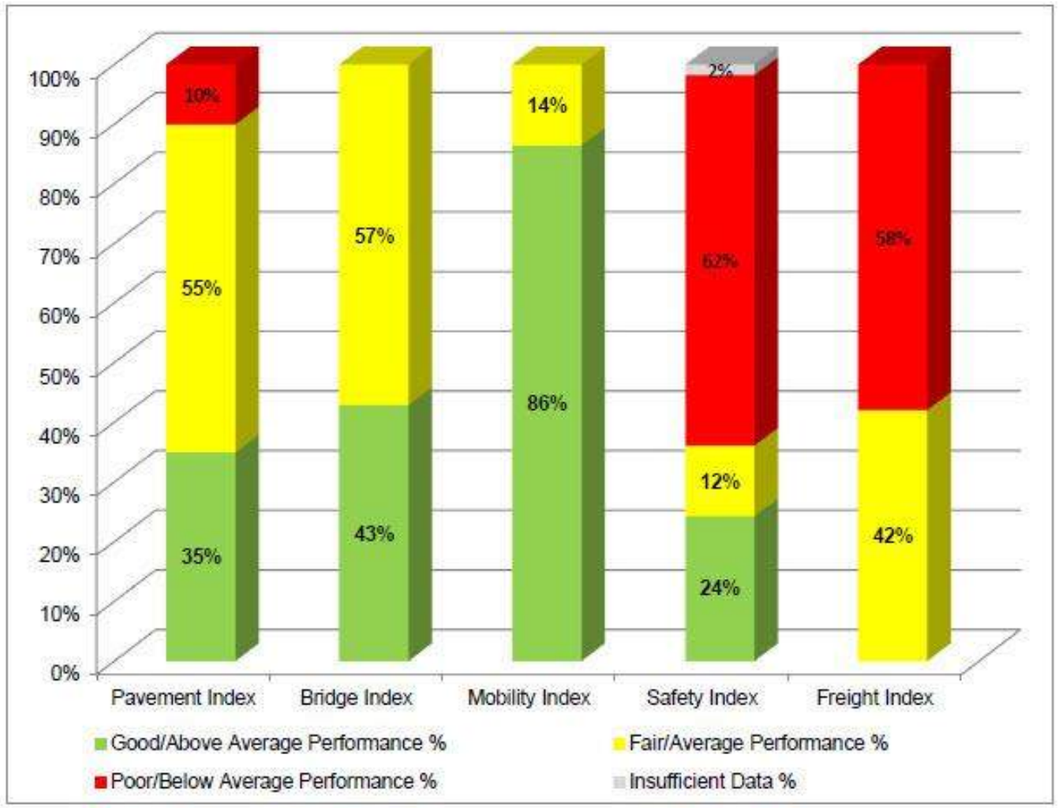


2022/2023 Performance

SR 95: I-8 to I-40

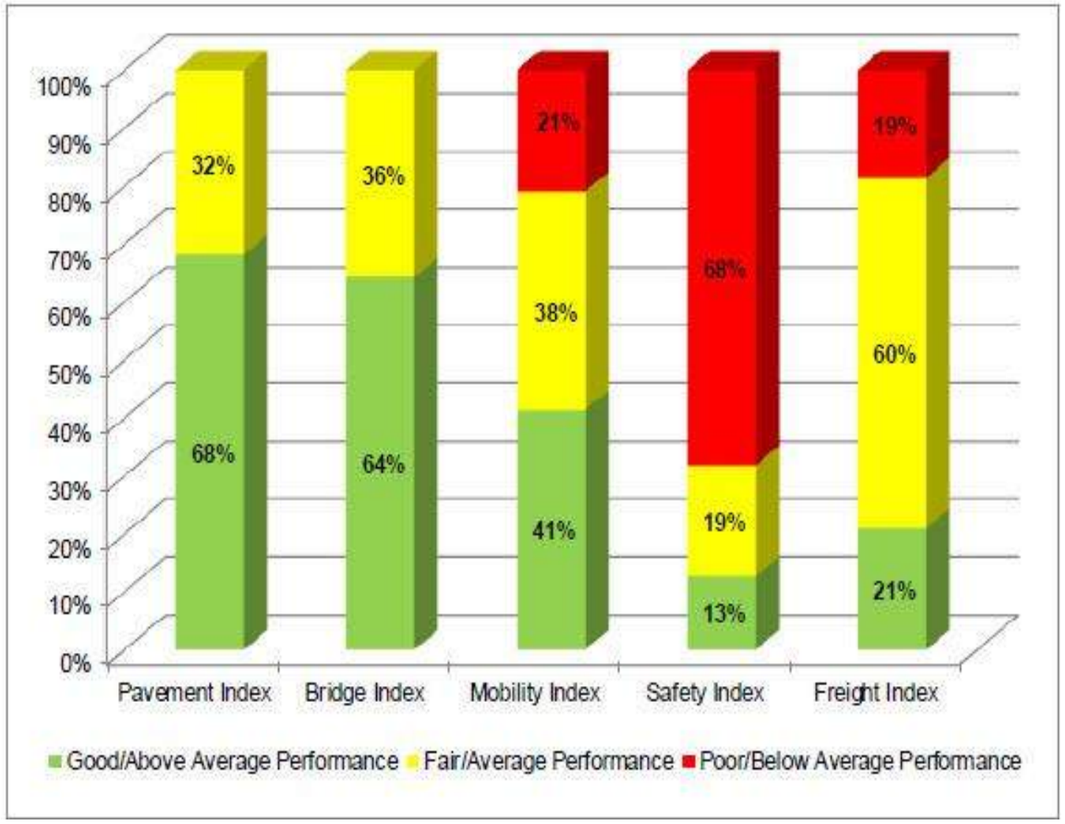


2017/2018 Performance

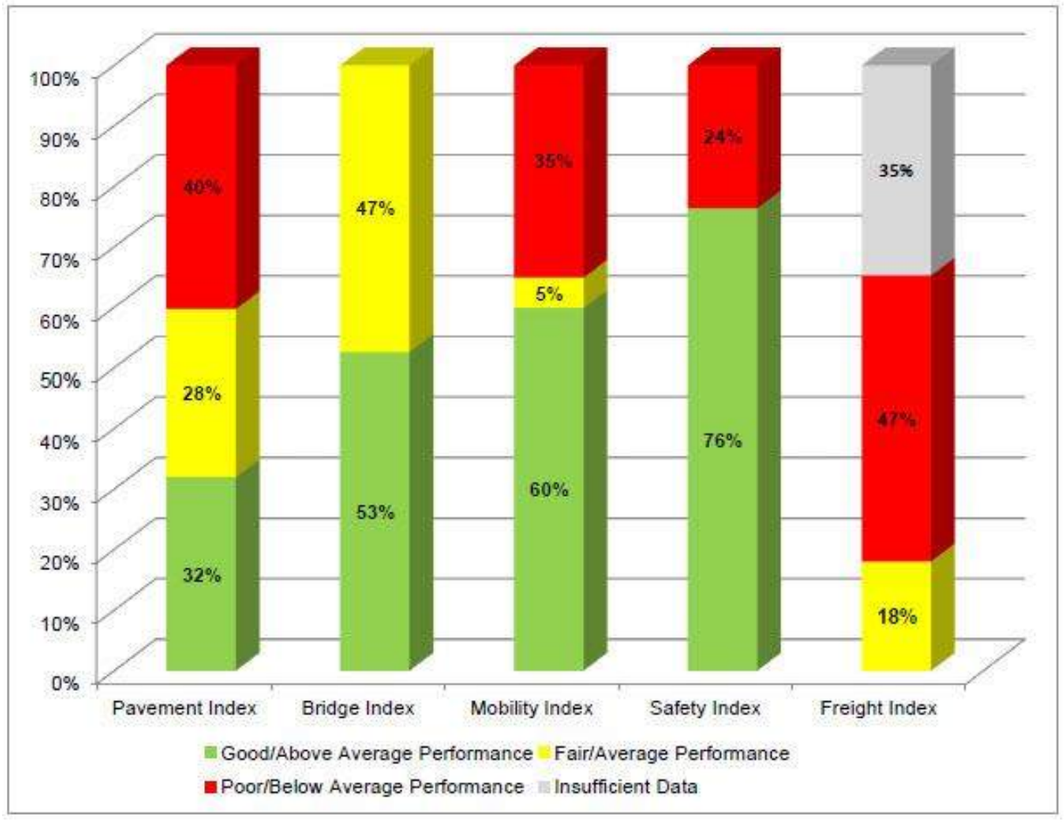


2022/2023 Performance

SR 179/SR 89A/SR 260: I-17 to I-17

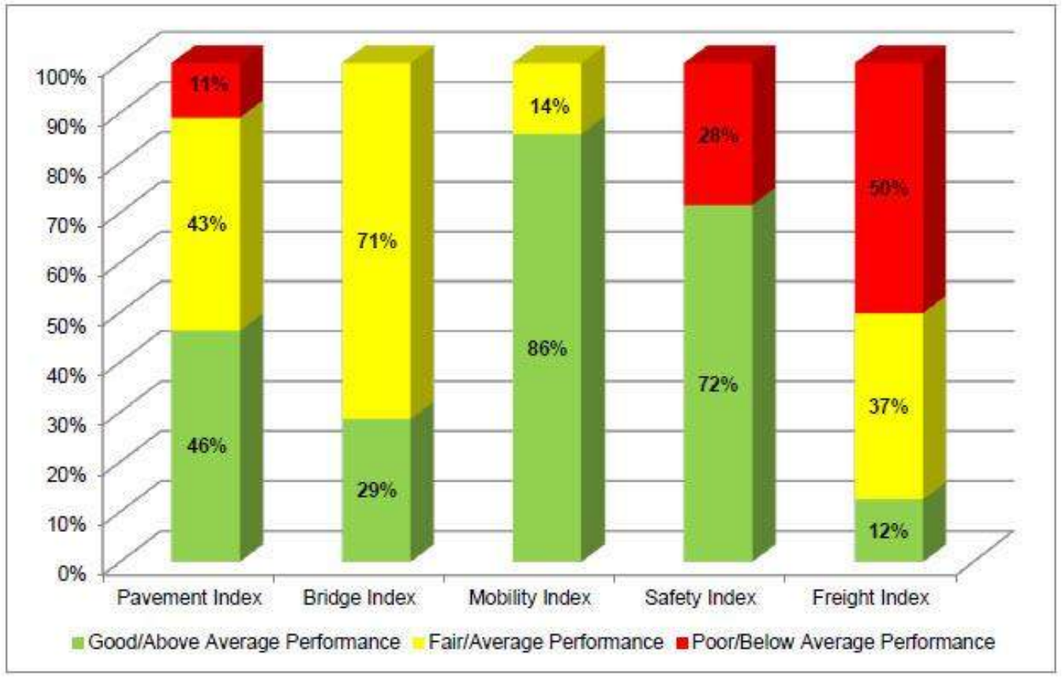


2017/2018 Performance

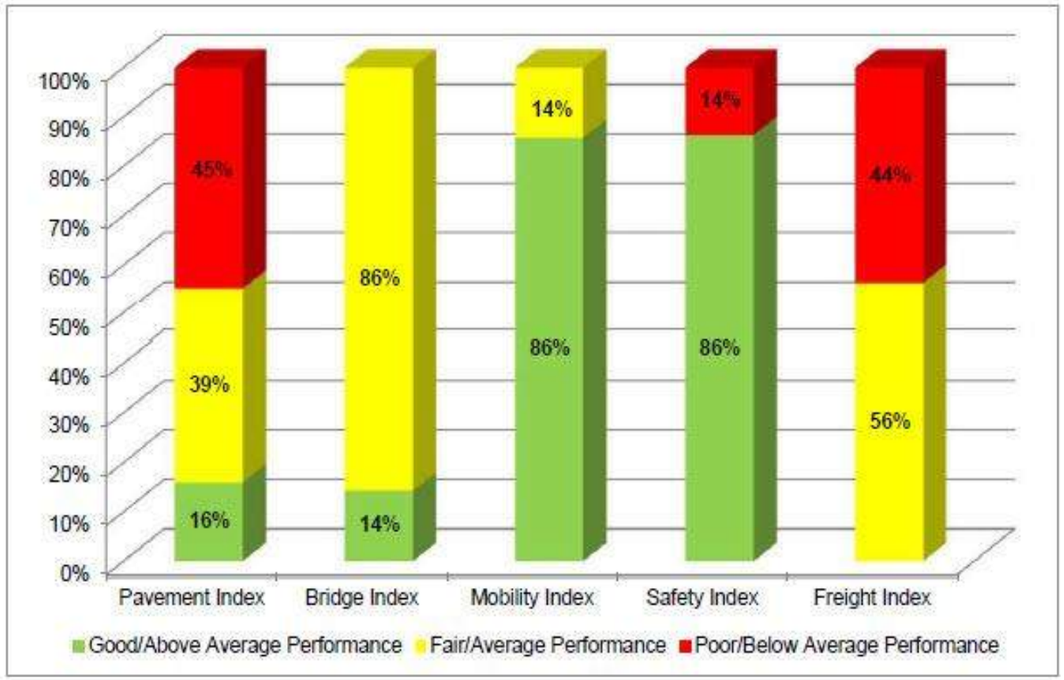


2022/2023 Performance

SR 260/US 60: Heber-Overgaard to New Mexico State Line

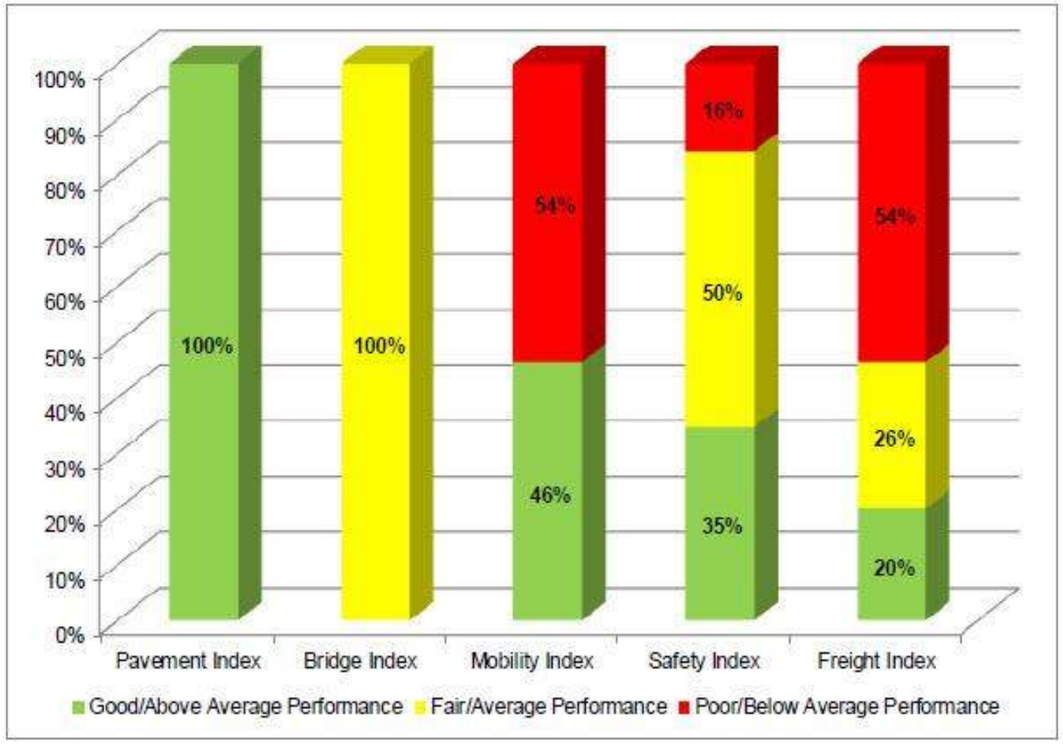


2017/2018 Performance

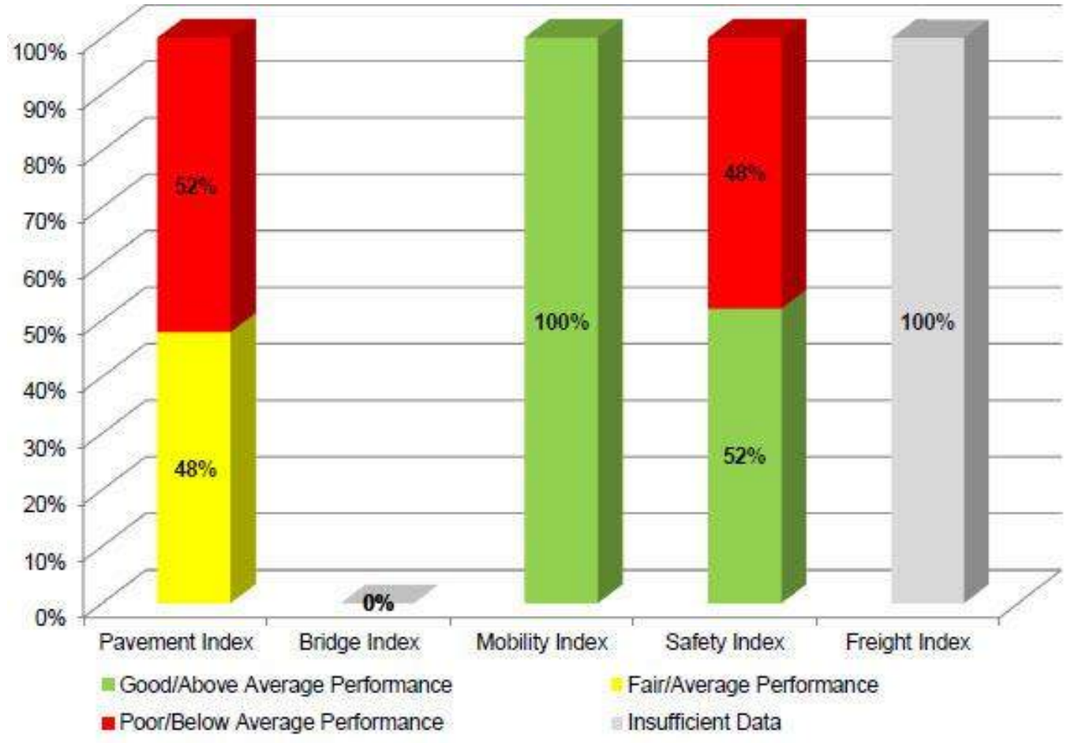


2022/2023 Performance

SR 347/SR 84: I-8 to I-10

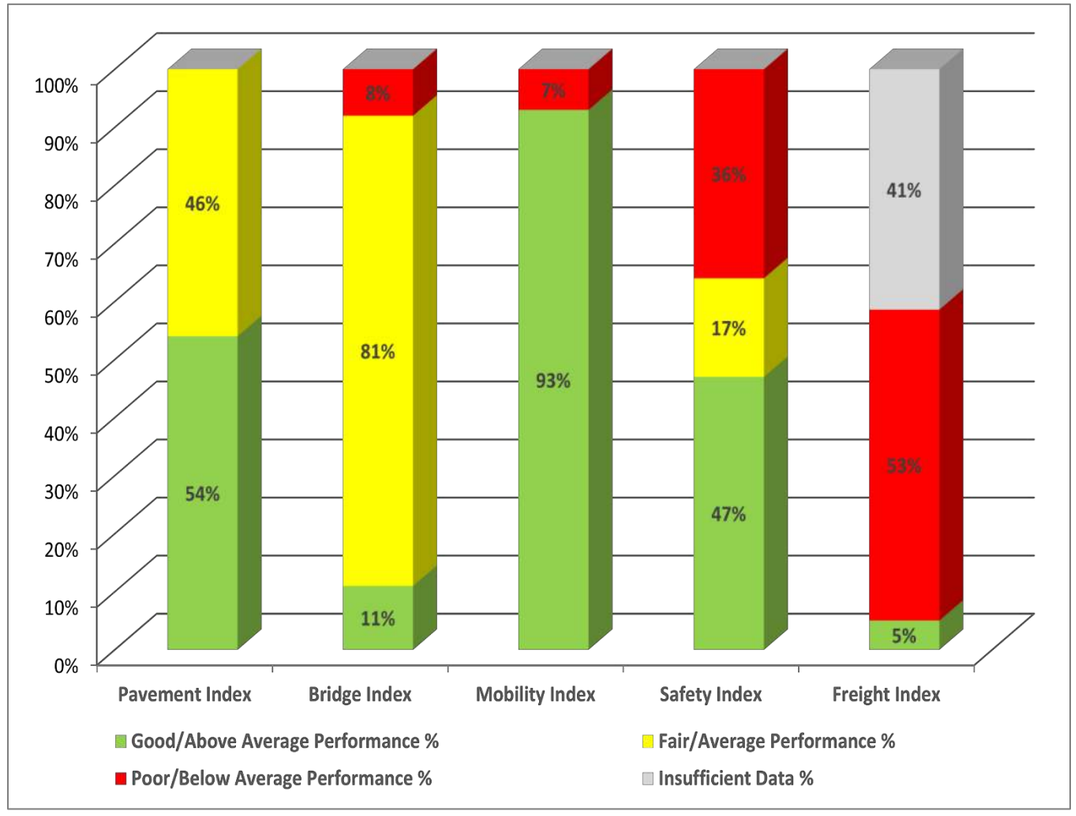


2017/2018 Performance

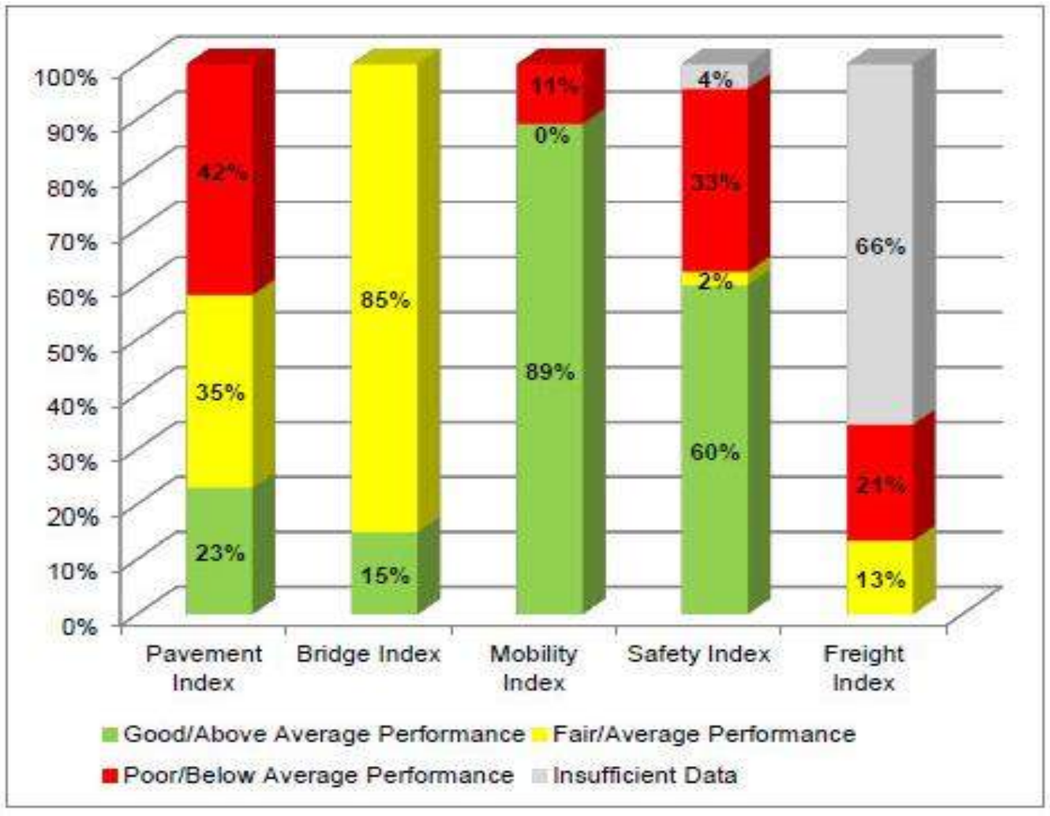


2022/2023 Performance

US 60/US 70/US 191: Apache Junction to Douglas

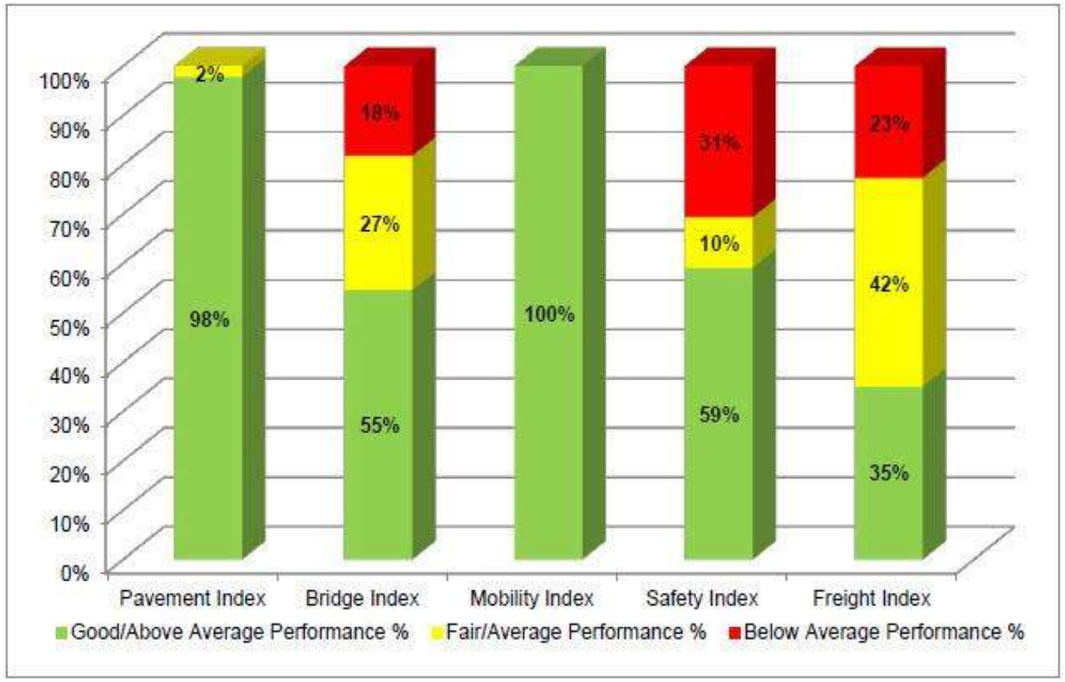


2017/2018 Performance

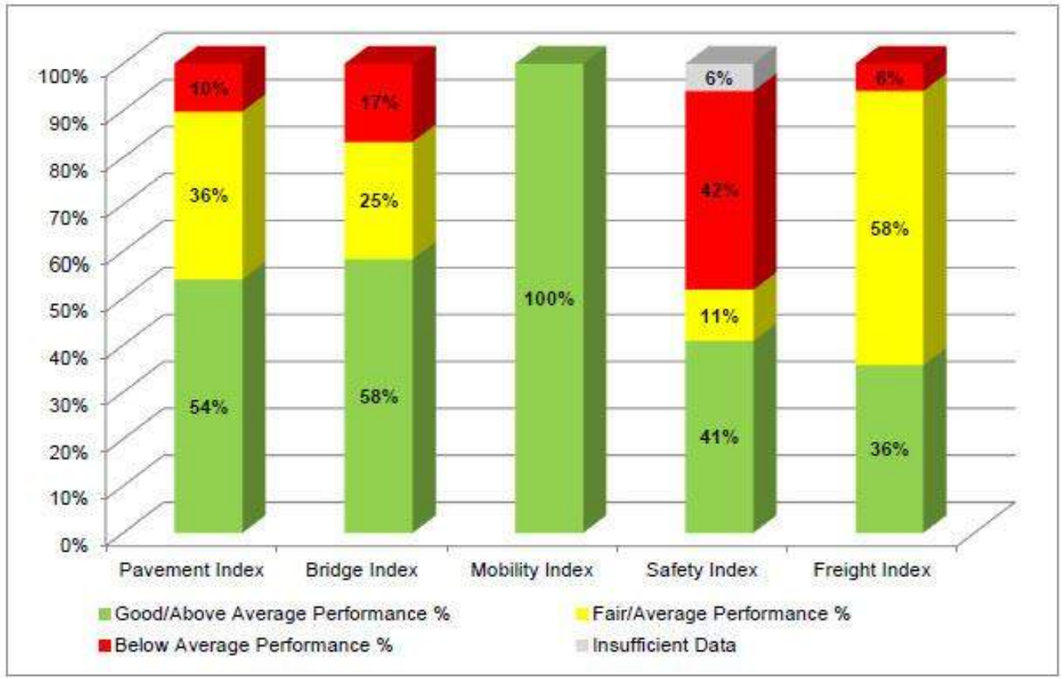


2022/2023 Performance

US 89: Flagstaff to Utah State Line

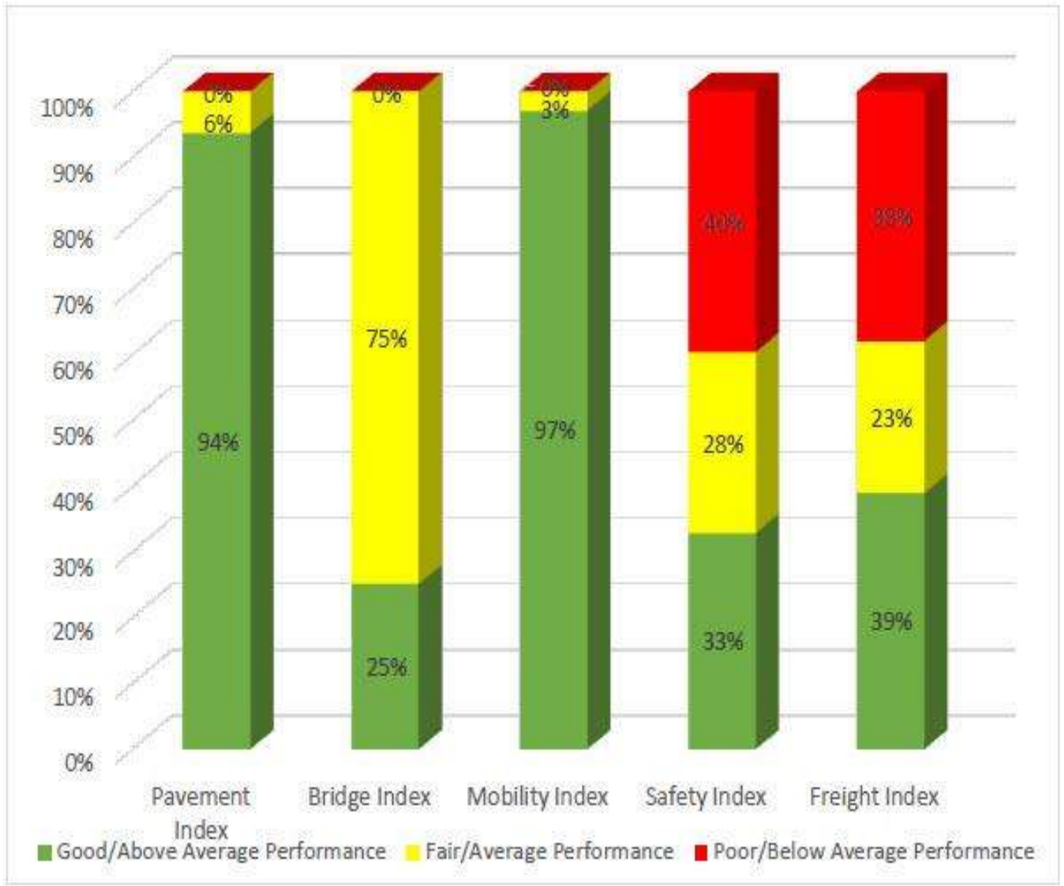


2017/2018 Performance

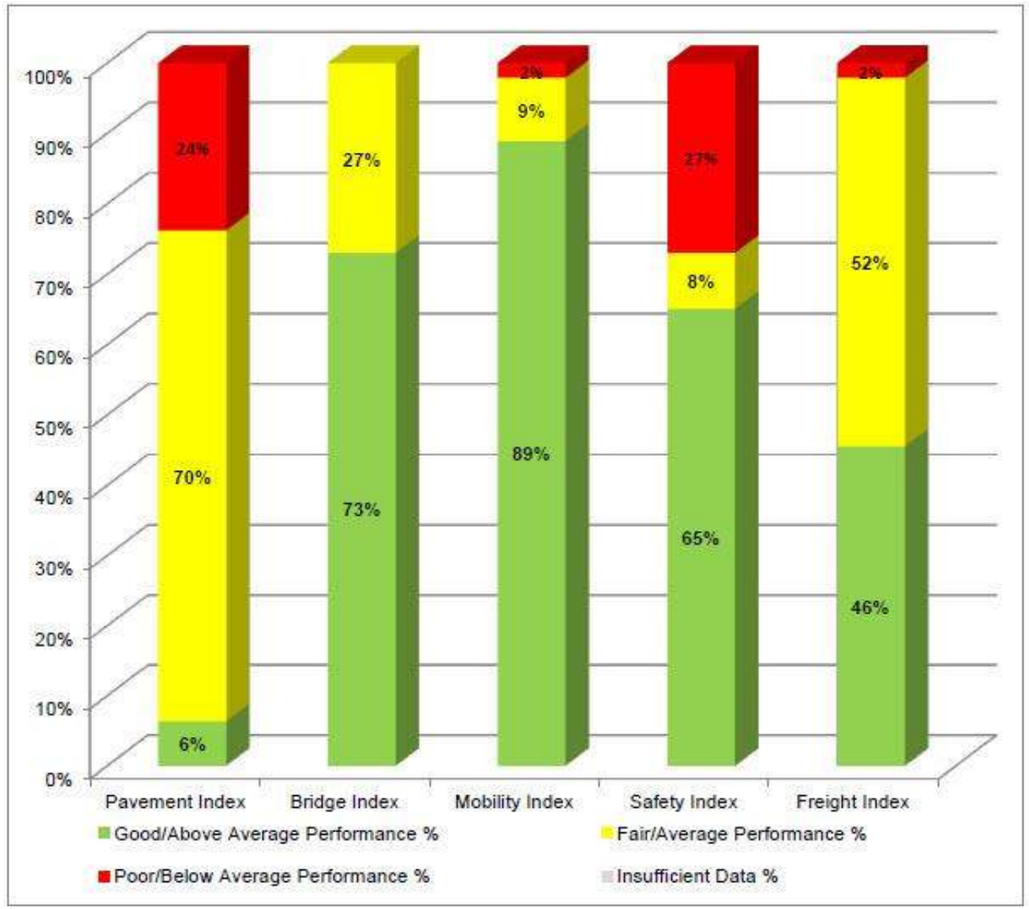


2022/2023 Performance

US 93/US 60: Nevada State Line to SR 74

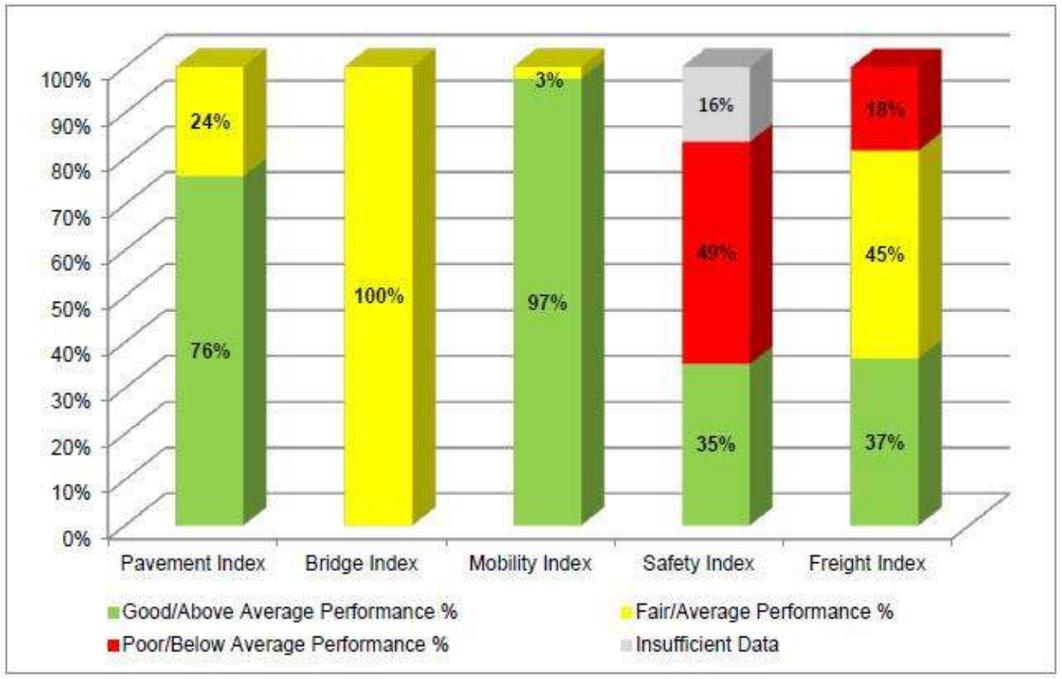


2017/2018 Performance

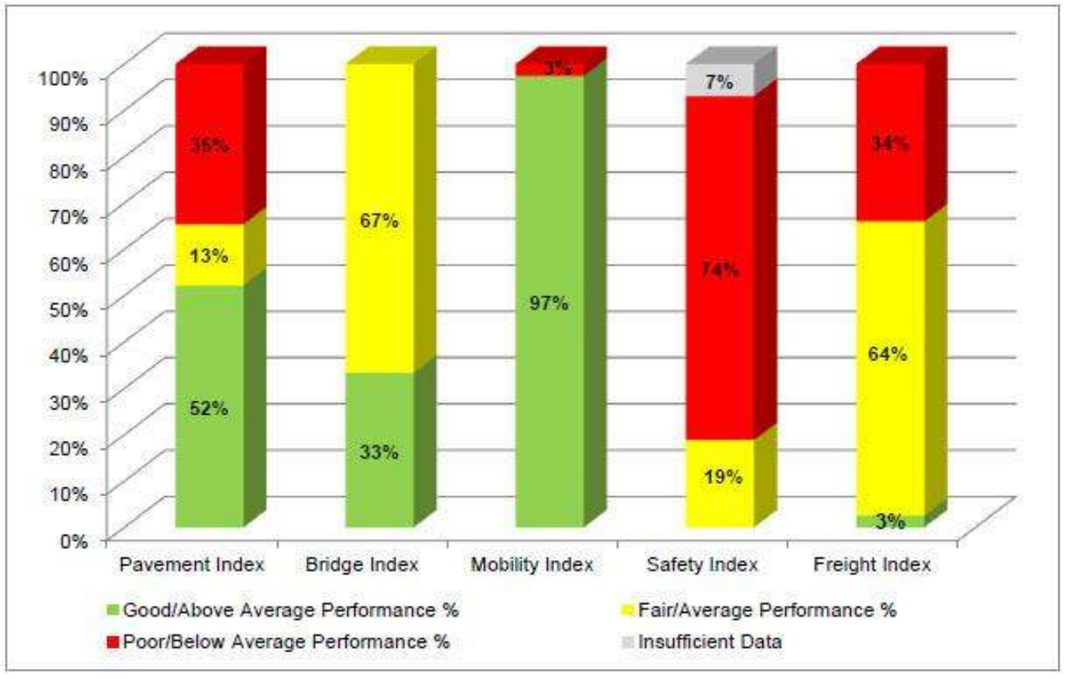


2022/2023 Performance

US 160: US 89 to New Mexico State Line



2017/2018 Performance



2022/2023 Performance

Appendix D: Corridor Needs Tables

I-8: California State Line to I-10

Performance Area	Segment Number and Mileposts (MP)								
	8-1	8-2	8-3	8-4	8-5	8-6	8-7	8-8	8-9
	MP 0-16.3	MP 16.3-21.4	MP 21.4-56.5	MP 56.5-79.6	MP 79.6-110.4	MP 110.4-120	MP 120-147.6	MP 147.6-166.5	MP 166.5-178
Pavement	Low	Low	Low	Low	Low	Medium	Low	None	Low
Bridge	Low	Low	None	None	Low	Low	None	Low	Low
Mobility[+]	None	None	None	None	None	None	None	None	None
Safety[+]	Low	High	High	High	Medium	None	Low	Low	Medium
Freight[+]	Medium	Medium	Low	None	None	None	Low	Low	Low
Average Need	**1.00**	**1.46**	**1.08**	**0.85**	**0.77**	**0.46**	**0.62**	**0.62**	**1.00**

Average Need Scale	
None[*]	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

[+] Identified as an emphasis area for the I-8 Corridor

** A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study*

I-10W/SR 85: California State Line to I-8

Performance Area	Segment Number and Mileposts (MP)													
	10W-1	10W-2	10W-3	10W-4	10W-5	10W-6	10W-7	10W-8	85-9	85-10	85-11	85-12	85-13	85-14
	MP 0-16	MP 16-22	MP 22-32	MP 32-54	MP 54-71	MP 71-82	MP 82-98	MP 98-113	MP 155-149	MP 149-138	MP 138-123	MP 123-120	MP 120-118	MP 120-123
Pavement	Low	High	Low	None	None	Low	Medium	Low	Low	Low	Low	None	None	None
Bridge	Low	Low	None	Low	None	None	None	Low	N/A	None	N/A	Medium	Low	None
Mobility*	Low	None	Low	Low	None	None	Low	Low	Low	None	None	High	Low	High
Safety*	Low	High	Low	High	Low	High	High	Medium	High	None	Low	High	None	None
Freight*	Low	Low	Low	Low	Low	Low	None	Low	None	None	None	None	None	Low
Average Need	**1.00**	**1.54**	**0.85**	**1.31**	**0.46**	**1.08**	**1.23**	**1.23**	**1.08**	**0.15**	**0.38**	**1.69**	**0.38**	**0.92**

Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

+ Identified as an emphasis area for the I-10/SR 85 Corridor

** A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study*

I-10E: SR 202L to New Mexico State Line

Performance Area	Segment Number and Mileposts (MP)													
	10E-3	10E-4	10E-5	10E-6	10E-7	10E-8	10E-9	10E-10	10E-11	10E-12	10E-13	10E-14	10E-15	10E-16
	MP 187-198	MP 198-218	MP 218-236	MP 236-246	MP 246-255	MP 255-262	MP 262-274	MP 274-280	MP 280-292	MP 292-315	MP 315-332	MP 332-354	MP 354-372	MP 372-392
Pavement	Low	Low	Low	None	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
Bridge	Low	Low	Low	Low	Low	None	Low	Low	None	Low	Medium	Low	Low	Medium
Mobility*	Low	None	None	Low	High	High	Medium	None	High	Low	Low	None	Low	Low
Safety*	Medium	High	High	Medium	Medium	Low	Medium	Low	Low	High	Medium	Low	High	Low
Freight*	Low	Low	Low	Low	Medium	High	High	None	Low	Low	None	Low	Low	Low
Average Need	1.23	1.23	1.23	1.08	1.92	1.77	1.92	0.54	1.31	1.46	1.15	0.77	1.46	1.15

Level of Need	Average Need Range
None+	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

* Identified as Emphasis Area for I-10E Corridor
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

I-17: SR 101L to I-40

Performance Area	Segment Number and Mileposts (MP)						
	17-6	17-7	17-8	17-9	17-10	17-11	17-12
	MP 263-279	MP 279-288	MP 288-299	MP 299-307	MP 307-316	MP 316-323	MP 323-340
Pavement*	Low	None	Low	None	Low	High	High
Bridge	Low	None	Low	None	None	Low	Low
Mobility*	None	None	None	Low	None	None	Low
Safety*	Low	Low	High	Medium	Medium	High	High
Freight	Low	Low	Low	Medium	Low	Low	Low
Average Need	0.77	0.38	1.23	1.00	0.85	1.69	1.92

Level of Need	Average Need Range
None+	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

* Identified as an Emphasis Area for the I-17 Corridor
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

I-19: Nogales to I-10

Performance Area	Segment Number and Mileposts (MP)					
	19-1	19-2	19-3	19-4	19-5	19-6
	MP 0-2.95	MP 2.95-18.22	MP 18.22-30.07	MP 30.07-39.53	MP 39.53-57.19	MP 57.19-63.7
Pavement	None	Low	None	Low	None	Low
Bridge	None	Low	None	None	Low	None
Mobility*	None	Low	Low	Low	None	High
Safety*	N/A	High	High	Low	High	None
Freight*	High	Low	Medium	None	Low	High
Average Need	0.90	1.46	1.38	0.62	1.08	1.54

Level of Need	Average Need Range
None+	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

* Identified as Emphasis Area for I-19 Corridor
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

I-40W: California State Line to I-17

Performance Area	Segment Number and Mileposts (MP)													
	40W-1	40W-2	40W-3	40W-4	40W-5	40W-6	40W-7	40W-8	40W-9	40W-10	40W-11	40W-12	40W-13	40W-14
	MP 0-11	MP 11-43	MP 43-55	MP 55-74	MP 74-80	MP 80-98	MP 98-108	MP 108-120	MP 120-143	MP 143-160	MP 160-168	MP 168-184	MP 184-190	MP 190-196
Pavement[+]	Low	Low	Medium	None*	Low	Low	Low	Low	Low	Low	None*	None*	None*	Low
Bridge[+]	Medium	Low	Low	Low	None*	Low	None*	Low	Low	Low	Low	Medium	Low	Medium
Mobility	None*	Low	Low	None*	Low	None*	None*	None*	None*	Low	Low	None*	Low	Low
Safety[+]	Low	High	Low	Low	None*	Low	High	None*	Medium	High	None*	Low	High	High
Freight	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	High	Low	Low
Average Need	1.08	1.46	1.23	0.62	0.54	0.85	1.08	0.62	1.08	1.46	0.85	0.92	0.54	1.00

Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

[+] Identified as an emphasis area for the I-40 West Corridor

** A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study*

I-40E: I-17 to New Mexico State Line

Performance Area	40-1 MP 196-202	40-2 MP 202-212	40-3 MP 212-234	40-4 MP 234-246	40-5 MP 246-258	40-6 MP 258-270	40-7 MP 270-286	40-8 MP 286-290	40-9 MP 290-304	40-10 MP 304-326	40-11 MP 326-342	40-12 MP 342-360
Pavement*	High	Low	High	Low	High	High	High	High	High	High	Low	High
Bridge*	Low	Low	Medium	Low	Low	Medium	Low	Low	Low	Low	Low	Low
Mobility	None	Low	Low	Low	Low	None	Low	None	Low	Low	None	Low
Safety*	High	Medium	High	Low	High	High	Low	High	High	None	High	Low
Freight	Low	Low	Low	Low	Low	None	Low	Low	Low	Low	Low	Low
Average Need (0-3)	1.77	1.23	2.15	1.00	1.92	1.85	1.60	1.77	1.60	1.23	1.31	1.46

Level of Need	Average Need Range
None[+]	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

*Identified as Emphasis Areas for I-40 Corridor
^ 40B-17 Pavement Need estimated based on field review
[#] N/A indicates insufficient or no data available to determine level of need
[+] A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

SR 64: I-40 to Grand Canyon National Park

Performance Area	Segment Number and Mileposts (MP)		
	64-1	64-2	64-3
	MP 185-213	MP 213-234	MP 234-237
Pavement*	High	High	High
Bridge	None	None	None
Mobility*	Low	Low	Low
Safety*	Low	Low	N/A
Freight	High	High	High
Average Need	1.62	1.62	1.38

Level of Need	Average Need Range
None+	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

* Identified as an Emphasis Area for the SR 64 Corridor
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

SR 68/SR 95: US 93 to California State Line

Performance Area	Segment Number and Mileposts (MP)						
	95N-1	95N-2	95N-3	68-4	68-5	68-6	68-7
	MP 226-233	MP 233-241	MP 241-250	MP 0-7	MP 7-17	MP 17-22	MP 22-27
Pavement[+]	Low	Medium	None*	Medium	High	Medium	Low
Bridge	Medium	N/A	High	None*	None*	None*	None*
Mobility[+]	Low	High	High	Low	None*	None*	Low
Safety[+]	Medium	High	High	High	High	High	High
Freight	Low	Medium	High	Low	High	High	Medium
Average Need	**1.38**	**2.15**	**2.31**	**1.54**	**1.85**	**1.62**	**1.46**

[+] Identified as Emphasis Areas for SR 68/SR 95 North Corridor
* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Level of Need	Average Need Range
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

SR 69/SR 89A/SR 89: I-17 to I-40

Performance Area	Segment Number and Mileposts (MP)								
	69-1	69-2	69-3	Fain-4	89A-5	89-6	89-7	89-8	89-9
	MP 263-280	MP 280-287	MP 287-296	MP 331-324	MP 324-317	MP 319-330	MP 330-340	MP 340-348	MP 348-363
Pavement	Low	Low	Low	Low	Medium	Low	Low	High	Medium
Bridge	None*	Medium	None*	None*	None*	N/A	None*	None*	Low
Mobility+	Low	High	High	None*	Low	Low	Low	None*	None*
Safety+	High	High	Low	Low	Medium	Low	High	High	High
Freight+	Low	Low	Medium	Low	Medium	High	None*	Low	Low
Average Need	**1.31**	**2.08**	**1.54**	**0.62**	**1.46**	**1.31**	**1.08**	**1.38**	**1.38**

**A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.*

+ Identified as an emphasis area for the SR 69/SR 89A/SR 89 Corridor.

Level of Need	Average Need Range
None	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

SR 77: Holbrook to Show Low

Performance Area	77-1	77-2	77-3	77-4
	MP 342-347	MP 347-351	MP 351-365	MP 365-386
Pavement*	Low	None*	Low	High
Bridge	None	None	None	Low
Mobility*	None*	Low	Low	Low
Safety*	Low	None*	None*	Low
Freight	High	Medium	Low	Low
Average Need	0.48	0.58	0.65	0.77

* Identified as Emphasis Areas for SR 77
^ 40B-17 Pavement Need estimated based on field review
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Level of Need	Average Need Range
None+	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

SR 87/SR 260/SR 377: SR 202L to I-40

Performance Area	Segment Number and Mileposts (MP)																
	87-1 MP 177-182	87-2 MP 182-191	87-3 MP 191-213	87-4 MP 213-235	87-5 MP 235-241	87-6 MP 241-250	87-7 MP 250-253	260-8 MP 252-256	260-9 MP 256-260	260-10 MP 260-277	260-11 MP 277-282	260-12 MP 282-304	260-13 MP 304-306	277-14 MP 306-313	377-15 MP 0-34	77-16 MP 386-389	40B-17^ MP 287-288
Pavement	High	Low	High	Medium	Low	Medium	High	Medium	High	Medium	Low	High	High	High	Low	High	None
Bridge	None	None	None	None	None	None	None	None	None	None	None	None	None	None	None	Low	None
Mobility*	Low	Low	Low	None	Low	Low	Low	Low	Low	None	Low	Low	Low	Low	Low	High	Low
Safety*	High	High	High	High	Low	High	Medium	Low	High	Low	None	High	High	None	Low	None	None
Freight*	Medium	Low	High	High	High	High	High	Low	High	Medium	High	Low	High	None	Low	Low	Medium
Average Need (0-3)	1.85	1.31	2.08	1.69	1.31	1.92	1.85	1.00	2.08	1.00	1.08	1.62	2.08	0.69	0.85	1.54	0.69

* Identified as Emphasis Areas for SR 87/SR 260/SR 377 Corridor

^ 40B-17 Pavement Need estimated based on field review

N/A indicates insufficient or no data available to determine level of need

+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Level of Need	Average Need Range
None+	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

SR 90/SR 80: I-10 to US 191

Performance Area	Segment Number and Mileposts (MP)									
	90-1	90-2	90-3	90-4	90-5	90-6	80-7	80-8	80-9	80-10
	MP 290-295	MP 295-304	MP 304-312	MP 312-317	MP 317-324	MP 324-336	MP 333-339	MP 339-345	MP 345-357	MP 357-365
Pavement*	Medium	Low	High	Low	High	Low	None	High	Low	Low
Bridge	None	None	None	None	None	Low	Low	Low	Low	Medium
Mobility	Low	Low	None	None	Low	Low	Low	Low	None	None
Safety*	Low	None	N/A	None	High	Low	High	High	None	N/A
Freight*	High	High	Low	Medium	High	None	High	Low	High	Medium
Average Need	**1.31**	**1.08**	**0.92**	**0.69**	**2.23**	**0.77**	**1.69**	**1.92**	**1.08**	**1.00**

* Identified as Emphasis Area
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Level of Need	Average Need Range
None+	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

SR 95: I-8 to I-40

Performance Area	Segment Number and Mileposts (MP)												
	95-1 MP 29-34	95-2 MP 34-43	95-3 MP 43-60	95-4 MP 60-80	95-5 MP 80-104	95-6 MP 104-111	95-7 MP 111-131	95-8 MP 131-142	95-9 MP 142-148	95-10 MP 148-162	95-11 MP 162-176	95-12 MP 176-190	95-13 MP 190-202
Pavement	Medium	Low	High	Low	Medium	High	Low	Low	Low	None	Low	Low	Low
Bridge	Medium	None	Medium	N/A	N/A	None	None	Medium	Low	None	N/A	Medium	N/A
Mobility[+]	None	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
Safety[+]	High	High	None	High	None	None	Medium	High	Low	High	High	Low	Low
Freight[+]	High	Medium	Medium	None	High	Low	Medium	Low	Medium	High	Medium	Low	High
Average Need	2.00	1.54	1.46	1.08	1.23	0.92	1.31	1.62	1.23	1.62	1.54	1.15	1.31

Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

[+] *Identified as an emphasis area for the SR 95 Corridor*

* *A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study*

SR 179/SR 89A/SR 260: I-17 to I-17

Performance Area	Segment Number and Mileposts (MP)							
	179-1	179-2	89A-3	89A-4	89A/260-5	260-6	89A-7	89A-8
	MP 299-305	MP 305-314	MP 369-374	MP 356-369	MP 355-209	MP 209-219	MP 374-390	MP 390-399
Pavement*	None	Low	None	High	None	Low	None	None
Bridge	High	None	None	Medium	None	Low	Medium	None
Mobility*	Low	High	Low	None	Low	Low	High	Low
Safety*	None	Low	Low	High	High	None	Low	Low
Freight	High	High	High	Low	High	Medium	N/A	N/A
Average Need	**1.15**	**1.62**	**0.92**	**1.85**	**1.38**	**0.92**	**1.23**	**0.46**

Level of Need	Average Need Range
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

* Identified as an Emphasis Area for the SR 179/SR 89A/SR 260 Corridor
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

SR 260/US 60: Heber-Overgaard to New Mexico State Line

Performance Area	Segment Number and Mileposts (MP)								
	260-1	260-2	260-3	260|60-4	260-5	60-6	60-7	60-8	60-9
	MP 306-310	MP 310-323	MP 323-337	MP 337-345	MP 341-357	MP 345-352	MP 352-384	MP 384-389	MP 389-402
Pavement*	High	Medium	High	Low	Medium	Medium	High	Low	None*
Bridge	None*	None*	None*	None*	None*	None*	None*	None*	None*
Mobility	None*	Low	Low	Low	Medium	Low	Low	None	None
Safety*	None*	High	None	Low	Low	None	Low	None	None*
Freight*	Low	None	Low	High	High	High	Medium	Low	High
Average Need	**0.92**	**1.31**	**1.08**	**1.31**	**1.69**	**1.31**	**1.54**	**0.46**	**0.69**

Level of Need	Average Need Range
None+	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

* Identified as Emphasis Areas for SR 260 US 60 Corridor
^ 40B-17 Pavement Need estimated based on field review
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

SR 347/SR 84: I-8 to I-10

Performance Area	Segment Number and Mileposts (MP)	
	84/347-1	347-2
	MP 155-162	MP 162-171
Pavement	Medium	High
Bridge	None	None
Mobility*	Low	Low
Safety*	High	None
Freight*	None	None
Average Need	**1.23**	**0.85**

Level of Need	Average Need Range
None+	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

* Identified as an Emphasis Area for the SR 347/SR 84 Corridor
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

US 60/US 70/US 191: Apache Junction to Douglas

Performance Area	Segment Number and Mileposts (MP)																		
	191-1	191-2	191-3	191-4	191-5	70-6	70-7	70-8	70-9	70-10	70-11	70-12	70|60-13	60-14	60-15	60-16	60-17	60-18	60-19	60-20
	MP 0-24	MP 24-67	MP 87-104	MP 104-116	MP 116-121	MP 339-330	MP 330-300	MP 300-298	MP 298-293	MP 293-274	MP 274-270	MP 270-255	MP 255-243	MP 243-227	MP 227-225	MP 225-223	MP 223-212	MP 212-205	MP 205-199	MP 199-194.3
Pavement	Medium	High	Low	Low	Medium	Medium	High	High	High	High	High	Low	Medium	Low	None*	None*	Low	Medium	Low	None*
Bridge	None*	Medium	Low	Low	N/A	Low	Low	None*	N/A	None*	Low	Low	Medium	Medium	None*	Medium	Low	Low	Low	None*
Mobility+	Low	None*	Low	None*	Low	Low	Low	Low	Low	Low	Low	Low	Low	High	Low	Low	None*	Low	High	High
Safety+	None*	None*	Low	Low	None*	Low	None*	N/A#	N/A#	High	High	High	High	High	N/A#	N/A#	High	Low	Medium	Medium
Freight+	High	N/A#	N/A#	N/A#	N/A#	N/A#	N/A#	N/A#	N/A#	N/A#	N/A#	N/A#	Low	High	Medium	Low	None*	Low	Low	Low
Average Need	1.23	0.77	0.77	0.54	0.54	0.92	0.85	0.69	0.69	1.38	1.54	1.23	1.77	2.54	0.69	0.77	1.00	1.15	1.69	1.38

**A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.*

+ Identified as an emphasis area for the US 60\|US 70\|US 191 corridor

 # N/A indicates insufficient or no data available to determine level of need

Average Need Scale	
None*	< 0
Low	0.1-1.0
Medium	1.0-2.0
High	> 2.0

US 89: Flagstaff to Utah State Line

Performance Area	Segment Number and Mileposts (MP)									
	89U-1	89U-2	89U-3	89U-4	89U-5	89U-6	89U-7	89U-8	89U-9	89U-10
	MP 420.2-428	MP 428-442	MP 442-457	MP 457-465	MP 465-481	MP 481-498	MP 498-524	MP 524-547	MP 547-550	MP 550-557
Pavement*	Low	High	None	Medium	Low	Low	Low	Medium	Low	Low
Bridge	None	None	None	None	Low	High	None	None	Low	None
Mobility*	Low	None	None	None	Low	None	None	Low	None	Low
Safety*	Low	High	Low	N/A	High	High	Low	None	High	None
Freight	Low	Low	None	Medium	Low	Low	Low	Medium	None	None
Average Need	0.85	1.54	0.23	0.77	1.46	1.54	0.62	1.00	1.08	0.46

Level of Need	Average Need Range
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

* Identified as an Emphasis Area for the US 89 Corridor
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

US 93/US 60: Nevada State Line to SR 74

Performance Area	Segment Number and Mileposts															
	60W-1	60W-2	60W-3	93-4	93-5	93-6	93-7	93-8	93-9	93-10	93-11	93-12	93-13	93-14	93-15	93-16
	MP 138 - 122	MP 132 - 120	MP 120 - 111	MP 200 - 183	MP 183 - 166	MP 166 - 149	MP 149 - 132	MP 132 - 124	MP 124 - 106	MP 106 - 91	MP 71 - 67	MP 67 - 53	MP 53 - 42	MP 42 - 29	MP 29 - 17	MP 17- 0
Pavement	*Not Reassessing Segments 60W-1 & 60W-2*		High	Low	Medium	High	High	High	Low	Low	Low	High	High	Medium	None*	Low
Bridge			None*	None*	None*	Low	Low	None*	Low	Low	None*	Low	None*	None*	N/A	None*
Mobility⁺			Low	Medium	Low	Low	Low	None*	Low	None*	High	Low	Low	Low	Low	None*
Safety⁺			High	Medium	High	Low	Low	Low	Low	Low	Low	Low	Low	High	High	Low
Freight⁺			Medium	None*	Low	None*	Low	Medium	None*	None*	High	Low	None*	Low	None*	None*
Average Need			**1.85**	**1.08**	**1.46**	**1.08**	**1.31**	**1.15**	**0.77**	**0.54**	**1.54**	**1.08**	**0.69**	**0.77**	**0.92**	**0.15**

* A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study.

⁺ Identified as an emphasis area for the US 93/US 60 Corridor.

N/A indicates insufficient or no data available to determine level of need

Average Need Scale	
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

US 160: US 89 to New Mexico State Line

Performance Area	Segment Number and Mileposts (MP)											
	160-1	160-2	160-3	160-4	160-5	160-6	160-7	160-8	160-9	160-10	160-11	160-12
	MP 312-319	MP 319-323	MP 323-344	MP 344-362	MP 362-374	MP 374-391	MP 391-395	MP 395-413	MP 413-434	MP 434-451	MP 451-463	MP 463-471
Pavement*	None	Low	High	None	Low	None	None	Low	High	High	Low	None
Bridge	Medium	None	None	Low	None	None	None	None	None	Medium	None	None
Mobility*	Low	High	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low
Safety*	High	N/A	High	Low	High	High	High	High	High	High	Low	N/A
Freight	Low	None	Low	Low	Low	High	High	Low	High	Low	High	High
Average Need	1.38	0.92	1.77	0.77	1.31	1.38	1.38	1.31	2.08	2.08	1.15	0.69

Level of Need	Average Need Range
None*	< 0.1
Low	0.1 - 1.0
Medium	1.0 - 2.0
High	> 2.0

* Identified as an Emphasis Area for the US 160 Corridor
# N/A indicates insufficient or no data available to determine level of need
+ A segment need rating of 'None' does not indicate a lack of needed improvements; rather, it indicates that the segment performance score exceeds the established performance thresholds and strategic solutions for that segment will not be developed as part of this study

Appendix E: Corridor Screening Tables

I-8: California Stateline to I-10

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
8-1 MP 0.0-16.3	Hot Spot	Hot Spot	-	-	Medium	L1	Pavement	Pavement hot spot EB/WB MP 0-1; High level of historical investment has occurred on Segment 8-1	Y	No programmed project to address pavement hot spot; High historical investment
						L2	Pavement	Pavement hot spot WB MP 1-4 (High Cracking and Rutting); High level of historical investment	Y	No programmed project to address pavement hot spot; High historical investment
						L3	Pavement	Pavement hot spot WB MP 6-11 (High Cracking and Rutting); High level of historical investment	Y	No programmed project to address pavement hot spot; High historical investment
						L4	Bridge	Bridge hot spot, Colorado River Viaduct EB (#1700, MP 0.01), Deck (4)	N	Colorado River Viaduct EB Bridge is scheduled for rehab in FY2022.
						L5	Bridge	Hot spot at Fortuna SPRR OP EB (#1279, MP 8.69), Deck (5), Sub (5), Eval (5)	N	Bridge does not meet criteria for historical review, have multiple ratings of 5, therefore not considered strategic.
						L6	Bridge	Bridge hot spot at Fortuna SPRR OP WB (#1280, MP 8.70), Deck (5), Sub (5), Eval (5)	N	Bridge does not meet criteria for historical review, have multiple ratings of 5, therefore not considered strategic.
						L7	Freight	Freight shows a Medium level of need, slightly elevated Freight Index and TTTR. The Bridge Clearance is an issue for a portion of the Segment	Y	No programmed project to address Freight Need.
						L8	Freight	There is a height restriction hot spot located at the 4th Street UPRR UP (MP 0.58), clearance is < 16.25 with no ramp	Y	Bridge is located adjacent to the I-8 mainline and is therefore screened out from further consideration
8-2 MP 16.3-21.4	Hot Spot	-	-	High	Medium	L9	Pavement	Pavement hot spot WB MP 17-18 (High Cracking and Rutting); High level of historical investment has occurred on Segment 8-2	Y	No programmed project to address pavement hot spot; High historical investment
						L10	Safety	Crash trends show single vehicle (83%), speed too fast for conditions (33%), overturning (67%), ran off the road left (33%), and daylight conditions (67%)	Y	No programmed project to address Safety need.
						L11	Freight	Medium Freight need due to Freight Index, Directional TTTR and one bridge clearance issue	Y	No programmed project to address Freight Need.
						L12	Freight	Hot spot at Dome Valley Rd TI UP WB (#1325, MP 21.06). Clearance < 16.25 with no ramp	Y	No programmed project to address Freight hot spot.
8-3 MP 21.4-56.5	Hot Spot	-	-	High	-	L13	Pavement	Pavement hot spot WB MP 29-30 (High Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L14	Pavement	Pavement hot spot EB MP 31-32 (High IRI, Cracking, and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L15	Pavement	Pavement hot spot WB MP 32-34 (High IRI, Cracking, and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L16	Pavement	Pavement hot spot EB/WB 34-46 (High IRI, Cracking, and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L17	Pavement	Pavement hot spot WB MP 54-55 (High Cracking and Rutting)	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L18	Safety	Safety shows a High need. Crash trends show single vehicle (70%), speed too fast for conditions (30%), overturning (48%), ran off the road right (26%), and daylight conditions (74%)	Y	No programmed project to address the Safety need.

Legend: Strategic investment area screened out from further consideration

I-8: California Stateline to I-10 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
8-4 MP 56.5-79.6	Hot Spot	-	-	High	-	L19	Pavement	Pavement hot spot EB MP 71-72 (High Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic. Pavement Rehab project has been programmed which will address the hot spot.
						L20	Pavement	Pavement hot spot EB/WB 72-78 (High IRI, Cracking, and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic. Pavement Rehab project has been programmed which will address the hot spot.
						L21	Pavement	Pavement hot spot WB MP 78-79 (High Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L22	Pavement	Pavement hot spot EB/WB MP 79-80 (High IRI, Cracking, and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L23	Safety	Safety shows a High need. Crash trends show single vehicle (65%), day light conditions (60%, overturning (50%)	Y	No programmed project to address the Safety need.
8-5 MP 79.6-110.4	Hot Spot	Hot Spot	-	Medium	-	L24	Pavement	Pavement hot spot EB/WB MP 80-82 (High IRI and Rutting); Low level of historical investment has occurred on Segment 8-5	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L25	Pavement	Pavement hot spot EB MP 107-109 (High IRI and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L26	Pavement	Pavement hot spot EB/WB MP 109-110 (High IRI and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L27	Bridge	Bridge hot spot at Gillespie Canal Br EB (#489, MP 107.02), Super (4), Eval (4)	Y	No programmed project to address the Bridge hot spot; High level of historical rating.
						L28	Bridge	Bridge hot spot at Gillespie Canal SFR (#1009, MP 107.02), Deck (5), Sub (5), Super (5), Eval (5)	N	Bridge does not meet criteria for historical review, have multiple ratings of 5, therefore not considered strategic.
						L29	Safety	Medium Safety need. Crash trends show single vehicle (67%), speed too fast for conditions (38%), ran off the road left (29%), and daylight conditions (52%)	Y	No programmed project to address the Safety need.
8-6 MP 110.4-120	Medium	-	-	-	-	L30	Pavement	Pavement shows a Medium need and has multiple hot spots at WB MP 111-113, EB/WB MP 113-114, WB MP 114-115, EB/WB MP 116-118, EB MP 118-119; Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.

Legend: Strategic investment area screened out from further consideration

I-8: California State Line to I-10 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
8-7 MP 120-147.6	Hot Spot	-	-	-	Hot Spot	L31	Pavement	Pavement hot spot EB MP 121-123 (Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L32	Pavement	Pavement hot spot WB MP 123-124 (Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L33	Pavement	Pavement hot spot EB MP 124-125 (Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L34	Pavement	Pavement hot spot EB/WB MP 125-127 (Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L35	Pavement	Pavement hot spot EB MP 127-130 (Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L36	Pavement	Pavement hot spot EB/WB MP 130-131 (Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L37	Pavement	Pavement hot spot EB 131-132 (Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L38	Pavement	Pavement hot spot WB MP 134-135 (Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic. Pavement Rehab project will address the hot spot.
						L39	Pavement	Pavement hot spot EB/WB MP 135-141 (High IRI, Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic. Pavement Rehab project will address the hot spot.
						L40	Freight	Freight hot spot at Vekol Road TI UP (#550, MP 144.55). Clearance 16.17 with no ramp	Y	No programmed project to address the Freight hot spot.
8-8 MP 147.6-166.5	-	Hot Spot	-	-	Hot Spot	L41	Bridge	Bridge hot spot at Mendell Wash Br WB (#1065, MP 151.90) Deck (5), Sub (5), Eval (5)	Y	No programmed project to address the bridge hot spot; High historical rating
						L42	Bridge	Bridge hot spot at Mendell Wash Br EB (#1064, MP 151.90), Deck (5), Sub (5), Eval (5)	Y	No programmed project to address the bridge hot spot; High historical rating
						L43	Bridge	Bridge hot spot at Bridge EB (#1066, MP 153.40), Deck (5), Sub (5), Eval (5)	Y	No programmed project to address the bridge hot spot; High historical rating
						L44	Bridge	Bridge hot spot at Bridge WB (#1067, MP 153.45), Deck (5), Sub (5), Eval (5)	Y	No programmed project to address the bridge hot spot; High historical rating
						L45	Bridge	Bridge hot spot at Smith Road OP EB (#1068, MP 157.55), Deck (5), Sub (5), Eval (5)	N	Bridge does not meet criteria for historical investment, have multiple ratings of 5, therefore not considered strategic.
						L46	Bridge	Bridge hot spot at Smith Road OP WB (#1069, MP 157.55), Deck (5), Sub (5), Eval (5)	N	Bridge does not meet criteria for historical investment, have multiple ratings of 5, therefore not considered strategic.
						L47	Freight	Freight hot spot at Stanfield Rd TI UP (#1090, MP 161.60). Clearance 16.11 with no ramp	Y	No programmed project to address the Freight hot spot.
						L48	Freight	Freight hot spot at Murphy Rd UP (#1091, MP 162.50). Clearance 16.21 with no ramp	Y	No programmed project to address the Freight hot spot.
						L49	Freight	Freight hot spot at Russell Road UP (#1094, MP 164.50). Clearance 16.24 with no ramp	Y	No programmed project to address the Freight hot spot.
8-9 MP 166.5-178	Hot Spot	Hot Spot	-	Medium	Hot Spot	L50	Bridge	Bridge hot spot at Santa Cruz Wash BR EB (#1142, MP 170.90), Deck (5), Sub (5), Super (6), Eval (5)	N	Bridge does not meet criteria for historical investment, have multiple ratings of 5, therefore not considered strategic.
						L51	Safety	Crash trends show single vehicle (60%), speed too fast for conditions (80%), overturning (40%), and daylight conditions (80%)	Y	No programmed project to address the Safety need.
						L52	Freight	Freight hot spot at Thornton Rd TI UP (#1196, MP 172.55). Clearance 16.00 with no ramp	Y	No programmed project to address the Freight hot spot.
						L53	Freight	Freight hot spot at Chuichu Rd UP (#1197, MP 173.55). Clearance 16.04 with no ramp	Y	No programmed project to address the Freight hot spot.
						L55	Pavement	Pavement hot spot EB MP 178-179; Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.

Legend: Strategic investment area screened out from further consideration

I-10W/SR 85: California State Line to I-8

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
10W-1 MP 0-16	Hot Spot	-	-	Hot Spot	-	L1	Pavement	Pavement hot spot EB MP 0-2 (High Cracking and Rutting); High level of historical investment	Y	No programmed project to address the pavement hot spot; High level of historical investment.
						L2	Pavement	Pavement hot spot WB MP 3-4 (High IRI, Cracking, and Rutting); High level of historical investment	Y	No programmed project to address the pavement hot spot; High level of historical investment.
						L3	Pavement	Pavement hot spot WB 7-8 (High IRI, Cracking, and Rutting); High level of historical investment	Y	No programmed project to address the pavement hot spot; High level of historical investment.
						L4	Pavement	Pavement hot spot EB MP 11-12 (High Cracking and Rutting); High level of historical investment	Y	No programmed project to address the pavement hot spot; High level of historical investment.
						L5	Pavement	Pavement hot spot EB/WB MP 12-16 (High IRI and Cracking); High level of historical investment	Y	No programmed project to address the pavement hot spot; High level of historical investment.
						L6	Safety	Hot spots at WB MP 0-10. Crash trends show overturning (38%), collision with a fixed object (33%), and involve speed too fast for conditions (76%). Driver and road conditions show under the influence of drugs or alcohol (19%), no safety device used (19%), and involve dry conditions (86%)	Y	No programmed project to address the Safety hot spots.
10W-2 MP 16-22	High	-	-	High	-	L7	Pavement	Pavement shows a high level of need (High IRI, Cracking, and Rutting), with multiple hot spots at EB/WB MP 16-20, EB MP 20-21, EB/WB MP 21-22; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L8	Safety	Safety shows a High need. Crash trends show overturning (40%), running off the road (30%), and involve speed too fast for conditions (50%). Driver and road conditions show under the influence of drugs or alcohol (10%), no safety device used (10%), and involve dry conditions (100%)	Y	No programmed project to address the Safety need.
10W-3 MP 22-32	Hot Spot	-	-	-	-	L9	Pavement	Pavement hot spot EB/WB MP 22-27 (High IRI, Cracking, and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic
						L10	Pavement	Pavement hot spot WB MP 27-28 (Cracking and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L11	Pavement	Pavement hot spot WB MP 29-30 (Cracking and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
10W-4 MP 32-54	-	-	-	High	Hot Spot	L12	Safety	Safety shows a High need. Crash trends show overturning (43%), collision with another vehicle (35%), and involve speed too fast for conditions (65%). Driver and road conditions show fatigued/fell asleep (22%), no safety device used (13%), and involve dry conditions (91%)	Y	No programmed project to address the Safety need.
						L13	Freight	Freight hot spot at Ramsey Mine Rd UP (#1202, MP 33.78) Clearance is 16.16 with no ramp	Y	No programmed project to address the Freight hot spot.
10W-5 MP 54-71	-	-	-	Hot Spot	-	L14	Safety	Hot spots at EB MP 60-70. Crash trends show overturning (48%) and running off the road (45%). Driver and road conditions show fatigued/fell asleep (11%), no safety device used (15%), and involve dry conditions (96%)	Y	No programmed project to address the Safety hot spot.
10W-6 MP 71-82	Hot Spot	-	-	High	-	L15	Pavement	Pavement hot spot EB/WB MP 80-82 (High IRI, Cracking, and Rutting); Low level of historical investment has occurred on Segment 10W-6	N	Does not meet criteria for previous investment, therefore not considered strategic
						L16	Safety	Safety shows a High need. Crash trends show overturning (47%), collision with another vehicle (40%), and involve speed too fast for conditions (47%). Driver and road conditions show under the influence of drugs or alcohol (7%) and involve dry conditions (100%)	Y	No programmed project to address the Safety need.

Legend: Strategic investment area screened out from further consideration

I-10W/SR 85: California State Line to I-8 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
10W-7 MP 82-98	Medium	-	-	High	-	L17	Pavement	Pavement shows Medium level of need with multiple hot spots at EB/WB MP 82-90, EB/WB MP 91-94, EB MP 94-97, EB/WB MP 97-98; Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L18	Safety	Crash trends show overturning (59%), collision with another vehicle (32%), and involve speed too fast for conditions (55%). Driver and road conditions show fatigued/fell asleep (14%), no safety device used (27%), and involve dry conditions (95%)	Y	No programmed project to address the Safety need.
10W-8 MP 98-113	Hot Spot	-	-	Medium	Hot Spot	L19	Pavement	Pavement hot spot WB MP 98-99 (High Cracking and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L20	Pavement	Pavement hot spot EB/WB MP 99-100 (High Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L21	Pavement	Pavement hot spot EB MP 100-101 (High IRI and Rutting); Low level of historical need	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L22	Pavement	Pavement hot spot EB/WB MP 101-103 (High Cracking and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L23	Pavement	Pavement hot spot EB MP 103-104 (Higher Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L24	Pavement	Pavement hot spot WB MP 104-105 (High Cracking and Rutting); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L25	Pavement	Pavement hot spot EB MP 106-109 (High IRI and Cracking); Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L26	Safety	Hot spots at EB MP 100-110. Crash trends show overturning (42%), collision with another vehicle (42%), and involve speed too fast for conditions (47%). Driver and road conditions show under the influence of drugs or alcohol (11%), no safety device used (11%), and involve dry conditions (95%)	Y	No programmed project to address the Safety need.
						L27	Freight	Freight hot spot at 355th Ave UP (#1647, MP 101.40). Clearance is 16.00 with no ramp	Y	No programmed project to address the Freight hot spot.
						L28	Freight	Freight hot spot at Oglesby Rd Ramp B UP (#1725, MP 112.75). Clearance is 15.92 with no ramp	Y	No programmed project to address the Freight hot spot.
						L29	Freight	Freight hot spot at Oglesby Rd Ramp C UP (#1726, MP 112.92). Clearance is 15.92 with no ramp	Y	No programmed project to address the Freight hot spot.
85-9 MP 155-149	Hot Spot	-	-	-	-	L30	Pavement	Pavement hot spot SB MP 150-149; Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
	-	-	-	High	-	L31	Safety	Crash trends show collision with another vehicle (90%), running STOP signs (40%), and speed too fast for conditions (30%). Driver and road conditions show under the influence of drugs or alcohol (10%) and involve dry conditions (90%)	Y	No programmed project to address the Safety need.

Legend: Strategic investment area screened out from further consideration

I-10W/SR 85: California State Line to I-8 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
85-10 MP 149-138	Hot Spot	-	-	-	-	L32	Pavement	Pavement hot spot NB MP 148-147 (High IRI and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic; Programmed pavement rehab (2022) project will address the pavement hot spot.
						L33	Pavement	Pavement hot spot SB MP 147-142 (High IRI, Cracking, and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic; Programmed pavement rehab (2022) project will address the pavement hot spot.
						L34	Pavement	Pavement hot spot SB MP 141-140 (High Cracking and Rutting); Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic; Programmed pavement rehab (2022) project will address the pavement hot spot.
85-11 MP 138-123	Hot Spot	-	-	-	-	L34	Pavement	Pavement hot spot SB MP 137-136 (Higher Cracking and Rutting); High level of historical investment	N	No programmed project to address the pavement hot spot; High level of historical investment.
						L35	Pavement	Pavement hot spot SB MP 133-132 (Cracking); High level of historical investment has	N	No programmed project to address the pavement hot spot; High level of historical investment.
85-12 MP 123-120	-	Medium	High	-	-	L36	Mobility	Mobility needs primarily associated with high Mobility Index, Future V/C levels, poor % non-SOV travel, and poor bicycle accommodation	Y	No programmed project to address the Mobility need.
						L37	Bridge	Bridge shows a Medium level of need. Gillespie Canal Br (#465, MP 120.25), Super (5) without a historical investment issue	N	Bridge does not meet criteria for historical review, therefore not considered strategic.
85-13 MP 120-118	-	-	-	-	-	No Strategic Needs Identified				
85-14 MP 120-123	-	-	High	-	-	L38	Mobility	Mobility shows a High need primarily associated with High Mobility Index, Future V/C levels, poor % Non-SOV Travel, and poor % bicycle accommodation	Y	No programmed project to address the Mobility need.

Legend: Strategic investment area screened out from further consideration

I-10W/SR 85: SR 202L to New Mexico State Line

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
10E-3 (MP 187-198)	Hot Spot	-	-	Medium	Hot Spot	L1	Pavement	Hot spot WB MP 190-191	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L2	Safety	MP 187-198 has a Medium level of need based on the % fatal + suspected serious injury crashes involving trucks and % fatal + suspected serious injury crashes involving lane departures above the statewide average; the overall Safety Index and Directional Safety Indexes are average 5 fatal crashes and 7 suspected serious injury crashes in segment; crash data analysis indicates 33% involve collision with a fixed object, 50% involving a single vehicle, and 42% in dark-unlighted conditions	Y	No programmed project to address Safety need
						L3	Freight	Hot spot at Val Vista Rd UP (#1152) at MP 188.20	Y	No programmed project to address Freight need
						L4	Freight	Hot spot at Cottonwood UP (#1154) at MP 193.88	Y	No programmed project to address Freight need
						L5	Freight	Hot spot at Earley Rd UP (#1158) at MP 195.89	Y	No programmed project to address Freight need
						L6	Freight	Hot spot at Selma Hwy UP (#1160) at MP 196.89	Y	No programmed project to address Freight need
10E-4 (MP 198-218)	Hot Spot	-	-	High	Hot Spot	L7	Pavement	Hot spots at EB MP 200-208, WB MP 208-209, EB/WB 211-212, and EB 213-218	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L8	Safety	MP 198-218 has a High level of need based on the WB Directional Safety Index, % fatal + suspected serious injury crashes involving trucks and % fatal + suspected serious injury crashes involving lane departures above the statewide average; the overall Safety Index and EB Directional Safety Indexes are average 12 fatal crashes and 13 suspected serious injury crashes in segment; one crash involving a pedestrian; crash data analysis indicates 36% involve overturning, 40% involve a single vehicle, and 36% in dark-unlighted conditions	N	Widening project completed MP 198-218 in 2020 addressed Safety Need
						L9	Freight	Hot spot at Battaglia Rd UP (#943) at MP 205.45	Y	No programmed project to address Freight need
						L10	Freight	Hot spot at Alsdorf Rd UP (#944) at MP 207.17	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration.

I-10E: SR 202L to New Mexico State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
10E-5 (MP 218-236)	Hot Spot	Hot Spot	-	High	-	L11	Pavement	Hot spots MP 218-219, MP 222-223, MP 225-227, and MP 234-236	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L12	Bridge	Hot spot at Red Rock TI UP (#592) at MP 226.45 with deck rating 5, substructure rating 5	Y	High historical investment, considered a strategic investment; design programmed FY 2026
						L13	Safety	MP 218-236 has a High level of need based on the overall Safety Index, EB Directional Safety Index, and % fatal + suspected serious injury crashes involving trucks above the statewide average; the WB Directional Safety Index is average 13 fatal crashes and 10 suspected serious injury crashes in segment; two crashes involving a pedestrian; crash data analysis indicates 30% involve overturning, 13% involve a collision with a non-fixed object, and 30% under the influence of drugs or alcohol	Y	No programmed project to address Safety need
10E-6 (MP 236-246)	-	-	-	Medium	-	L14	Safety	MP 236-246 has a Medium level of need based on the EB Directional Safety Index and % fatal + suspected serious injury crashes involving lane departures above the statewide average; the overall Safety Index and WB Directional Safety Index are average 6 fatal crashes and 13 suspected serious injury crashes in segment; two crashes involving a pedestrian; crash data analysis indicates 42% involve single vehicle, 26% involve overturning, and 53% in dark-unlighted conditions	Y	No programmed project to address Safety need

Legend: Strategic investment area screened out from further consideration.

I-10E: SR 202L to New Mexico State Line (Continued)

Segment # and MP	Level of Strategic Need: Pavement	Bridge	Mobility	Safety	Freight	Location #	Type	Need Description	Advance (Y/N)	Screening Description
10E-7 (MP 246-255)	Hot Spot	-	High	Medium	Medium	L15	Pavement	Hot spots MP 246-249 and MP 250-255	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L16	Mobility	MP 246-255 has a High level of need based on the Future V/C and overall Mobility Index	N	Programmed widening project MP 247.57-253.40 in 2024
						L17	Safety	Hot spots EB MP 247.67-248.0 and WB MP 252.5-253.75 MP 246-255 has a Medium level of need based on the % fatal + suspected serious injury crashes involving trucks above the statewide average; the overall Safety Index and both Directional Safety Indexes are average 6 fatal crashes and 10 suspected serious injury crashes in segment; one crash involving a pedestrian; crash data analysis indicates 38% involve rear end, 25% involve single vehicle, and 50% involve speed too fast for conditions	N	Programmed widening project MP 247.57-253.40 in 2024
						L18	Freight	MP 246-255 has a Medium level of need based on the Freight Index and Directional Truck Travel Time Reliability in both directions	N	Programmed widening project MP 247.57-253.40 in 2024
10E-8 (MP 255-262)	Hot Spot	-	High	Hot Spot	High	L19	Pavement	Hot spot MP 260-262.	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L20	Mobility	MP 255-262 has a High level of need based on the Future V/C, overall Mobility Index, and EB Closure Extent	Y	No programmed project to address Mobility need
						L21	Safety	Hot spot WB 256.05-258.16	Y	No programmed project to address Safety need
						L22	Freight	MP 255-262 has a High level of need based on the Freight Index and Directional Truck Travel Time Reliability in both directions	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration.

I-10E: SR 202L to New Mexico State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
10E-9 (MP 262-274)	Hot Spot	-	Medium	Medium	High	L23	Pavement	Hot spots MP 262-263, MP 266-267, and MP 272-274	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L24	Mobility	MP 262-274 has a Medium level of need based on the Future V/C and overall Mobility Index	Y	Programmed project to widen MP 264-267 to six lanes in 2026 and reconstruct the I-10/Country Club Road traffic TI in Segment 10E-9 is expected to partially address the Mobility need in that segment
						L25	Safety	Hot spot EB MP 262.92-265.72 MP 262-274 has a Medium level of need based on the % fatal + suspected serious injury crashes involving trucks above the statewide average; the overall Safety Index and both Directional Safety Indexes are average 8 fatal crashes and 22 suspected serious injury crashes in segment; crash data analysis indicates 33% involve rear end, 47% involve single vehicle, and 27% involve overturning	Y	No programmed project to address Safety need
						L26	Freight	MP 262-274 has a High level of need based on the Freight Index and Directional Truck Travel Time Reliability in both directions	Y	No programmed project to address Freight need
10E-10 (MP 274-280)	Hot Spot	-	-	-	-	L27	Pavement	Hot spot MP 274-277	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
10E-11 (MP 280-292)	Hot Spot	-	High	Hot Spot	-	L28	Pavement	Hot spot MP 288-290	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L29	Mobility	MP 280-292 has a High level of need based on the Future V/C and overall Mobility Index	Y	No programmed project to address Mobility need
						L30	Safety	Hot spot WB 291.11-291.50	Y	No programmed project to address Safety need

Legend: Strategic investment area screened out from further consideration.

I-10E: SR 202L to New Mexico State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
10E-12 (MP 292-315)	Hot Spot	Hot Spot	-	High	-	L31	Pavement	Hot spot MP 303-308 and MP 310-313	Y	High historical investment, considered a strategic investment. Recent project completed from MP 303-308
						L32	Bridge	Hot spot Amole TI OP EB (Bell) (#787) at MP 292.5 with deck rating 5, substructure rating 5	N	Bridge does not meet criteria for historical review, therefore not considered strategic.
						L33	Bridge	Hot spot Cornfield Canyon Br WB (#73) at MP 299.14 with deck rating 5, substructure rating 5, superstructure rating 5	N	Bridge does not meet criteria for historical review, therefore not considered strategic.
						L34	Safety	MP 292-315 has a High level of need based on the overall Safety Index, WB Directional Safety Index, and % fatal + suspected serious injury crashes involving trucks above the statewide average; the EB Directional Safety Index is average 10 fatal crashes and 17 suspected serious injury crashes in segment; two crashes involving pedestrians and one crash involving bicycles; crash data analysis indicates 19% involve rear end, 41% involve single vehicle, and 22% involve overturning	Y	No programmed project to address Safety need
10E-13 (MP 315-332)	Hot Spot	Medium	-	Medium	-	L35	Pavement	Hot spot MP 321-323 and MP 328-329	Y	High historical investment, considered a strategic investment
						L36	Bridge	Hot spot Dragoon TI OP EB (#760) at MP 318.85 with deck rating 5, substructure rating 5	N	Bridge does not meet criteria for historical review, therefore not considered strategic.
						L37	Bridge	Hot spot Cochise TI UP (#518) at MP 331.62 with deck rating 5, substructure rating 5	Y	Bridge does meet criteria for historical investment, considered strategic
						L38	Safety	Hot spot EB MP 316.1-318.25 MP 315-332 has a Medium level of need based on the WB Directional Safety Index and % fatal + suspected serious injury crashes involving lane departures above the statewide average; the overall Safety Index and EB Directional Safety Indexes are average 5 fatal crashes and 21 suspected serious injury crashes in segment; crash data analysis indicates 65% involve single vehicle, 31% involve overturning, and 31% involve collision with fixed object	Y	No programmed project to address Safety need

Legend: Strategic investment area screened out from further consideration.

I-10E: SR 202L to New Mexico State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
10E-14 (MP 332-354)	Hot Spot	Hot Spot	-	-	Hot Spot	L39	Pavement	Hot spot MP 345-352	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L40	Bridge	Airport Road UP (#1114) at MP 339.46 with deck rating 5, substructure rating 4	Y	Bridge does meet criteria for historical investment, considered strategic
						L41	Freight	Hot spot at Airport Road UP (#1114) at MP 339.46	Y	No programmed project to address Freight need
10E-15 (MP 354-372)	Hot Spot	-	-	High	-	L42	Pavement	Hot spot MP 355-356 and 358-361	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L43	Safety	MP 354-372 has a High level of need based on the overall Safety Index, WB Directional Safety Index, % fatal + suspected serious injury crashes involving lane departures, and % fatal + suspected serious injury crashes involving trucks above the statewide average; the overall Safety Index and EB Directional Safety Indexes are average 6 fatal crashes and 9 suspected serious injury crashes in segment; crash data analysis indicates 73% involve single vehicle, 40% involve overturning, and 33% involve collision with fixed object	Y	No programmed project to address Safety need
10E-16 (MP 372-392)	Hot Spot	Medium	-	-	-	L44	Pavement	Hot spot MP 380-381	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L45	Bridge	East San Simon TI UP (#1169) at MP 382.35 with substructure rating 4	N	Bridge does not meet criteria for historical review, therefore not considered strategic.

Legend: Strategic investment area screened out from further consideration.

I-17: SR 101L to I-40

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
17-6 (MP 263-279)	Hot Spot	-	-	-	-	L1	Pavement	Hot spot SB MP 263-264	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
17-7 (MP 279-288)	-	-	-	Hot Spot	-	L2	Safety	MP 279-288 has a NB Directional Safety Index above statewide averages Hot spot NB MP 281.2 - 283.7 5 fatal crashes, 10 suspected serious injury crashes, 2 crashes involving trucks, and 2 crashes involving a pedestrian; 73% involve a single vehicle, 31% involve a first unit event of ran off the road (left), and 15% involve a first unit event of overturn.	Y	No programmed project to address Safety need
17-8 (MP 288-299)	Hot Spot	Hot Spot	-	High	Hot Spot	L3	Pavement	Hot spots SB MP 288-289, MP 290-293	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L4	Bridge	SR 179 TI OP SB (#1061, MP 298.96) has 2019 deck and substructure rating of 5; not identified in historical review; is considered a hot spot	N	Bridge is a hot spot but no high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L5	Safety	MP 288-299 has a SB Directional Safety Index above statewide averages Hot spot SB MP 294.9 - 297.7 8 fatal crashes, 16 suspected serious injury crashes, 1 crash involving trucks, and 1 crash involving a pedestrian; crash data analysis indicates percentage of crashes above statewide average involving lane departures; 100% involve a single vehicle, 63% involve a first unit event of overturn, 25% involve a figure unit event of ran off the road (left), and 13% involve a first unit event of ran off the road (right)	Y	No programmed project to address Safety need.
						L6	Freight	McGuireville TI Bridge has low vertical clearance and cannot be bypassed	Y	No programmed project to address Freight need
17-9 (MP 299-307)	-	-	-	Medium	Medium	L7	Safety	MP 299-307 has a SB Directional Safety Index above statewide averages 3 fatal crashes, 10 suspected serious injury crashes, and 1 crash involving trucks; 46% involve a single vehicle, 31% involve a rear end collision, 31% involve a first unit event of ran off the road (right), and 23% involve a first unit event of overturn	Y	No programmed project to address Safety need.
						L8	Freight	MP 299-307 has a High level of need based on poor Directional Closure Duration scores; Freight Index and Directional TTTR measures are fair.	Y	No programmed project to address Freight need.

Legend: Strategic investment area screened out from further consideration.

I-17: SR 101L to I-40 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
17-10 (MP 307-316)	Hot Spot	-	-	Medium	-	L9	Pavement	Hot spots NB MP 311-312 & SB MP 313-316	N	Pavement rehabilitation project planned for FY 2022 for SB MP 312-340 that will address Pavement need.
						L10	Safety	MP 307-316 has an overall Safety Index and SB Directional Safety Index above statewide averages Hot spot SB MP 313.5 - 315.2 3 fatal crashes, 12 suspected serious injury crashes, and 2 crashes involving trucks; 23% involve overturning, 15% involve collision with an animal, 43% involve a first unit event of ran off the road (right)	Y	No programmed project to address Safety need.
17-11 (MP 316-323)	High	-	-	High	-	L11	Pavement	Hot spots SB MP 316-321 and poor Pavement Index and Directional PSR performance scores, as well as 79% area failure	N	Pavement rehabilitation project planned for FY 2022 for SB MP 312-340 that will address Pavement need.
						L12	Safety	MP 316-323 has an overall Safety Index and SB Directional Safety Index above statewide averages 5 fatal crashes, and 6 suspected serious injury crashes; crash data analysis indicates percentage of crashes above statewide average involving lane departures; 60% involve overturning, 60% involve a first unit even of ran off the road (right), 20% involve ice/frost conditions	Y	No programmed project to address Safety need.
17-12 (MP 323-340)	High	Hot Spot	-	High	-	L13	Pavement	Hot spots SB MP 323-326, MP 327-333, MP 334-340 and poor Pavement Index and Directional PSR performance scores, as well as 94% area failure	N	Segment was identified as having high historical investment but a pavement rehabilitation project planned for FY 2022 for SB MP 312-340 will address Pavement need.
						L14	Bridge	Airport Rd TI UP (#632, MP 337.39) has 2019 deck, superstructure, and substructure rating of 5 and is considered a hot spot	N	Bridge has high historical investment so is considered a strategic investment. Bridge replacement is programmed for FY 2024 and is expected to address the need
						L15	Safety	MP 323-340 has an overall Safety Index and NB Directional Safety Index above statewide averages Hot spot NB MP 331.8 - 333.3 12 fatal crashes, and 14 suspected serious injury crashes, and 2 crashes involving trucks; crash data analysis indicates percentage of crashes above statewide average involving lane departures; 36% involve overturning, 31% involve a first unit event of ran off the road (right), 25% involve a first unit even of ran off the road (left); 27% of all crashes were wildlife crashes (Source: Arizona Statewide Wildlife-Vehicle Conflict Study, 2021)	Y	No programmed project to address Safety need.

Legend: Strategic investment area screened out from further consideration.

I-19: Nogales to I-10

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
19-1 (MP 0-2.95)	-	-	-	-	High	L1	Freight	MP 0-2.95 has a High level of need based on the overall Freight Index and northbound Directional Truck Travel Time Reliability	N	Recently completed system interchange has addressed the Freight need
19-2 (MP 2.95-18.22)	Hot Spot	Hot Spot	-	High	-	L2	Pavement	Hot spot from MP 6 to 11	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L3	Bridge	Hot spot at Rio Rico TI (EB) (#933) at MP 10.96 with deck rating 5, substructure rating 5	Y	High historical investment, considered a strategic investment. No programmed project to address Bridge need
						L4	Bridge	Hot spot Palo Parado TI UP (#937) at MP 15.65 with deck rating 5, substructure rating 5	Y	High historical investment, considered a strategic investment. No programmed project to address Bridge need
						L5	Safety	MP 2.95-18.22 has a High level of need based on the overall Safety Index and both Directional Safety Indexes above the statewide average; % fatal + suspected serious injury crashes involving lane departures is above the statewide average 11 fatal crashes and 16 suspected serious injury crashes in segment; one crash involving a pedestrian; crash data analysis indicates 48% involve overturning, 70% involving a single vehicle, and 22% ran off the road left	Y	No programmed project to address Safety need
19-3 (MP 18.22-30.07)	-	-	-	High	Medium	L6	Safety	MP 18.22-30.07 has a High level of need based on the overall Safety Index and both Directional Safety Indexes above the statewide average; % fatal + suspected serious injury crashes involving lane departures is above the statewide average 6 fatal crashes and 6 suspected serious injury crashes in segment; crash data analysis indicates 25% involve collision with a fixed object, 75% involving a single vehicle, and 50% in dark-unlighted conditions	Y	No programmed project to address Safety need
						L7	Freight	MP 18.22-30.07 has a Medium level of need based on the northbound Directional Truck Travel Time Reliability	N	Elevated need due to NB border patrol checkpoint in Tubac, therefore not considered for strategic investment

Legend: Strategic investment area screened out from further consideration.

I-19: Nogales to I-10 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
19-4 (MP 30.07 -39.53)	Hot Spot	-	-	-	-	L8	Pavement	Hot spot at MP 30-31 and SB MP 39-39.5	N	Pavement rehab project completed in 2021 at MP 30-31 hot spot location; No high historical investment so not considered a strategic investment; MP 39-39.5 hot spot will likely be addressed by current ADOT processes
19-5 (MP 39.53 -57.19)	Hot Spot	-	-	High	-	L9	Pavement	Hot spot SB MP 39.5-40	N	No high historical investment so not considered a strategic investment; MP 39.5-40 hot spot will likely be addressed by current ADOT processes
						L10	Safety	Hot spots NB MP 49.64-51.58, SB MP 51.45-52.42, and SB MP 53.97-54.76 MP 39.53-57.19 has a High level of need based on the overall Safety Index and both Directional Safety Indexes above the statewide average; % fatal + suspected serious injury crashes involving lane departures is average 17 fatal crashes and 23 suspected serious injury crashes in segment; crash data analysis indicates 45% involve overturning, 45% involve speed too fast for conditions, and 53% did not use a safety device	Y	No programmed project to address Safety need
19-6 (MP 57.19-63.7)	Hot Spot	-	High	-	High	L11	Pavement	Hot spot from MP 62-64	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L12	Mobility	MP 57.19-63.7 has a High level of need based on the overall Mobility Index and Future V/C ratio, and southbound Directional Travel Time Reliability	Y	Recent Ajo Way TI reconstruction project (2020) and programmed Irvington Road TI reconstruction will address some of need
						L13	Freight	MP 57.19-63.7 has a High level of need based on the overall Freight Index and both Directional Truck Travel Time Reliability	N	Recent Ajo Way TI reconstruction project (2020) and programmed Irvington Road TI reconstruction will address Freight need

Legend: Strategic investment area screened out from further consideration.

I-40W: California State Line to I-17

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
40W-1 (MP 0-11)	Hot Spot	Medium	-	-	-	L1	Pavement	Failure hot spot at MP 2 – 8 with subgrade issues causing heaving and large cracks; low historical investment	N	Lake Havasu TI Pavement Rehabilitation, MP 2.43 - 8.3 programmed project to address Pavement need; low historical investment
						L2	Bridge	Colorado River Br has Deck, Superstructure, and Evaluation ratings of 5; Caltrans responsibility with ADOT as financial partner	N	Caltrans has already begun scoping process for improvements and coordination with ADOT to address need Programmed Project in FY 2023 Not identified in historical review; will likely be addressed by current ADOT processes
						L3	Bridge	Needle Mountain TI UP has a Deck rating of 5 and no historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
40W-2 (MP 11-43)	Hot Spots	Hot Spots	-	High	-	L4	Pavement	Failure hot spot EB at MP 14 - MP 15	Y	Crack seal project scheduled to be completed in FY 2022 between MP 8 – MP 33, will not fully address full extend of pavement hot spot need; high historical investment
						L5	Pavement	Failure hot spot WB at MP 33 - MP 44	N	I 40 from Walnut Creek to Holy Moses Wash milepost 33 to 46.2 (13.2 mile) pavement preservation is programmed in 2023
						L6	Pavement	Failure hot spot EB at MP 34 - MP 35	N	
						L7	Pavement	Failure hot spot EB at MP 39 - MP 41	N	
						L8	Bridge	Boulder Wash Br WB #1588 at MP 11 has Deck, Substructure, and Evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L9	Bridge	Chemehuevi Wash WB #376 at MP 12 has Deck, Substructure, and Evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L10	Bridge	Franconia Wash WB #377 at MP 13 has Deck and Substructure ratings of 5; could have a repetitive investment in the historical review	Y	No programmed project to address Bridge need; identified in historical review
						L11	Bridge	Flat Top Wash WB #1312 at MP 21 has Deck, Substructure, and Evaluation ratings of 5 and could have a repetitive investment issue	Y	No programmed project to address Bridge need; identified in historical review
						L12	Bridge	MacKensie Wash EB #1315 at MP 24 has deck, substructure, and superstructure ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L13	Bridge	MacKensie Wash WB #365 at MP 24 has deck, substructure, and superstructure ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L14	Bridge	Rock Creek WB #901 at MP 28 has deck, substructure, and superstructure ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L15	Bridge	Walnut Creek Br WB has deck, substructure, and evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L16	Bridge	Griffith Wash Br WB #1658 at MP 40 has deck, substructure, and superstructure ratings of 4; identified in historical review	Y	No programmed project to address Bridge need; identified in historical review
						L17	Safety	MP 11-43 has an overall Safety Index and EB/WB Directional Safety Index above statewide averages. 13 fatal, 18 suspected serious injury, 23 lane departure, 1 pedestrian, and 11 truck crashes. 26% involve collision with fixed object, 65% involve single vehicle, 39% involve speed too fast for conditions, 42% occur in dark-unlighted conditions, 97% involve dry conditions, 26% involve a first unit event of motor vehicle in transport, 26% involve a first unit event of overturn, and 16% involve fatigued/fell asleep	Y	No programmed project to address Safety need
40W-3 (MP 43-55)	Medium	-	-	-	-	L18	Pavement	Hot Spots EB MP 44 - MP 47, EB MP 48 - MP 49, EB MP 50 - MP 53, WB MP 43 - MP 49, WB MP 50 - MP 53; low historical investment	N	No programmed project to address Pavement need; low historical investment, will likely be addressed by current ADOT processes
40W-4 (MP 55-74)	-	-	-	Hot Spot	-	L19	Safety	WB Hot Spot MP 63 – 64	Y	No programmed project to address Safety need; crashes expected to increase as congestion increases in the future if improvements are not made

Legend: Strategic investment area screened out from further consideration

I-40W: California State Line to I-17 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
40W-5 (MP 74-80)	Hot Spot	-	-	-	-	L20	Pavement	Failure hot spot EB at MP 75 - MP 77; high historical investment	Y	No programmed project to address Pavement need; high historical investment
40W-6 (MP 80-98)	Hot Spot	-	-	-	-	L21	Pavement	Failure hot spot EB at MP 92 – MP 98; high historical investment	N	Programmed project in FY 2023 expected to address need
40W-7 (MP 98-108)	Hot Spot	-	-	High	-	L22	Pavement	Failure hot spot EB at MP 100 - MP 103; high historical investment	N	Programmed project in FY 2023 expected to address need
						L23	Safety	MP 98-108 has an overall Safety Index and WB Directional Safety Index above statewide averages. 4 fatal, 3 suspected serious injury, 7 lane departure, and 2 truck crashes. 57% involve overturning, 29% involve collision with fixed object, 86% involve single vehicle, 43% involve speed too fast for conditions, 57% occur in daylight conditions, 14% involve wet conditions, 57% involve run off the road left, 29% include under the influence, and 14% involve fatigued/fell asleep.	Y	No programmed project to address Safety need
40W-8 (MP 108-120)	Hot Spots	Hot Spots	-	-	-	L24	Pavement	Failure hot spot EB & WB MP 108 - MP 110; medium historical investment	N	No high historical investment
						L25	Pavement	Failure hot spot EB at MP 112 - 113; medium historical investment	N	No high historical investment
						L26	Pavement	Failure hot spot WB at MP 113 - MP 114; medium historical investment	N	No high historical investment
						L27	Pavement	Failure hot spot WB at MP 117 - MP 120; medium historical investment	N	No high historical investment
						L28	Bridge	Anvil Rock Rd TI UP has a Deck rating of 4 and Substructure and Evaluation ratings of 5; identified in historical review	N	Anvil Rock Rd TI UP Deck Replacement project is programmed in FY 2022
40W-9 (MP 120-143)	Hot Spots	Hot Spots	-	Medium	-	L29	Pavement	Failure hot spot at EB MP 123 - MP 132 low historical investment	N	No high historical investment
						L30	Pavement	Failure hot spot at EB MP 139 - MP 143 low historical investment	N	No high historical investment
						L31	Pavement	Failure hot spot at WB MP 120 - MP 121; low historical investment	N	No high historical investment
						L32	Bridge	E Seligman TI WB #1260 at MP 123 has Deck, Substructure, and Evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L33	Bridge	E Seligman TI EB #1259 at MP 123 has Deck, Substructure, and Evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L34	Bridge	Pineveta Draw EB #1175 at MP 139 has Deck, Substructure, and Evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L35	Bridge	Pineveta Draw WB #1176 at MP 139 has Deck, Substructure, and Evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L36	Safety	MP 120 – 143 has a WB Directional Safety Index above statewide average.5 fatal, 15 suspected serious injury, 18 lane departure, and 4 truck crashes. 45% involve overturning, 30% involve collision with fixed objects, 75% involve single vehicle, 75% involve speed too fast for conditions, 20% occur in wet conditions, 10% occur in snow conditions 30% include run off the road left, and 20% include motor vehicle in transport collisions	Y	No programmed project to address Safety need
40W-10 (MP 143-160)	Hot Spot	Hot Spots	-	High	-	L37	Pavement	Failure hot spot EB at MP 143 - MP 144; high historic investment	Y	No programmed project to address Pavement hot spot; high historical investment
						L38	Bridge	Johnson Canyon Br WB has Deck, Substructure, and Evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L39	Safety	MP 143-160 has a WB Directional Safety Index above statewide average. 7 fatal, 19 suspected serious injury, 18 lane departure, and 5 truck crashes. 35% involve collision with motor vehicles, 54% involve single vehicle, 58% involve speed too fast for conditions, 38% occur in dark-unlighted conditions, 12% involve wet conditions, 38% involve overturns 15% include run off the road left, 15% include under the influence, and 12% involve fatigued/fell asleep.	Y	No programmed project to address Safety need

Legend: Strategic investment area screened out from further consideration

I-40W: California State Line to I-17 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
40W-11 (MP 160-168)	-	-	-	-	High	L40	Freight	MP 160 – 168 has poor travel time reliability, particularly in the EB direction, likely due to peak seasonal volumes, terrain, and closures due to incidents and weather events	Y	No programmed project to address Freight need; congestion expected to continue without improvements
40W-12 (MP 168-184)	-	Medium	-	-	High	L41	Freight	MP 168 – 184 has extended closure duration, particularly in the EB direction, likely due to peak seasonal volumes, terrain, and closures due to incidents and weather events	Y	No programmed project to address Freight need; congestion expected to continue without improvements
						L42	Bridge	Pittman Road TI #740 at MP 172 has Deck ratings of 5; not identified in historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L43	Bridge	Sherwood Forest UP has a Deck rating of 5; not identified in historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L44	Bridge	Spitz Springs Rd #742 at MP 176 has Substructure and Evaluation ratings of 5; not identified in historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
40W-13 (MP 184-190)	-	-	-	High	-	L45	Safety	MP 184 – 190 has an overall Safety Index and EB Directional Safety Index above statewide averages. 5 fatal, 6 suspected serious injury, 8 lane departure, and 3 truck crashes. 36% involve collision with fixed object, 73% involve single vehicle, 36% involve speed too fast for conditions, 27% involve failure to keep in proper lane, 64% occur in daylight conditions, 9% involve wet conditions, 9% involve snow conditions, 27% involve run off the road left, 27% involve collision with motor vehicle in transport, 27% involve overturning, 27% include fatigue/fell asleep, and 18% include under the influence.	Y	No programmed project to address Safety need
40W-14 (MP 190-196)	Hot Spots	Medium	-	High	-	L46	Pavement	Failure hot spots EB & WB at MP 195 - MP 196; high historical investment	N	I 40: I-17 - Walnut Canyon Rd - Pavement Rehabilitation, MP 195 - 20.5 (2021-2022)
						L47	Pavement	Failure hot spots WB at MP 193 - MP 194; high historical investment	Y	No programmed project to address Pavement hot spot; high historical investment
						L48	Bridge	A-1 Mountain TI #896 at MP 191 has Deck rating of 4 and Substructure, Superstructure, and Evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L49	Bridge	Riordan ATSFRR OP EB #897 at MP 191 has Deck, Superstructure, and Evaluation ratings of 5; not identified in historical review	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L50	Bridge	W Flagstaff TI WB #1129 at MP 192 has Deck and Evaluation ratings of 5; not identified in historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L51	Bridge	W Flagstaff TI EB #1128 at MP 192 has Deck, Substructure, and Evaluation ratings of 5; identified in historical review	N	W Flagstaff TI OP EB project is currently under construction (2021-2022)
						L52	Bridge	Flag Ranch TI EB #2027 at MP 193 has no ratings of 4 or 5; identified in historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L53	Bridge	Woody Mountain Road EB #1132 at MP 194 has Substructure and Evaluation ratings of 5; identified in historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L54	Bridge	Woody Mountain Road WB #1133 at MP 194 has Substructure and Evaluation ratings of 5; identified in historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L55	Bridge	SR 89A OP WB #1262 at MP 195 has Substructure and Evaluation ratings of 5; not identified in historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L56	Safety	MP 190 – 196 has an overall Safety Index and WB Directional Safety Index above statewide averages. 4 fatal, 5 suspected serious injury, 6 lane departure, and 4 truck crashes. 44% involve collision with motor vehicles, 44% involve collision with fixed object, 56% involve single vehicle, 33% involve speed too fast for conditions, 33% involve failure to keep in proper lane, 22% involve unsafe lane change, 67% occur in daylight conditions, 1% involve wet conditions, 11% involve snow conditions, 11% involve run off the road left, 33% involve collision with motor vehicle in transport, and 11% include fatigue/fell asleep.	Y	No programmed project to address Safety need

Legend: Strategic investment area screened out from further consideration

I-40E: I-17 to New Mexico State Line

Segment and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
40-1 MP 196-202	High	Hot Spot		High		L1	Pavement	MP 196-202 has a High level of need based on Pavement Index, PSR in both directions, with 33% Pavement Failure and MP 196-197, EB MP 198-199 and EB MP 201-202 have Hot Spots due to excessive cracking	N	Pavement rehabilitation project is programmed in FY 2021 and started in April 2021
						L2	Bridge	Lone Tree RD OP EB has current deck and superstructure ratings of 5 with historical concerns	Y	No programmed project to address Bridge need
						L3	Bridge	Lone Tree RD OP WB has current deck and superstructure ratings of 5 with historical concerns	Y	No programmed project to address Bridge need
						L4	Safety	Crash trends show involvement with other non-collision (13%), single vehicle (50%), and head on (13%) crashes. Of these, dark-unlighted condition (50%), under the influence of drugs or alcohol (38%). Hot Spot MP 195-196	Y	No programmed project to address Safety need
40-2 MP 202-212	Hot Spot			Medium		L5	Pavement	EB/WB MP 202-204 and EB MP 204-205 have Hot Spots due to excessive cracking.	N	Pavement rehabilitation project is programmed in FY 2021 and started in April 2021
						L6	Safety	Crash trends show collision with pedestrian (17%), involved single vehicle (67%), and speeding too fast for conditions (17%). Dark-unlighted conditions (67%) Failure to Keep in Proper Lane (33%) under the influence of drugs or alcohol (17%)	Y	No programmed project to address Safety need
40-3 MP 212-234	High	Medium		High		L7	Pavement	MP 212-234 has a High level of need based on Pavement Index with 8% Pavement Failure and MP 203-204 has a Hot Spot due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L8	Bridge	Canyon Padre Br EB has no ratings of less than 6	N	Bridge does not meet criteria for historical review, therefore not considered strategic
						L9	Bridge	Twin Arrows TI UP has current deck rating of 4 with historical concerns	N	Bridge replacement programmed in FY 2016
						L10	Bridge	Babbitts Tank Br WB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic
						L11	Bridge	Buffalo Range TI OP EB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic
						L12	Bridge	Buffalo Range TI OP WB has current deck and superstructure ratings of 5 with historical concerns	N	No programmed project to address Bridge need
						L13	Bridge	Canyon Diablo BR WB has current deck and superstructure ratings of 5 with historical concerns	N	Bridge rehabilitation programmed in FY 2016
						L14	Bridge	Two Guns TI UP has current deck rating of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic
						L15	Bridge	Meteor Crater TI UP has current deck rating of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic
						L16	Safety	Crash trends show overturning (48%) and collision with a motor vehicle (44%), head on (15%), and Speed too fast for conditions (40%). Driver and road conditions: involved ice/frost conditions (4%), Fatigued/Fell Asleep (15%) and influence of alcohol/drugs (15%). Hot Spot MP 218-220, MP 229	Y	No programmed project to address Safety need.

I-40E: I-17 to New Mexico State Line (Continued)

40-4 MP 234-246	Hot Spot			Hot Spot		L17	Pavement	EB/WB MP 234-240 has a Hot Spot due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L18	Safety	Above average collision types include collisions with a motor vehicle (55%), rear end (55%), and involve single vehicle (45%); contributing factors include excessive speed (73%) following too closely (9%) and occurred in dark-unlighted conditions (64%). 27% of drivers were under the influence of drugs/alcohol. Hot Spot MP 240-242	Y	No programmed project to address Safety need
40-5 MP 246-258	High	Hot Spot		High		L19	Pavement	MP 246-258 has a High level of need based on Pavement Index and WB MP 246-249 has a Hot Spot due to excessive cracking	Y	No programmed project to address Pavement need; high historical investment
						L20	Bridge	Tucker Flat Br EB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic
						L21	Safety	Crash trends include higher the normal crash rate with a fixed object (33%) and a single vehicle (67%). High percentages include excessive speed (44%) or lane departures (22%). Crashes occurred in Dark-Lighted conditions (22%) on Wet roads (22%)	Y	No programmed project to address Safety need
40-6 MP 258-270	High	Medium		High		L22	Pavement	MP 258-270 has a High level of need based on Pavement Index with 58% Pavement Failure and MP 259-261, WB MP 262-263, MP 263-264, WB MP 264-265 and MP 265-268 have Hot Spots due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L23	Bridge	Cottonwood Br WB has current deck and substructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic. Bridge replacement programmed in FY 2017
						L24	Bridge	Cottonwood Br EB has current deck and substructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic. Bridge replacement programmed in FY 2017
						L25	Bridge	Jackrabbit TI OP EB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic.
						L26	Bridge	Jackrabbit TI OP WB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic.
						L27	Safety	Crash trends show overturning (63%), involved collision with pedestrian (13%), run off the road (19%), and speed too fast for conditions (53%). A high number of crashes involved standing or moving water (6%), many with drivers that were fatigued/fell asleep (25%). Hot Spot MP 262-265	Y	No programmed project to address Safety need.
40-7 MP 270-286	High	Hot Spot				L28	Pavement	MP 270-286 has a High level of need based on Pavement Index with 34% Pavement Failure and WB MP 277-278 and MP 278-283 have Hot Spots due to excessive cracking	Y	Pavement rehabilitation project is programmed in FY 2023. Advance to evaluate preservation versus replacement.
						L29	Bridge	Manila Wash Br WB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic and previous project likely addressed issues
						L30	Bridge	W Joseph City TI UP has no ratings less than 6 with historical concerns	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot; will likely be addressed by current ADOT processes
						L31	Bridge	Hunt Rd TI UP has current superstructure rating of 5 with historical concerns	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot; will likely be addressed by current ADOT processes
						L32	Bridge	Leroux Wash BR EB has current superstructure rating of 5 and substructure rating of 4 with historical concerns	N	Recent project replaced deck to address low ratings. Bridge does have historical concerns but does not meet criteria for strategic investment since low ratings have been addressed
						L33	Bridge	Leroux Wash BR WB has current substructure rating of 4 with historical concerns	N	Recent project replaced deck to address low ratings. Bridge does have historical concerns but does not meet criteria for strategic investment since low ratings have been addressed

Legend: Strategic investment area screened out from further consideration.

I-40E: I-17 to New Mexico State Line (Continued)

40-8 MP 286-290	High	Hot Spot		High		L34	Pavement	MP 286-290 has a High level of need based on Pavement Index with 25% Pavement Failure and WB MP 287-288 and EB MP 288-289 have Hot Spots due to excessive cracking	Y	No programmed project to address Pavement need; high historical investment
						L35	Bridge	E Holbrook TI OP WB has current deck rating of 5, superstructure rating of 4 and substructure rating of 5 with historical concerns	N	Bridge rehabilitation programmed for FY 2021
						L36	Bridge	E Holbrook TI OP EB has current superstructure rating of 4 and substructure rating of 5 with historical concerns	N	Bridge rehabilitation programmed for FY 2021
						L37	Safety	Trends include crashes with other vehicles (50%) or overturning (50%), involving a single vehicle (50%) or were head on (50%). Crashes were in dark, unlit places (50%) or at dusk (25%), some in wet conditions (25%), and many drivers were under the influence of drugs/alcohol (75%). Hot Spot MP 288-290	N	Need considered non-actionable because all fatal and incapacitating crashes involved drug/alcohol or equipment failure
40-9 MP 290-304	High			High		L38	Pavement	MP 290-304 has a High level of need based on Pavement Index	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L39	Safety	A significant number of crashes involved another motor vehicle (56%) or pedestrians (11%), and a high percentage of sideswipe accidents (22% same, 11% opposite). Drivers exceeded safe speeds (33%), drove in opposing lanes (11%), and/or were under the influence of drugs/alcohol (44%). Conditions were Dark/unlit (44%) or at dusk (11%). Hot Spot MP 290-291	N	Need considered non-actionable because many fatal and incapacitating crashes involved drugs or alcohol or equipment failure
40-10 MP 304-326	High	Hot Spot				L40	Pavement	MP 304-326 has a High level of need based on Pavement Index with 30% Pavement Failure and WB MP 319-320 and MP 320-326 have Hot Spots due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L41	Bridge	Painted Desert TI UP does not have deck and substructure ratings of less than 6	N	Bridge does not meet criteria for historical review, therefore not considered strategic
						L42	Bridge	Dead River Br EB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic
						L43	Bridge	Crazy Creek Br WB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic
40-11 MP 326-342	Hot Spot			High		L44	Pavement	WB MP 326-327, EB/WB MP 327-331, WB MP 331-332, EB MP 335-338 and EB MP 340-342 have Hot Spots due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L45	Safety	Trending crashes involved other motor vehicles (40%), some by same direction sideswipe (16%); or single vehicles (48%), some with non-fixed objects (8%). 46% occurred during darkness (38% un-lit). Many vehicles ran off the road to the left (25%) or overturned (17%). 20% of drivers were under the influence of drugs/alcohol	Y	No programmed project to address Safety need.
40-12 MP 342-360	High	Hot Spot				L46	Pavement	MP 342-360 has a High level of need based on Pavement Index with 42% Pavement Failure and EB MP 342-345, EB/WB MP 347-348, EB MP 348-349, EB/WB MP 349-351, EB MP 351-352 and MP 352-354 have Hot Spots due to excessive cracking	Y	No programmed project to address Pavement need; high historical investment
						L47	Bridge	Window Rock TI OP WB has current deck and superstructure ratings of 4 with historical concerns	Y	Bridge rehabilitation programmed for FY 2025
						L48	Bridge	Lupton TI OP WB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic
						L49	Bridge	Lupton TI OP EB has current deck and superstructure ratings of 5 without historical concerns	N	Bridge does not meet criteria for historical review, therefore not considered strategic

Legend: Strategic investment area screened out from further consideration.

SR 64: I-40 to Grand Canyon National Park

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
64-1 (MP 185-213)	High	-	-	-	High	L1	Pavement	Hot spot NB/EB & SB/WB MP 185-205 and poor Pavement Index performance as well as 100% area failure	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L2	Freight	MP 185-213 has a High level of need based on poor overall Freight Index and Directional TTTR measures.	Y	No programmed project to address Freight need
64-2 (MP 213-234)	High	-	-	-	High	L3	Pavement	Hot spot NB/EB MP 213-234 & SB/WB MP 213-214, MP 216-218, MP 219-220, MP 222-234 and poor Pavement Index performance as well as 84% area failure	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L4	Freight	MP 213-234 has a High level of need based on poor overall Freight Index and Directional TTTR measures.	Y	No programmed project to address Freight need
64-3 (MP 234-237)	High	-	-	-	High	L5	Pavement	Hot spot NB/EB & SB/WB MP 234-237 and poor Pavement Index performance as well as 100% area failure	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L6	Freight	MP 234-237 has a High level of need based on poor overall Freight Index, NB/EB Directional TTTR measures, and Closure Duration performance scores.	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration.

SR 68/SR 95: US 93 to California State Line

Segment # and MP	Level of Strategic Need: Pavement	Bridge	Mobility	Safety	Freight	Location #	Type	Need Description	Advance (Y/N)	Screening Description
95N-1 (MP 226-233)	Hot Spot	Medium	-	Medium	-	L1	Pavement	Hot spot at NB & SB MP 226 - MP 227; high historical investment	Y	High historical investment
						L2	Bridge	Needles Bridge #2435 at MP 226.07 has deck rating of 5; not identified in historical review; considered a hot spot; City of Needles responsibility with ADOT as financial partner	N	No high historical investment so not considered a strategic investment Programmed project (F018201C) Deck repair project in coordination with City of Needles (2022)
						L3	Safety	MP 226-233 has a medium Safety need due to a Safety Index and NB/EB Directional Safety Index above statewide averages.	Y	No programmed project to address Safety hot spot
95N-2 (MP 233-241)	Medium	-	High	High	Medium	L4	Pavement	MP 233-241 has a Medium level of need due to fair performance scores for Directional PSR measures and poor % Area Failure ratings; high historical investment Hot spots at NB & SB MP 234 - MP 235, MP 237 - MP 238	Y	High historical investment
						L5	Mobility	MP 233-241 has a High level of need based on the Future Daily V/C, SB/WB Closure Extent, and Bicycle Accommodation ratings	Y	No programmed project to address Mobility need
						L6	Safety	MP 233-241 has a High level of need due to Safety Index and Directional Safety Indices above statewide averages Hot spots NB MP 235 – 240 & SB MP 235 – 239 9 fatal crashes, 36 suspected serious injury crashes, 2 crashes involving trucks, and 3 crashes involving pedestrians; crash data analysis indicates 40% involve left turn, 29% involve rear end, 29% involved failure to yield, and 29% involved speeds too fast for conditions	Y	Programmed projects do not address full extent of Safety needs
						L7	Freight	MP 233 – 241 has a medium level of need based on the overall Freight Index and SB closure ratings	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration

SR 68/SR 95: US 93 to California State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
95N-3 (MP 241 -250)	-	High	High	High	High	L8	Bridge	Laughlin Br-Colo Rvr #2539 at MP 250.0 has evaluation rating of 5; identified in historical review due to decrease in sufficiency rating of greater than 20 points; is not considered a hot spot; Nevada DOT responsibility with ADOT as financial partner	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; Nevada DOT has project programmed in 2021 to widen Laughlin Bridge to add sidewalk and shoulders but not additional lanes
						L9	Mobility	MP 241-250 has a High level of need based on Existing & Future Daily V/C, NB/EB Closure Extent, and Bicycle Accommodation ratings	Y	No programmed project to address Mobility need
						L10	Safety	MP 241-250 has a High level of need due to Safety Index and SB/WB Directional Safety Index above statewide averages Hot spots NB MP 242-245 & SB MP 242 – 247 11 fatal crashes, 26 suspected serious injury crashes, 2 crashes involving trucks, and 3 crashes involving pedestrians/bikes; crash data analysis indicates 37% involve angle collisions 24% involve left turn, 32% involved speeds too fast for conditions, and 32% occur in dark-lighted conditions.	Y	No programmed project to address Safety need
						L11	Freight	MP 241-250 has a High level of need based on the overall Freight Index, Directional TTTR, and SB closure ratings	Y	No programmed project to address Freight need
68-4 (MP 0-7)	Medium	-	-	High	-	L12	Pavement	MP 0 – 7 has a Medium level of need due to poor % Area Failure ratings; high historical investment Hot spots at EB MP 1 - MP 2 & WB MP 0 - MP 3	Y	High historical investment Programmed project F040601C; SR 68 from Laughlin Bridge to West of Golden Valley milepost 0 to 14.7 (2022)
						L13	Safety	MP 0 – 7 has a High level of need due to Safety Index and SB/WB Directional Safety Index above statewide averages 4 fatal crashes, 4 suspected serious injury crashes, and 1 crash involving pedestrians; crash data analysis indicates 63% involve single vehicle, 63% involved speeds too fast for conditions or exceeded lawful speed, 25% involve failure to keep in proper lane, 38% involve ran off the road right, and 13% involve crossed medians.	Y	No programmed project to address Safety need

SR 68/SR 95: US 93 to California State Line (Continued)

Segment # and MP	Level of Strategic Need: Pavement	Bridge	Mobility	Safety	Freight	Location #	Type	Need Description	Advance (Y/N)	Screening Description
68-5 (MP 7-17)	High	-	-	High	High	L14	Pavement	MP 7 – 17 has a High level of need due to fair pavement index and poor % Area Failure ratings Hot spot at WB MP 9 - MP 15	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L15	Safety	MP 7 – 17 has a High level of need due to overall Safety Index and Directional Safety Indices above the statewide average Hot spots at EB MP 7 – 10, WB MP 10 – 11 & EB MP 16 – 17 6 fatal crashes, 16 suspected serious injury crashes, and 1 crash involving pedestrians; crash data analysis indicates 55% involve overturning, 18% involve collision with fixed object, 73% involve single vehicle, 45% involve speed too fast for conditions, 27% involve failure to keep in proper lane, 36% ran off the road, and 23% under the influence of drugs or alcohol	Y	Safety Improvements constructed at MP 8.5 – MP 11 (2020) No programmed project to address Safety need
						L16	Freight	MP 7-17 has a High level of need based on the overall Freight Index and Directional TTTR ratings	Y	No programmed project to address Freight need
68-6 (MP 17-22)	Medium	-	-	High	High	L17	Pavement	MP 17 – 22 has a Medium level of need due to a poor % Area Failure rating; no historical investment Hot spot at WB MP 18 - MP 21	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L18	Safety	MP 17 – 22 has a High level of need due to overall Safety Index and Directional Safety Indices above the statewide average Hot spot at WB MP 21 – 22 2 fatal crashes, 6 suspected serious injury crashes; crash data analysis indicates 50% involve angle collisions, 50% involve failure to yield right-of-way, 25% involve speed too fast for conditions, 25% involve run off the road (right)	Y	No programmed project to address Safety need
						L19	Freight	MP 17 – 22 has a High level of need based on the overall Freight Index and Directional TTTR ratings	Y	No programmed project to address Freight need

SR 68/SR 95: US 93 to California State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavemen	Bridge	Mobility	Safety	Freight					
68-7 (MP 22-27)	Hot Spot	-	-	High	Medium	L20	Pavement	Hot spot at EB MP 22 - MP 26; no historical investment	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L21	Safety	MP 22-27 has an overall Safety Index and Directional Safety Indices above the statewide average Hot spot at MP 22-24 7 fatal crashes, 9 suspected serious injury crashes, 4 crashes involving pedestrians; crash data analysis indicates 25% involve collision with pedestrian, 31% involve angle collisions, 44% involved failure to yield right-of-way, 13% involve improver turn, 38% occur in dark-unlighted conditions, and 31% under the influence of drugs or alcohol	Y	No programmed project to address Safety need
						L22	Freight	MP 22 – 27 has a Medium level of need based on the overall Freight Index and EB Directional TTTR ratings.	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration

SR 69/SR 89A/SR 89: I-17 to I-40

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
69-1 MP 263-280	Hot Spot	-	-	High	-	L1	Pavement	Hot spots NB/WB MP 276 – MP 278, NB/WB MP 279 - MP 280, EB/SB MP 276 - MP 277, and EB/SB MP 278 - MP 280; Low level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L2	Safety	High Safety Need; crash trends show 27% of crashes are run off the road crashes and 39% of incidents are single-vehicle crashes.	Y	No programmed project to address Safety Need.
69-2 MP 280-287	Hot Spot	Medium	High	High	-	L3	Pavement	Hot spot WB & EB MP 280 - 281; Low level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L4	Bridge	Lynx Creek Bridge (#393) has a Structural Evaluation Rating of 5 without a historical investment issue	N	Bridge does not meet criteria for historical review, therefore not considered strategic.
						L5	Mobility	Elevated Mobility Index and Future V/C due to future travel demand. Shoulder widths do not provide adequate bicycle accommodation.	Y	No programmed project to address Mobility Need.
						L6	Safety	High Safety Need and safety hot spot WB MP 286 – 287; crash trends show 33% involve rear end, 17% involve head-on, and 50% involve speed too fast for conditions	Y	No programmed project to address Safety Need.
69-3 MP 287-296	Hot Spot	-	High	Hot Spot	Medium	L7	Pavement	Hot spots NB/WB MP 290 - MP 292, NB/WB MP 293 - MP 294 EB/SB MP 287 - MP 289, EB/SB MP 291 - MP 292, and EB/SB MP 293 - MP 294; Low level of historical investment	Y	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L8	Mobility	Elevated Mobility Index and Future V/C due to future travel demand. Shoulder widths do not provide adequate bicycle accommodation.	Y	No programmed project to address Mobility Need.
						L9	Safety	Hot spots NB/WB MP 286 – 288, EB/SB MP 291-293, and WB MP 293-295; crash trends show 83% of crashes involve angle or left turn, 50% involve disregarded traffic signal, 33% involve speed too fast for conditions and 100% collisions involve 2 or more vehicles.	Y	No programmed project to address Safety Need.
						L10	Freight	The slightly elevated Freight Index Directional TTTR Indices are related to roadway congestion and frequent stopping destinations.	Y	No programmed project to address Freight Need.
Fain-4 MP 331-324	Hot Spot	-	-	-	-	L11	Pavement	Hot spots SB MP 324 - MP 326; Low level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
89A-5 MP 324-317	Medium	-	-	Medium	Medium	L12	Pavement	Medium pavement need, Hot spot WB & EB MP 318 - MP 323; Low level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic. SR 89 A from MP 322 to Legend Hill Road, 322.43 to 324.93 Pavement Life Extension programmed for 2022 to extend pavement life for a portion of hot spot location.
						L13	Safety	Medium safety need and host spot at WB MP 317 – 320; crash trends show 33% speeds too fast for conditions, 30% ran off the road, 20% overturn, 17% involve head-on (wrong-way drivers), and 57% involving single-vehicle	Y	No programmed project to address Safety Need.
						L14	Freight	Elevated EB closure is relate to a singular extended closure event and is deemed non-actionable.	N	Freight Need is classified as non-actionable

Legend: Strategic investment area screened out from further consideration.

SR 69/SR 89A/SR 89: I-17 to I-40 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
89-6 MP 319-330	Hot Spot	-	-	Hot Spot	High	L15	Pavement	Hot spots NB MP 327 - MP 328; Low level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L16	Safety	Hot spot NB MP 319-321 and SB MP 319 – 320; hot spot is suspected to have occurred during construction period and is deemed non-actionable.	N	Safety Need is classified as non-actionable. City of Prescott is responsible for SR 89 through to Deep Well Ranch Road.
						L17	Freight	Slightly elevated Freight Index and Directional TTTR indices may be related to recently completed as well as crash related unreliability	Y	No programmed project to address Freight Need.
						L18	Freight	SR 89A TI OP EB has low vertical clearance	N	Newly constructed realignment of Willow Creek Rd provides an alternative by-pass route outside of the corridor for oversized loads.
89-7 MP 330-340	Hot Spot	-	-	High	-	L19	Pavement	Hot spots at NB & SB MP 338 - MP 340; Low level of historical investment	N	SR 89 from Chino Valley to Paulden milepost 332 to 339.7 Minor Pavement Preservation project recently completed to partially addresses hot spot Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L20	Safety	High safety need; crash trends show 40% involve head-on, 25% involve driving in opposing lane, and 13% involve speed too fast for conditions.	Y	SR-89 Little Ranch Road Intersection project programmed for FY 2024 to partially address safety need
89-8 MP 340-348	High	-	-	High	-	L21	Pavement	High Pavement Need and Hot spots NB MP 340 - MP 345 & SB MP 340 - MP 347; Low level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L22	Safety	High safety need; crash trends show 40% involve head-on, 40% involve single-vehicle, 25% involve passing in no-passing zone.	Y	SR-89; MP 339 – 363 Centerline Rumble Strip project programmed for FY 2023 to partially address safety need.
89-9 MP 348-363	Medium	-	-	High	-	L23	Pavement	Medium Pavement Need and Hot spot at NB MP 349 - MP 362, SB MP 348 - MP 359, and SB MP 360 - MP 361; Low level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L24	Safety	High safety need; crash trends show 10% involve animals, 60% involve single-vehicle, 40% involve head-on, 50% involve speeds too fast for conditions and 50% involve run off the road.	Y	SR-89; MP 339 – 363 Centerline Rumble Strip project programmed for FY 2023 to partially address safety need.

Legend: Strategic investment area screened out from further consideration.

SR 77: Holbrook to Show Low

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
77-1 (MP 342-347)	Hot Spot	-	-	-	High	L1	Pavement	Hot Spot at MP 342-343	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L2	Freight	Congestion/delay related to trucks, with high TTTR in both directions, combined with a few very long closure durations. A high closure duration due to a winter storm accounts for high average closure duration	N	No programmed projects to address freight need. High TTTR and closure durations are likely due to the location of the traffic counter providing data (within an intersection at the starting point of the segment and corridor)
77-2 (MP 347-351)	-	-	-	-	Medium	L3	Freight	Congestion/delay due to long closure durations. A high closure duration due to a winter storm accounts for high average closure duration	N	No programmed project to address Freight need. High closure duration is weather related
77-3 (MP 351-365)	-	-	-	-	-	No Strategic Needs Identified				
77-4 (MP 365-386)	High	Hot Spot	-	-	-	L4	Pavement	MP 365-386 has a High level of need based on the Pavement Index with 67% Area Failure and Hot Spots at MP 365-366, MP 369-370, and MP 373-385 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L5	Bridge	Hot Spot at Washboard Wash Bridge (MP 379.26, #198)	N	Structure does not have a historical rating issue according to the review, therefore they are not considered for strategic investment. Anticipated to be addressed through current ADOT bridge maintenance and preservation programming processes

Legend: Strategic investment area screened out from further consideration

SR 87/SR 260/SR 377: SR 202L to I-40

Segment	Level of Strategic Need					Location #	Type	Need Description	Advance to Solution Development? (Y/N)	Reason for Screening Decision
	Pavemen	Bridge	Mobility	Safety	Freight					
87-1 (MP 177-182)	High	-	-	High	Medium	L1	Pavement	MP 177-182 has a High level of need based on the Pavement Index, PSR in both directions, with 33% Area Failure and Hot Spots NB at MP 177-178 and SB at MP 178-179 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L2	Safety	50% of Crashes involved a single vehicle, with 25% involving a fixed object. In 33% of crashes, a vehicle failed to yield. Half occurred in Dark/unlit conditions and 25% during dusk. In half of the crashes the driver was under the influence of drugs/alcohol, and in 25% the vehicle restraints were not used.	Y	No programmed project to address safety need
						L3	Freight	High closure duration for both directions of travel exceeds 350 minutes/mile/year primarily due to lane restrictions.	N	No programmed project to address freight need. Considered not actionable as delays were related to lane restrictions.
87-2 (MP 182-191)	Hot Spot	-	-	High	-	L4	Pavement	Hot Spot SB at MP 182-183, NB/SB MP 183-184, SB MP 185-186, and NB/SB MP 186-189.	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L5	Safety	Trending crashes involved overturning (18%) and pedestrians (11%), with 35% involving just one vehicle. 18% resulted from disregarding a traffic signal. 55% occurred during darkness (33% unlit, 22% lit), 35% of drivers were impaired with drugs/alcohol.	Y	No programmed project to address safety need
87-3 (MP 191-213)	High	-	-	High	High	L6	Pavement	MP 191-213 has a High level of need based on the Pavement Index with 50% Area Failure and Hot Spots at NB/SB MP 192-193, SB MP 193-194, NB/SB MP 194-201, NB MP 202-204, and SB MP 209-210 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L7	Safety	Analysis reveals a percentage of crashes above statewide average involved only a single vehicle (81%), with many vehicles overturning (38%), striking a fixed object (33%), or running off the road (43% left / 14% right). Excessive speed was involved in 43% of crashes. Lighting and surface conditions were not a significant factor, and restraints were used at or above an average rate.	Y	No programmed project to address safety need
						L8	Freight	MP 191-213 has a high level of need based on the overall Freight Index, SB directional Truck Travel Time Reliability (TTTR) score, and high closure duration in the NB direction.	Y	No programmed project to address freight need

Legend: Strategic investment area screened out from further consideration

SR 87/SR 260/SR 377: SR 202L to I-40 (Continued)

Segment	Level of Strategic Need					Location #	Type	Need Description	Advance to Solution Development? (Y/N)	Reason for Screening Decision
	Pavemen	Bridge	Mobility	Safety	Freight					
87-4 (MP 213-235)	Medium	-	-	High	High	L9	Pavement	MP 213-235 has a Medium level of need based on 43% Area Failure and Hot Spots at SB MP 213-214, SB MP 215-216, SB MP 221-222, NB MP 224-225, NB/SB MP 226-232 and SB MP 232-234 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L10	Safety	Hot spot, MP 213-215. 81% of crashes involved only a single vehicle, with many vehicles striking a fixed object (49%), overturning (32%). Excessive speed was involved in 57% of crashes, with a first unit event of running off the road to the right in 34% of crashes.	Y	No programmed project to address safety need
						L11	Freight	MP 213-235 has a high level of need based on the NB directional TTTR and a medium level of need based on closure duration in both directions due to accidents and lane restrictions.	Y	No programmed project to address freight need
87-5 (MP 235-241)	Hot Spot	-	-	-	High	L12	Pavement	Hot spot NB at MP 237-239	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L13	Freight	MP 235-241 has a high level of need based on the overall Freight Index, SB directional TTTR score, and high closure duration in the SB direction.	Y	No programmed project to address freight need
87-6 (MP 241-250)	Medium	-	-	High	High	L14	Pavement	MP 241-250 has a Medium level of need based on 78% Area Failure and Hot Spots at NB/SB MP 241-246, SB MP 246-247, and NB MP 247-250 due to excessive cracking	N	Pavement replacement project is programmed in FY 22
						L15	Safety	Hot Spot, MP 245-248. Crash data analysis indicates percent of crashes above statewide average that involved a single vehicle (61%), with significant numbers of first unit events of running off the road to the right (22%), and overturning (22%). There were an above average number of crashes in wet conditions (11%), and with drivers under the influence (11%).	Y	No programmed project to address safety need
						L16	Freight	MP 241-250 has a high level of need based on the overall Freight Index, both directional TTTR scores, and high closure duration in the SB direction.	Y	No programmed project to address freight need

Legend: Strategic investment area screened out from further consideration

SR 87/SR 260/SR 377: SR 202L to I-40 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
87-7 (MP 250-253)	High	-	-	High	High	L17	Pavement	MP 250-253 has a High level of need based on the Pavement Index with 86% Area Failure and Hot Spots at NB/SB MP 250-253 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L18	Safety	Hot spot, MP 252-253. An extremely high rate of crashes involved pedestrians (43%), and above average numbers with fixed objects (14%). 29% of the crashes were during left turns, with 43% involving failure to yield, and 14% with excessive speed. 14% were in wet conditions.	Y	No programmed project to address safety need
						L19	Freight	MP 250-253 has a high level of need based on the NB directional TTTR score and high closure duration in the NB direction due to frequency of crashes.	Y	No programmed project to address safety need
260-8 (MP 252-256)	Medium	-	-	Medium	-	L20	Pavement	MP 252-256 has a Medium level of need based on 100% Area Failure and Hot Spots at MP 252-256 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L21	Safety	A significant number of single-vehicle crashes (35%), with 17% involving pedestrians, and 17% involved a fixed object. 33% involved a left turn. In 17% of crashes the driver drove too fast, and another 17% involved following too closely. The first unit event involved overturning 33% of the time. An extremely high percentage (67%) involved a driver under the influence of drugs/alcohol compared to statewide rates.	Y	No programmed project to address safety need
260-9 (MP 256-260)	High	-	-	High	High	L22	Pavement	MP 256-260 has a High level of need based on the Pavement Index with 100% Area Failure and Hot Spots at MP 256-260 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L23	Safety	In segment 9, crashes involving a single vehicle (44%) exceeded statewide averages, with 22% more involving sideswipe (opposite). 44% involved lane departure. Conditions were only a significant factor for lighting conditions with 11% occurring during dawn.	Y	No programmed project to address freight need
						L24	Freight	MP 256-260 has a high level of need based on the overall WB directional TTTR score and closure duration in both directions.	Y	No programmed project to address freight need

Legend: Strategic investment area screened out from further consideration

SR 87/SR 260/SR 377: SR 202L to I-40 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
260-10 (MP 260-277)	Medium	-	-	-	Medium	L25	Pavement	MP 260-277 has a Medium level of need based on Pavement Index and 74% Pavement Failure	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L26	Freight	MP 260-277 need based on the WB directional TTTR.	Y	No programmed project to address freight need
260-11 (MP 277-282)	Hot Spot	-	-	-	High	L27	Pavement	Hot spot NB at MP 277-278	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L28	Freight	MP 277-282 has a high level of need based on the overall Freight Index, EB directional TTTR score, and high closure duration in the EB direction.	Y	No programmed project to address freight need
260-12 (MP 282-304)	High	-	-	High	-	L29	Pavement	MP 282-304 has a High level of need based on the Pavement Index with 27% Area Failure and Hot Spots at NB/SB MP 296-297 and NB/SB MP 299-304 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L30	Safety	Hot spot, MP 284-287. 70% of crashes in this segment involved a single vehicle, with 36% overturning and 21% involving a fixed object. 33% of crashes involved excessive speed, resulting in first unit events of running off the road on the right (21%), or overturning (27%). No safety equipment was used during 27% of crashes which is above statewide averages	Y	No programmed project to address safety need

Legend: Strategic investment area screened out from further consideration

SR 87/SR 260/SR 377: SR 202L to I-40 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
260-13 (MP 304-306)	High	-	-	High	High	L31	Pavement	MP 304-306 has a High level of need based on the Pavement Index, PSR in both directions, with 50% Area Failure and Hot Spots NB at MP 304-305 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L32	Safety	Crashes occurring above state averages included collision with objects (20% fixed, 20% non-fixed), with a high percentage of vehicle fist events of running off the road to the right (20%). Vehicular crashes were head on at a high rate (40%). Driver's exceeded safe speed, made improper turns, and drove in opposing lanes (20% each). Crashes occurring at significant levels in dark/unlit conditions (20%) and wet conditions (25%).	Y	No programmed project to address mobility need
						L33	Freight	MP 304-306 has a high level of need based on the overall Freight Index, both directional TTTR scores, and high closure duration in both directions.	N	Closure need will be addressed by other strategic solutions. Other freight needs considered non-actionable. Data may not be reliable in this area because travel times likely skewed due to vehicles parking at businesses adjacent to the roadway.
277-14	High	-	-	N/A	-	L34	Pavement	MP 306-313 has a high level of need based on the Pavement Index, PSR in both directions, with 100% Area Failure and a Hot Spot at NB/SB MP 306-313.	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
377-15 (MP 0-34)	Hot Spot	-	-	-	-	L35	Pavement	Hot spots at MP 0-3, MP 10-4, MP 15-17, MP 19-25, MP 26-28, MP 32-33 in both directions	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
77-16 (MP 386-389)	High		High	N/A	Medium	L36	Pavement	MP 386-389 has a High level of need based on the Pavement Index, PSR in both directions, with 75% Area Failure and Hot Spots in both directions at MP 386-387 and MP 388-389 due to excessive cracking.	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes.
						L37	Mobility	MP 386-389 has a high level of need based on the future V/C and bicycle accommodation; the segment also has an at-grade railroad crossing	Y	No programmed project to address Mobility need
40B-17 (MP 287-288)				N/A	Medium	L38	Freight	MP 287-288 has a medium level of need based on the overall Freight Index and NB/SB directional TTTR.	N	Need considered non-actionable due to number of businesses in town

Legend: Strategic investment area screened out from further consideration

SR 90/SR 80: I-10 to US 191

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
90-1 (MP 290-295)	Medium	-	-	-	High	L1	Pavement	MP 290-295 has a Medium level of need due to fair performance scores for Pavement Index and poor % Area Failure ratings Hot spots MP 290-292,293-294, NB/WB MP 292-293, MP 293-294 and NB/WB MP 294-295	Y	Pavement hot spots show high historical investment so considered a strategic investment; likely will not be addressed by current ADOT processes
						L2	Freight	MP 290-295 has a High level of need based on the overall Freight Index and both directions of directional TTTR ratings	N	Need considered non-actionable because high Freight Index and TTTR scores are likely a result of travel times being skewed due to the vehicles and trucks parking at businesses adjacent to the roadway
90-2 (MP 295-304)	Hot Spot	-	-	-	High	L3	Pavement	Hot spot MP 295-296, SB/EB MP 296-297 and SB/EB MP 298-304	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L4	Freight	MP 295-304 has a has a High level of need due to poor performance scores for Freight Index and NB/WB directional TTTR	N	This hot spot is considered unactionable (segment contains United States Customs and Border Patrol Checkpoint)
90-3 (MP 304-312)	High	-	-	N/A	-	L5	Pavement	MP 304-312 has a High level of need due to fair performance scores for Pavement Index and directional PSR; segment also has poor % Area Failure ratings Hot spots MP 306-312 and SB/EB MP 304-306	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes

Legend: Strategic investment area screened out from further consideration

SR 90/SR 80: I-10 to US 191 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
90-4 (MP 312-317)	Hot Spot	-	-	-	Medium	L6	Pavement	Hot spot MP 312-313 and SB/EB MP 313-314	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L7	Freight	MP 312-317 has a Medium level of need due to fair performance scores for Freight Index and poor performance scores for NB/WB directional TTTR	N	Nonactionable as it is suspected that the poor TTTR is related to the fact that the northbound TMC location contains the Swire Coca-Cola factory in segment 90-4. Additionally, the existing DMS sign at NB MP 309.9 satisfies the signage needed at this state route intersection according to the statewide DMS plan.
						L8	Pavement	MP 317-324 has a High level of need due to fair performance scores for Pavement Index and Directional PSR measures; segment also has poor % Area Failure ratings Hot spots MP 317-318, MP 320-322, NB/WB MP 318-320 and SB/EB MP 322-324	N	No high historical investment so not considered a strategic investment
90-5 (MP 317-324)	High	-	-	High	High	L9	Safety	Hot spot MP 319-323 MP 317-324 has an overall Safety Index, SB/WB direction of Directional Safety Index and percentage of F+I crashes at intersections above the statewide average 5 fatal crashes and 13 suspected serious injury crashes in segment; 1 fatal crash involved a pedestrian; crash data analysis for the total crashes in the segment indicate 44% involve failure to yield-right-of-way while 33% involve driver under the influence of drugs or alcohol, 11% involve first unit event of ran off road left, 11% occur in dawn conditions and 11% involve a first unit event of crossed centerline	Y	No programmed project to address Safety need
						L10	Freight	MP 317-324 has a High level of need due to poor performance scores for Freight Index and for both directions of directional TTTR	N	Mule Pass Tunnel Lighting Project programmed for FY 2023 will address need

Legend: Strategic investment area screened out from further consideration

SR 90/SR 80: I-10 to US 191 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
90-6 (MP 324-336)	Hot Spot	Hot Spot	-	-	-	L11	Pavement	Hot spot MP 328-329 and SB/EB MP 324-326	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L12	Bridge	Hot spot, Lewis Springs OP (#470, MP 328.85) has substructure and deck ratings of 5	N	Not identified in historical review; will likely be addressed by current ADOT processes
80-7 (MP 333-339)	-	-	-	High	High	L13	Safety	MP 333-339 has an overall Safety Index and both directions of Directional Safety Index above the statewide average 2 fatal crashes and 2 suspected serious injury crashes in segment; crash data analysis indicates 25% involve speed too fast for conditions, 50% involve collision with a fixed object and 50% involve first unit event of- ran off the road (right)	Y	No programmed project to address Safety need
						L14	Freight	MP 333-339 has a has a High level of need due to poor performance scores for Freight Index, SB/EB directional TTTR, and NB/WB closure duration	N	Climbing lane construction project programmed for construction FY 2022 will address need
80-8 (MP 339-345)	High	-	-	High	Hot Spot	L15	Pavement	MP 339-345 has a High level of need due to fair performance scores for Pavement Index and Directional PSR measures; segment also has poor % Area Failure ratings Hot spots MP 339-340, MP 341-344, SB/EB MP 340-341 and SB/EB MP 344-345	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L16	Safety	MP 339-345 has an overall Safety Index and both directions of Directional Safety Index above the statewide average 2 fatal crashes in segment; crash data analysis indicates 50% involve overturning and 50% under the influence of drugs or alcohol	N	Need considered non-actionable because all fatal crashes involved drug/alcohol
						L17	Freight	Vertical clearance hot spot at Mule Pass Tunnel (#538, MP 339.20) has low vertical clearance of 14.00 feet and cannot be ramped around	Y	No programmed project to address Freight need
						L18	Freight	Vertical clearance hot spot at Lowell RR UP (#269, MP 343.01) has low vertical clearance of 14.89 feet and cannot be ramped around	Y	No programmed project to address Freight need
						L19	Freight	Vertical clearance hot spot at Lowell UP RR (#1033, MP 343.01) has low vertical clearance of 13.95 feet and cannot be ramped around	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration

SR 90/SR 80: I-10 to US 191 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
80-9 (MP 345-357)	Hot Spot	Hot Spot	-	-	High	L20	Pavement	Hot spot SB/EB MP 345-357	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L21	Bridge	Hot spot, Bridge (#235, MP 349.28) has substructure and deck ratings of 5	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L22	Freight	MP 345-357 has a High level of need due to poor performance scores for Freight Index and for both directions of directional TTTR; segment also has fair closure duration in ratings for both directions	Y	Recently completed project in FY 21 likely will not address freight need. No programmed project to address freight
80-10 (MP 357-365)	Hot Spot	Medium	-	N/A	Medium	L23	Pavement	Hot spot SB/EB MP 357-365	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L24	Bridge	White Water Draw Bridge has a deck rating of 5	N	Not identified in historical review; will likely be addressed by current ADOT processes
						L25	Freight	MP 357-365 has a Medium level of need due to fair performance scores for Freight Index and poor performance scores for NB/WB directional TTTR	N	Nonactionable as it is suspected the poor TTTR is related to the fact that the westbound TMC is located just west of the Paul Spur Douglas Quarry in segment 80-9 and attributable to trucks entering/exiting the quarry. Segment 80-9 solutions are anticipated to address this need.

Legend: Strategic investment area screened out from further consideration

SR 95: I-8 to I-40

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
95-1 MP 29-34	Medium	Medium	-	High	High	L1	Pavement	Pavement shows a Medium level of need with hot spots at SB MP 29-30, and NB/SB MP 30-34; Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L2	Bridge	Bridge shows a Medium level of need which is due to the single bridge hot spot at Gila Canal Br (#504, MP 33.55) without historical investment issues	N	Bridge does not meet criteria for historical review, have multiple ratings of 5, therefore not considered strategic.
						L3	Safety	Hot spots at NB MP 30-40. Crash trends show collision with another vehicle (80%), involve left turn (50%), and involve head on (30%). Driver and road conditions show under the influence of drugs or alcohol (20%), no safety device used (40%), and involve dry conditions (100%)	N	Programmed project will address the safety needs throughout this section.
						L4	Freight	Freight shows a High level of need with a high Freight Index and TTTR	Y	No programmed projects to address the high freight need.
95-2 MP 34-43	Hot Spot	-	-	High	Medium	L5	Pavement	Pavement hot spot SB MP 34-35; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L6	Pavement	Pavement hot spot NB/SB MP 35-37; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L7	Pavement	Pavement hot spot SB MP 37-39; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L8	Pavement	Pavement hot spot NB/SB MP 42-43; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L9	Safety	Safety shows a High level of need and a hot spot WB MP 34-35. Crash trends show speed too fast for conditions (44%), daylight conditions (67%), dry conditions (89%). Safety hot spot MP 34-35	Y	Roadway widening MP 34.5-37.5 (2022); Roadway widening might not fix all the Safety needs.
						L10	Freight	Freight shows a Medium level of need due to the fair Freight Index.	Y	No programmed project to address the Freight need.
95-3 MP 43-60	High	Medium	-	-	Medium	L11	Pavement	Pavement shows a High level of need with hot spots at NB/SB MP 43-56, and SB MP 56-59; Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
95-4 MP 60-80	Hot Spot	-	-	High	-	L12	Pavement	Pavement hot spot SB MP 62-63; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L13	Pavement	Pavement hot spot NB/SB MP 63-70; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L14	Pavement	Pavement hot spot SB MP 70-72; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L15	Pavement	Pavement hot spot NB/SB MP 73-77; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L16	Safety	Safety shows a High level of need, which is due to the low sample size of occurrences	Y	Rumble Strip project (2022 Start); Sample Size to Small.
95-5 MP 80-104	Medium	-	-	-	High	L17	Pavement	Pavement shows a Medium need with multiple hot spots at NB/SB MP 80-93, NB MP 93-94, NB/SB MP 94-99, NB MP 101-103, NB/SB MP 103-104; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic. Pavement Chip Seal project in FY21 MP 80-96.
						L18	Freight	Freight shows a High level of need. Fair and Poor Freight index and TTTR	Y	No programmed projects to address the Freight need.
95-6 MP 104-111	High	-	-	-	-	L19	Pavement	Pavement shows a High Level of need with hot spots at NB MP 104-111, and NB/SB MP 109-111; Low level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic. Pavement Rehab programmed for FY25, MP 105.5-115.9 will address the pavement need and hot spots.

Legend: Strategic investment area screened out from further consideration

SR 95: I-8 to I-40 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
95-7 MP 111-131	Hot Spot	-	-	Medium	Medium	L20	Pavement	Pavement hot spot NB/SB MP 111-115; High level of historical investment	Y	No recently completed or programmed projects to address the Pavement hot spots.
						L21	Pavement	Pavement hot spot NB MP 115-118; High level of historical investment	Y	No recently completed or programmed projects to address the Pavement hot spots; High historical investment.
						L22	Pavement	Pavement hot spot SB MP 118-119; High level of historical investment	Y	No recently completed or programmed projects to address the Pavement hot spots; High historical investment.
						L23	Pavement	Pavement hot spot NB MP 120-121; High level of historical investment	Y	No recently completed or programmed projects to address the Pavement hot spots; High historical investment.
						L24	Pavement	Pavement hot spot SB MP 121-124; High level of historical investment	Y	No recently completed or programmed projects to address the Pavement hot spots; High historical investment.
						L25	Pavement	Pavement hot spot NB MP 126-127; High level of historical investment	Y	No recently completed or programmed projects to address the Pavement hot spots; High historical investment.
						L26	Pavement	Pavement hot spot NB MP 129-131; High level of historical investment	Y	No recently completed or programmed projects to address the Pavement hot spots; High historical investment.
						L27	Safety	Crash trends show head on (33%), sideswipe (50%), failure to keep in proper lane (33%)	Y	No recently completed or programmed projects to address the Pavement hot spots; High historical investment.
						L28	Freight	Freight shows a Medium level of need. Fair and Poor Freight Index and TTTR	Y	No programmed projects to address the Freight need.
95-8 MP 131-142	-	Medium	-	High	-	L29	Bridge	Medium level of need and hot spot at Bouse Wash Bridge (#1321, MP 131.33)	N	Bridge does not meet criteria for historical review, have multiple ratings of 5, therefore not considered strategic.
						L30	Safety	Safety shows a High level of Need. Crash trends show head on (83%), crossed centerline (33%), daylight conditions (50%)	Y	No programmed projects to address the Safety need.
95-9 MP 142-148	Hot Spot	-	-	-	Medium	L31	Pavement	Pavement hot spot SB MP 142-144; High level of historical investment	Y	No programmed projects to address the pavement hot spots.
						L32	Pavement	Pavement hot spot NB MP 146-147; High level of historical investment	Y	No programmed projects to address the pavement hot spots.
						L33	Freight	Medium Freight need. Fair Fright Index and Closure Duration	Y	No programmed projects to address the Freight need.
95-10 MP 148-162	Hot Spot	-	-	High	High	L34	Pavement	Pavement hot spot NB/SB MP 155-156; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L35	Pavement	Pavement hot spot NB MP 156-157; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L36	Pavement	Pavement hot spot NB/SB MP 158-159; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L37	Safety	Crash trends show single vehicle (76%), speed too fast for conditions (53%), collision with fixed object (53%). Safety hot spot SB MP 149-150	Y	Pavement Rehab project MP 155-161.6.
						L38	Freight	High Freight need. Poor Freight Index	Y	No programmed projects to address the Freight need.

Legend: Strategic investment area screened out from further consideration

SR 95: I-8 to I-40 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
95-11 MP 162-176	Hot Spot	-	-	High	Medium	L39	Pavement	Pavement hot spot SB MP 162-164; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L40	Pavement	Pavement hot spot SB MP 165-166; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L41	Pavement	Pavement hot spot SB MP 167-170; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L42	Pavement	Pavement hot spot NB/SB MP 170-171; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L43	Pavement	Pavement hot spot SB MP 171-172; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L44	Pavement	Pavement hot spot NB/SB MP 172-173; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L45	Pavement	Pavement hot spot SB MP 173-176; Medium level of historical investment	N	Does not meet criteria for previous investment, therefore not considered strategic.
						L46	Safety	Crash trends show single vehicle (67%), collision with fixed object (50%), Safety hot spot SB MP 162-163	Y	No programmed project to address the Safety need.
						L47	Freight	Freight shows a Medium level of need due to Poor Freight Index	Y	No programmed project to address the Freight need.
95-12 MP 176-190	Hot Spot	Medium	-	Hot Spot	-	L48	Pavement	Pavement hot spot NB/SB MP 176-178; High level of historical investment has occurred on Segment 95-12	N	Programmed project will address the pavement needs.
						L49	Pavement	Pavement hot spot NB MP 178-180; High level of historical investment has occurred on Segment 95-12	N	Programmed project will address the pavement needs.
						L50	Pavement	Pavement hot spot SB MP 180-182; High level of historical investment has occurred on Segment 95-12	N	Programmed project will address the pavement needs.
						L51	Pavement	Pavement hot spot SB MP 183-184; High level of historical investment has occurred on Segment 95-12	N	Programmed project will address the pavement needs.
						L52	Pavement	Pavement hot spot SB MP 186-187; High level of historical investment has occurred on Segment 95-12	N	Programmed project will address the pavement needs.
						L53	Bridge	Medium level of need with a hot spot at (Mockingbird Wash Br, #1915 MP 178.26)	N	Bridge does not meet criteria for historical review, have multiple ratings of 5, therefore not considered strategic.
						L54	Safety	Safety hot spots at NB MP 182-183, MP 183-185, SB MP 185-188	Y	Right turn lanes have been installed (2020). The completed project does not address all the Safety hot spots.
95-13 MP 190-202	Hot Spot	-	-	High	High	L55	Pavement	Pavement hot spot NB/SB MP 195-202; High level of historical investment has occurred on Segment 95-13	N	Programmed project will address the pavement needs.
						L56	Safety	Safety trends show speed too fast for conditions (41%), read end (32%),	Y	No programmed project to address the Safety need.
						L57	Freight	Freight shows a High level of need due to poor Freight Index.	Y	No programmed project to address the Freight need.

Legend: Strategic investment area screened out from further consideration

SR 179/SR 89A/SR 260: I-17 to I-17

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
179-1 (MP 299-305)	Hot Spot	High	-	-	High	L1	Pavement	Hot spots NB/SB MP 299-304	N	2021 pavement rehabilitation project beginning at MP 298.9 is anticipated to address Pavement need
						L2	Bridge	Dry Beaver Creek Br (#736, MP 302.5) has 2020 deck rating of 5; not identified in historical review; is not considered a hot spot	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L3	Freight	MP 299-305 has a High level of need based on poor overall Freight Index and SB/WB Directional TTTR measures; NB/EB Directional TTTR measure is fair.	Y	No programmed project to address Freight need
179-2 (MP 305-314)	Hot Spot	-	High	-	High	L4	Pavement	Hot spots SB/EB/NB MP 312-314 & NB/WB/SB MP 306-307, MP 313-314	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L5	Mobility	MP 305-314 has a High level of need based on Mobility Index and Future Daily V/C performance; NB/EB Closure Extent performance, Directional LOTTR ratings and bicycle accommodations are fair	Y	No programmed project to address Mobility need
						L6	Freight	MP 305-314 has a High level of need based on poor overall Freight Index and Directional TTTR measures.	Y	No programmed project to address Freight need
89A-3 (MP 374-369)	Hot Spot	-	-	-	High	L7	Pavement	Hot spots SB/EB/NB MP 371-372 & NB/WB/SB MP 369-370	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L8	Freight	MP 374-369 has a High level of need based on poor overall Freight Index and SB/WB Directional TTTR measures; NB/EB Directional TTTR measure is fair.	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration.

SR 179/SR 89A/SR 260: I-17 to I-17 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Paveme	Bridge	Mobility	Safety	Freight					
89A-4 (MP 369-356)	High	Medium	-	High	-	L9	Pavement	Hot spots SB/EB/NB MP 356-368 & NB/WB/SB MP 357-367, MP 368-369	N	High historical investment so considered a strategic investment; no programmed project to address Pavement need
						L10	Bridge	Spring Creek Bridge NB (#2535, MP 361.7) has 2020 deck rating of 5; not identified in historical review; is not considered a hot spot	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L11	Bridge	Spring Creek Bridge SB (#2536, MP 361.7) has 2020 deck rating of 5; not identified in historical review; is not considered a hot spot	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L12	Bridge	Dry Creek Bridge SB (#2534, MP 366.40) has 2020 current deck rating of 5; identified in historical review due to three decreases in bridge ratings; is not considered a hot spot	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L13	Safety	MP 369-356 has an overall Safety Index and Directional Safety Indexes above statewide averages Hot spot SB MP 362.3-363.9, Hot spot SB MP 367.1-369.0 7 fatal crashes, 19 suspected serious injury crashes, and 2 crashes involving a pedestrian; crash data analysis indicates percentage of crashes above statewide average related to lane departures; 50% involve overturning, 19% involve a left turn crash, 42% occur in dark-unlighted conditions 23% involve a first unit event of ran off the road (left)	Y	No programmed project to address Safety need
89A/260-5 (MP 356-209)	-	-	-	High	High	L14	Safety	MP 356-209 has an overall Safety Index and NB/EB Directional Safety Index above statewide averages Hot spot MP 207.9-209.0 3 fatal crashes, 13 suspected serious injury crashes, and 4 crashes involving a pedestrian; 38% involve collision with a pedestrian, 33% involve left turns, 27% involve angle crashes, 40% involve failure to yield the right-of-way	Y	No programmed project to address Safety need
						L15	Freight	MP 356-209 has a High level of need based on poor overall Freight Index and Directional TTTR measures.	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration.

SR 179/SR 89A/SR 260: I-17 to I-17 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
260-6 (MP 209-219)	Hot Spot	-	-	-	Medium	L16	Pavement	Hot spot SB/EB/NB MP 209-213 & NB/WB/SB MP 209-210, MP 215-216	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L17	Freight	MP 209-219 has a High level of need based on poor overall Freight Index and NB/EB Directional TTTR measures.	N	SR 260 widening project completed recently expected to address Freight need
89A-7 (MP 374-390)	Hot Spot	Medium	High	-	-	L18	Pavement	Hot spots SB/EB/NB & NB/WB/SB MP 374-387	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L19	Bridge	Midgley/Wilson Canyon Br (#232, MP 376.04) has 2020 deck rating of 5; not identified in historical review; is not considered a hot spot	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L20	Bridge	Pumphouse Wash Br (#79, MP 387.35) has 2020 deck rating of 4 and is considered a hot spot	N	Bridge deck rehabilitation project is underway and is expected to address Bridge need
						L21	Mobility	MP 374-390 has a High level of need based on Mobility Index, Future Daily V/C, Existing Peak Hour V/C performance, and % Bicycle Accommodation; the performance for % Non-SOV Trips is fair	Y	No programmed project to address Mobility need
89A-8 (MP 390-399)	-	-	-	-	-	No Strategic Needs Identified				

Legend: Strategic investment area screened out from further consideration.

SR 260/US 60: Heber-Overgaard to New Mexico State Line

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
260-1 (MP 305-310)	High	-	-	-	-	L1	Pavement	MP 305-310 has a High level of need based on the Pavement Index, PSR in both directions, 100% Area Failure and Hot Spots at MP 305-310 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
260-2 (MP 310-323)	Medium	-	-	High	-	L2	Pavement	MP 310-323 has a Medium level of need based on 77% Area Failure and MP 310-312 and 313-321 have Hot Spots due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L3	Safety	Crash data analysis indicates percentage of crashes involving overturning (43%) or an animal (14%) were above statewide average. 50% of crashes involved lane departures (17% in opposing lane). 29% occurred in wet conditions, and 29% occurred in dark-unlighted conditions.	Y	No programmed project to address Safety need.
260-3 (MP 323-337)	High	-	-	-	-	L4	Pavement	MP 323-337 has a High level of need based on the Pavement Index with 43% Area Failure and Hot Spots at MP 331-337 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
260|60-4 (MP 337-345)	Hot Spot	-	-	Hot Spot	High	L5	Pavement	Hot Spots at MP 337-338, 340-341, EB MP 341-344 and MP 344-345	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L6	Safety	Hot Spot at WB MP 340-342 Crash data analysis indicates a high rate of crashes involving collision with pedal cyclist or overturning (13% each), 25% involving rear ends, 25% left turns, and 25% involving excessive speed.	Y	No programmed project to address Safety need.
						L7	Freight	MP 337-345 has a High level of need based on the closure duration in both directions. One high closure due to winter storm accounts for high average.	N	No programmed project to address Freight need.

Legend: Strategic investment area screened out from further consideration

SR 260/US 60: Heber-Overgaard to New Mexico State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
260-5 (MP 341-357)	Medium	-	Medium	-	High	L8	Pavement	MP 341-354 has a Medium level of need based on 100% Area Failure and MP 241-3571 have Hot Spots due to excessive cracking.	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L9	Mobility	MP 341-357 has a Medium level of need based on bicycle accommodation and Future Volume to Capacity Ratio.	Y	No programmed project to address Mobility need.
						L10	Freight	MP 341-357 has a High level of need based on the overall Freight Index, both directions of TTTR and closure duration in both directions. One high closure duration due to winter storm accounts for high average.	Y	No programmed project to address Freight need.
60-6 (MP 345-352)	Medium	-	-	-	High	L11	Pavement	MP 345-352 has a Medium level of need based on 100% Area Failure and 345-352 have Hot Spots due to excessive cracking	N	Pavement rehabilitation project is programmed in FY 19 and started in May 2021
						L12	Freight	MP 345-352 has a High level of need based on the overall Freight Index, both directions of TTTR and closure duration in both directions. One high closure duration due to winter storm accounts for high average.	Y	No programmed project to address Freight need.
60-7 (MP 352-384)	High	-	-	-	Medium	L13	Pavement	MP 352-384 has a High level of need based on the Pavement Index with 97% Area Failure and Hot spots at MP 352-371, and 372-384 due to excessive cracking	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L14	Freight	MP 352-384 has a Medium level of need based on the EB directional TTTR and closure duration in both directions. A few high closure durations due to winter storms.	Y	No programmed project to address Freight need.
60-8 (MP 384-389)	Hot Spot	-	-	-	-	L15	Pavement	Hot Spots at MP 384-385 and MP 387-389	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
60-9 (MP 389-402)	-	-	-	-	High	L16	Freight	MP 389-402 has a High level of need based on the overall Freight Index and TTTR in both directions.	Y	No programmed project to address Freight need.

Legend: Strategic investment area screened out from further consideration

SR 347/SR 84: I-8 to I-10

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
84/347-1 (MP 155-162)	Medium	-	-	High	-	L1	Pavement	MP 155-162 has a Medium level of need based on the % Area Failure and has a hot spot MP 156-162	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L2	Safety	MP 155-162 has an overall Safety Index and both Directional Safety Indexes above the statewide average 3 fatal crashes and 1 suspected serious injury crash in segment; crash data analysis indicates 50% involve overturning, 50% involve being under the under the influence of drugs or alcohol, and 50% occur in wet surface conditions	Y	No programmed project to address Safety need
347-2 (MP 162-169.5)	High	-	-	-	-	L3	Pavement	MP 162-169.5 has a High level of need based on the overall Pavement Index, % Area Failure, and a hot spot MP 162-168	N	No high historical investment so not considered a strategic investment, will likely be addressed by current ADOT processes

Legend: Strategic investment area screened out from further consideration.

US 60/US 70/US 191: Apache Junction to Douglas

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
191-1 (MP 0 – 24)	Medium	-	-	-	High	L1	Pavement	71% area failure and numerous Hot Spots throughout the segment in both directions (MP 0-5 Both; MP 5-6 NB; MP 6-7 Both; MP 7-8 NB, MP 9-10 Both; MP 12-15 NB; MP15-20 Both; MP 20-22 NB; MP 22-23 SB; MP24-23 Both)	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L2	Freight	Extremely poor Truck Travel Time reliability in the segment in both directions, with indexes approaching double the threshold, influenced by weigh station lines and wait times.	N	No programmed project to address freight need because freight need was due to weigh station
191-2 (MP 24-67)	High	Medium	-	-	-	L3	Pavement	Failure in a high percentage of surface area. Hot Spots throughout the segment in both directions (MP 24-27 Both; MP 27-28 SB; MP28-29 NB; MP 2932 Both; MP 32-33 SB; MP 33-35 Both; MP 35-36 SB; MP 42-43 SB MP 45-46 Both; MP 48-49 SB; MP 50-62 Both)	N	A medium level of historical investment has occurred on Segment 191-2 according to PeCOS data and recent pavement preservation projects. No pavement preservation projects are currently programmed for this portion of the segment. Anticipated to be addressed through current ADOT pavement maintenance and preservation programming processes.
						L4	Bridge	Medium level of need related to deck rating =5. The bridge was not identified as a Hot Spot. Cochise UPRR OP (MP 62.88, #157)	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
191-3 (MP 87-104)	Hot Spots	-	-	-	-	L5	Pavement	All hot spots are either in the northbound direction or in both directions, and span nearly the entire segment (MP 88-89 NB; MP 89-92 Both; MP94-95 NB; MP95-101 Both; MP101-104 NB)	Y	High historical investment; meets criteria for strategic investment
191-4 (MP 104-116)	Hot Spot	-	-	-	-	L6	Pavement	Hot spot (MP 104-109) in both directions	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes

Legend: Strategic investment area screened out from further consideration.

US 60/US 70/US 191: Apache Junction to Douglas (Continuous)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
191-5 (MP 116-121)	Medium	-	-	-	-	L7	Pavement	80% area failure, with Hot Spot in NB lanes MP 117-121	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
70-6 (MP 339-330)	Medium	-	-	Hot Spot	-	L8	Pavement	60% area failure, with Hot Spots in both directions throughout the segment (MP 330-332 SB; MP332-333 Both; MP 333-335 SB; MP 335-336 NB; MP 336-337 Both; MP 338-339 SB; MP 339-340 Both)	N	A low level of historical investment has occurred on Segment 70-6. No pavement preservation projects are currently programmed for this portion of the segment. Anticipated to be addressed through current ADOT pavement maintenance and preservation programming processes.
						L9	Safety	Cluster of crashes in both directions from MP 336.5 to the junction with US 191. Eleven fatal crashes and one suspected serious injury crash; 25% involve failure to yield right-of-way, 17% involve failure to keep in proper lane, 33% occurred in dark-lighted conditions, 25% involve a first unit event of ran off road right, 17% involve a first unit event of collision with pedestrian, 17% involve illness	Y	No programmed project to address Safety need
70-7 (MP 330-300)	High	Hot Spot	-	-	-	L10	Pavement	Failure in a high percentage of surface area. Hot Spots in both directions throughout the segment (MP 300-314 Both; MP314-315 EB; MP 327-329 EB; MP 329-330 Both)	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L11	Bridge	Hot Spot at Holyoak Wash Bridge (MP 302.53, #514)	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
70-8 (MP 300 - 298)	High	-	-	-	-	L12	Pavement	Poor pavement index and 100% area failure. The entire segment is a hot spot in both directions.	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
70-9 (MP 298 – 293)	High	-	-	-	-	L13	Pavement	Poor pavement index and 100% area failure. The entire segment is a hot spot in both directions.	Y	High historical investment; meets criteria for strategic investment

Legend: Strategic investment area screened out from further consideration.

US 60/US 70/US 191: Apache Junction to Douglas (Continuous)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
70-10 (MP 293-274	High	-	-	High	-	L14	Pavement	MP 274-293 has a High level of need due to poor performance scores for Pavement Index and fair performance scores for directional PSR; segment also has poor % Area Failure ratings Hot Spots in both directions MP 274-275 and MP 279-293	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L15	Safety	Four fatal crashes in segment; 14% involved pedal cyclist, 14% involved failure to yield right-of-way, 14% were head on crashes, 29% occurred in dark-unlit conditions, 29% involve a first unit event of ran off the road (right), 29% involve overturn, 29% under the influence of drugs or alcohol	Y	No programmed project to address Safety need
70 – 11 (MP 274 – 270)	High	-	-	High	-	L16	Pavement	MP 270-274 has a High level of need due to poor performance scores for Pavement Index and fair performance scores for directional PSR; segment also has poor % Area Failure ratings Hot Spots in both directions MP 270-271 and MP 271-274	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L17	Safety	Two fatal crashes in this segment; Both crashes involve a pedestrian, both crashes involve driver under the influence of drugs or alcohol, both crashes occurred during dark-unlit conditions, both crashes involve driving in opposing lane	N	Need considered non-actionable because fatal crashes involved drugs or alcohol
70-12 (MP270-255)	Hot Spot	-	-	High	-	L18	Pavement	Hot Spots: MP 255-256 EB, MP 256-257 both directions, MP 257-258 WB, MP 258-260 both directions, MP 266-268 EB	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L19	Safety	Seven fatal crashes and two suspected serious injury crashes in segment; 33% involved a pedestrian, 33% involve speed too fast for conditions, 33% occurred in dark-unlit conditions, 22% involved overturning, 11% involved driver falling asleep/fatigued, 22% involve rear end	Y	No programmed project to address Safety need

Legend: Strategic investment area screened out from further consideration.

US 60/US 70/US 191: Apache Junction to Douglas (Continuous)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
70|60-13 (MP255-243)	Medium	Medium	-	High	Hot Spot	L20	Pavement	MP 243-255 has a Medium level of need due to fair performance scores for Pavement Index and poor % Area Failure ratings Hot Spots: MP 243-244 EB, MP 244-245 both directions, MP 245-246 EB, MP 249-251 EB, MP 252-255 both directions	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L21	Bridge	McMillen Wash Bridge MP 251.75 (#1028) has deck, superstructure and substructure ratings of 5	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L22	Bridge	Pinal Creek Bridge MP 250.37 (#549) has deck and substructure ratings of 5	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L23	Bridge	Pinal Creek Bridge MP 249.80 (#36) has deck and substructure ratings of 5	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L24	Bridge	Pinal Creek Bridge MP 249.64 (#266) has deck and substructure ratings of 4 and a superstructure rating of 5	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L25	Bridge	Bloody Tanks Bridge MP 243.71 (#173) has deck and substructure ratings of 5	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L26	Safety	Seven fatal crashes and seventeen suspected serious injury crashes in segment; Hot Spot at MP 247-253.4; 21% collisions involve speed too fast for conditions, 13% occur in dark-lighted conditions, 13% involve ran off the road (left), 17% involve under the influence of drugs or alcohol, 17% failure to yield right-of-way, 21% involve rear end	Y	Note: still screened through even though there is a programmed project which is lighting installation (MP 247.6-247.9) for FY22
						L27	Freight	Vertical clearance hot spot at Pinal SPRR UP (#0562, MP 253.63) has low vertical clearance of 15.84 feet and cannot be ramped around	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration.

US 60/US 70/US 191: Apache Junction to Douglas (Continuous)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
60-14 (MP243-227)	Hot Spot	Medium	High	High	High	L28	Pavement	Hot Spot: MP 236-243 both directions	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L29	Bridge	Queen Creek Bridge MP 227.71 (#406) has deck and superstructure ratings of 4 and substructure rating of 3	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L30	Bridge	Waterfall Canyon Bridge MP 229.50 (#328) has substructure rating of 5 and superstructure rating of 4	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L31	Mobility	Mobility Index, Future Daily V/C, Existing Peak Hour V/C in both directions, Closure Extent in both directions and Bicycle Accommodation performance are below average. There were 99 closures along this segment	N	Construct alternative alignment/widen to 4 lanes (MP 227-243) programmed in FY 2030
						L32	Safety	Five fatal crashes and twenty-one crashes in segment; Hot Spots at MP 241-242.6 and MP 227-232.3; 54% collision with fixed object, 19% head on, 50% speed too fast for conditions, 15% involve drove in opposing lane, 12% involve wet conditions, 27% involve overturning, 19% involve ran off the road, 31% involve under the influence of drugs or alcohol	Y	No programmed project to address Safety need
						L33	Freight	MP 227-243 has a High level of need due to poor performance scores for Freight Index and for SB/WB closure duration	N	Lane alignment/widening project (MP 227-243) programmed in FY 2030 is expected to address freight needs.
						L34	Freight	Vertical clearance hot spot at Queen Creek Tunnel (#538, MP 339.20) has low vertical clearance of 13.03 feet and cannot be ramped around	Y	No programmed project to address Freight need
60-15 (MP227-225)	-	-	-	-	Medium	L35	Freight	MP 225-227 has a Medium level of need due to fair performance scores for Freight Index, NB/EB directional TTTR and for SB/WB closure duration	N	Lane alignment/widening project (MP 225-227) programmed in FY 2030 is expected to address freight needs.

Legend: Strategic investment area screened out from further consideration.

US 60/US 70/US 191: Apache Junction to Douglas (Continuous)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
60-16 (MP225-223)	-	Medium	-	-	-	L36	Bridge	Silker King Wash Bridge MP 223.70 (#318) has a structural evaluation rating of 5	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L37	Bridge	No Name Wash Bridge MP 225.60 (#319) has a structural evaluation rating of 5	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
60-17 (MP223-212)	Hot Spot	-	-	High	-	L38	Pavement	Hot Spots: MP 212-213 both directions, MP 213-215 WB, MP 215-219 both directions, MP 219-220 EB; MP 220-221 both directions, MP 221-222 EB	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L39	Safety	Four fatal crashes and five suspected serious injury crashes; Hot spot at 214.3-216.7; 44% involve overturning, 11% involve a pedestrian, 11% involve a head on, 44% involve speed too fast for conditions, 44% occur in dark-unlit conditions, 44% involve ran off the road (left), 11% involve crossed centerline, 33% involve under the influence of drugs or alcohol	Y	No programmed project to address Safety need
60-18 (MP 205-212)	Medium	Hot Spot	-	Hot Spot	-	L40	Pavement	MP 205-212 has a Medium level of need due to fair performance scores for Pavement Index and poor % Area Failure ratings Hot Spots: MP 205-206 WB; MP 206-212 both directions	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L41	Bridge	Sand Tanks Wash Bridge MP 208.75 (#435) has deck and substructure ratings of 5	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L42	Bridge	Bridge WB MP 207.98 (#857) has deck and substructure ratings of 5	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L43	Safety	One fatal crash and five suspected serious injury crashes in segment; Hot spot at MP 206-208; 17% involve overturning, 50% involve rear end, 83% involve speed too fast for conditions, 33% occurred in dark-unlit conditions, 17% involve a collision with fixed object, 17% involve driver under the influence of drugs or alcohol	Y	No programmed project to address Safety need

Legend: Strategic investment area screened out from further consideration.

US 60/US 70/US 191: Apache Junction to Douglas (Continuous)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
60-19 (MP 199-205)	Hot Spot	-	High	Medium	-	L44	Pavement	Hot Spots: MP 199-201 WB, MP 201-202 EB, MP 204-205 WB	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L45	Mobility	Mobility Index, Existing Peak Hour V/C in the SB/EB direction and Bicycle Accommodation performance are below average.	Y	No programmed project to address mobility need
						L46	Safety	Two fatal crashes and eight suspected serious injury crashes; Hot spot at MP 200.4-203.5; 20% involve collision with a fixed object, 60% involve exceeded lawful speed, 33% occurred in dark-lighted conditions, 40% involve overturn, 20% involve ran off the road (left), 30% under the influence of drugs or alcohol	Y	No programmed project to address safety need
60-20 (MP 194.3-199)	-	-	High	Medium	-	L47	Mobility	Mobility Index, Future Daily V/C, Closure Extent in the NB/WB and Bicycle Accommodation performance are below average. Majority of the closures due to crashes and accidents	Y	No programmed project to address mobility need
						L48	Safety	Four fatal crashes in the segment; Hot spot at MP 195-197; 17% involve collision with a fixed object, 67% involve exceeded lawful speed, 17% involve other unsafe passing, 33% occur in dark-lighted conditions, 33% involve ran off the road (left), 20% fatigued/fell asleep, 30% under the influence of drugs/alcohol	Y	No programmed project to address safety need

Legend: Strategic investment area screened out from further consideration.

US 89: Flagstaff to Utah State Line

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
89U-1 (MP 420-428)	Hot Spot	-	-	-	-	L1	Pavement	Hot spot NB/SB MP 426-428	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
89U-2 (MP 428-442)	High	-	-	High	-	L2	Pavement	Hot spot NB/SB MP 428-442, poor Pavement Index performance score and 100% area failure.	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L3	Safety	MP 428-442 has an overall Safety Index and Directional Safety Indexes above statewide averages 5 fatal crashes and 7 suspected serious injury crashes; crash data analysis indicates percentage of crashes above statewide average related to lane departures; 50% involve overturning, 67% involve a single vehicle, 25% involve failure to keep in proper lane, 27% involve a first unit event of ran off the road (right)	Y	No programmed project to address Safety need
89U-3 (MP 442-457)	-	-	-	-	-	No Strategic Needs Identified				

Legend: Strategic investment area screened out from further consideration.

US 89: Flagstaff to Utah State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
89U-4 (MP 457-465)	Medium	-	-	-	Medium	L4	Pavement	Hot spots NB MP 457-464 & SB MP 457-458, MP 459-462, MP 463-464	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L5	Freight	MP 457-465 has a High level of need based on poor overall Freight Index and SB Directional TTTR measures.	Y	No programmed project to address Freight need
89U-5 (MP 465-481)	Hot Spot	-	-	High	-	L6	Pavement	Hot spots NB MP 471-473 & SB MP 465-466, MP 472-473	N	Pavement Reconstruction MP 470.9 (2021), no high historical investment so not considered a strategic investment; other hot spot needs will likely be addressed by current ADOT processes
						L7	Safety	MP 465-481 has an overall Safety Index and NB Directional Safety Index above statewide averages 4 fatal crashes and 5 suspected serious injury crashes; 50% involve a head on collision, 14% involve failure to yield right-of-way, 50% involve dark-unlighted conditions	Y	No programmed project to address Safety need
89U-6 (MP 481-498)	Hot Spot	High	-	High	-	L8	Pavement	Hot spots NB/SB MP 489-490 & SB MP 492-494	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L9	Bridge	Wash Bridge (#582, MP 481.89) has 2020 deck and substructure ratings of 5 and superstructure rating of 4; not identified in historical review	N	No programmed project to address Bridge need
						L10	Safety	MP 481-498 has a NB Directional Safety Index above statewide averages 3 fatal crashes, 4 suspected serious injury crashes, and 1 crash involving a pedestrian; crash data analysis indicates percentage of crashes above statewide average related to lane departures; 40% overturning, 20% involve collision with pedestrians, 57% involve a single vehicle, 17% involve failure to yield to right of way, 71% occur in dark-unlighted conditions	Y	No programmed project to address Safety need

Legend: Strategic investment area screened out from further consideration.

US 89: Flagstaff to Utah State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
89U-7 (MP 498-524)	Hot Spot	-	-	-	-	L11	Pavement	Hot spots NB/SB MP 504-509, NB MP 510-511, 520-522, NB/SB MP 523-524	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
89U-8 (MP 524-547)	Medium	-	-	-	Medium	L12	Pavement	Hot spots NB MP 524-525, NB/SB MP 532-537,538-542, MP 543-545, & SB MP 531-532, MP 542-543, MP 545-546	N	Programmed project: South of Page to Utah State Line - Pavement Rehabilitation Life Extension Project MP 545.78 - 556.99 (2022)
						L13	Freight	MP 524-547 has a Medium level of need based on low fair overall Freight Index and Directional TTTR measures.	Y	No programmed project to address Freight need
89U-9 (MP 547-550)	-	-	-	High	-	L14	Safety	MP 547-550 has an overall Safety Index and SB Directional Safety Index above statewide averages 3 fatal crashes, 1 suspected serious injury crashes, and 1 crash involving a pedestrian	Y	No programmed project to address Safety need
89U-10 (MP 550-557)	Hot Spot	-	-	-	-	L15	Pavement	Hot spots NB MP 550-551, MP 552-553, MP 555-556 & SB MP 551-552	N	Programmed project: South of Page to Utah State Line - Pavement Rehabilitation Life Extension Project MP 545.78 - 556.99 (2022)

Legend: Strategic investment area screened out from further consideration.

US 93/US 60: Nevada State Line to SR 74

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
60W-1 (MP 138-132)	*Segments 60-1 & 60-2 are not being assessed*									
60W-2 (MP 132-120)										
60W-3 (MP 120-111)	High	-	-	High	Medium	L1	Pavement	High Pavement Need and Hot spots NB MP 120 - MP 111, SB MP 117 - MP 118, and SB MP 116 - MP 112; Low level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L2	Safety	High Safety Need, MP 120-111; crash trends show 20% involve collision with pedestrians, 40% involve speed too fast for conditions, 30% involve left-turns, 30% involve failure to yield right-of-way, and 30% run off the road (right).	Y	No programmed project to address Safety need.
						L3	Freight	Medium need due to from elevated freight index and directional TTTR, most likely attributable to the location of the traffic counters in the roundabout and the density of driveways and businesses just south of the roundabout.	N	High TTTR is most likely attributable to the numerous businesses located south of the roundabouts. Therefore, the need is determined to be non-actionable.
93-4 (MP 200-183)	Hot Spot	-	Medium	Medium	-	L4	Pavement	Hot spots at NB MP 194 - MP 183, SB MP 193 - MP 190, and SB MP 185 - MP 183; Medium level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L5	Mobility	Medium mobility need driven by high future traffic growth	N	Programmed project, US93: Tegner Street - SR89 "The Gap": Construct Divided Highway (2022)
						L6	Safety	Medium safety need and hot spots at NB & SB MP 197 – MP 198; crash trends show 41% involve single vehicle, 47% involve speed too fast for conditions, and 29% involve overturn.	Y	Programmed project, US93: Tegner Street - SR89 "The Gap": Construct Divided Highway (2022) partially addresses safety need

Legend: Strategic investment area screened out from further consideration

US 93/US 60: Nevada State Line to SR 74 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
93-5 (MP 183-166)	Medium	-		High	-	L7	Pavement	Medium Pavement Need and Failure hot spots NB MP 183 - MP 180, NB MP 178 - MP 172 SB MP 182 - MP 181, and SB MP 177 - MP 174; Medium level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L8	Safety	High safety need; crash trends show 45% involve head-on collisions, 20% involve rear-end collisions, and 25% involve speeds too fast for conditions.	Y	South Fork Santa Maria River - SR-71, South of Wikieup Centerline Rumble strip project is programmed for FY 2022 and partially addresses Safety need
93-6 (MP 166-149)	High	-	-	-	-	L9	Pavement	High Pavement Need and Failure hot spots NB MP 162 - MP 160, NB MP 157 - MP 153, NB MP 152 - MP 149, SB MP 162 - MP 160, and SB MP 156 - MP 149, Medium level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic. N of Nothing to Jct SR-97 Pavement Rehabilitation (MP144 to 156) project scheduled for 2022
93-7 (MP 149-132)	High	-	-	Hot Spot	-	L10	Pavement	High Pavement Need and Failure hot spots NB MP 149 - MP 142, NB MP 141 - MP 140, NB MP 139 - MP 132, SB MP 149 - MP 142, and SB MP 139 - MP 132, Medium level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic. N of Nothing to Jct SR-97 Pavement Rehabilitation (MP144 to 156) project scheduled for 2022
						L11	Safety	Hot spot at NB & SB MP 146-148 in proximity to a curve at MP 147; crash trends show 60% overturning, 100% involving single vehicle, 54% involving speeds too fast for conditions or exceeded lawful speed, 53% run off the road, and 27% overturn.	Y	No programmed project to address Safety need.
93-8 (MP 132-124)	High	-	-	-	Medium	L12	Pavement	High Pavement Need and Failure hot spots NB MP 132 - MP 127, NB MP 126 - MP 124 SB MP 132 - MP 129, SB MP 128 - MP 124, Medium level of historical investment	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L13	Freight	Need resulting from high NB TTTR. High NB TTTR perhaps attributable to the NB traffic slowing down while approaching and traversing through Wikieup, AZ and the Carrow Stephens on-going construction north of Wikieup.	N	High NB TTTR perhaps attributable to the NB traffic slowing down while approaching and traversing through Wikieup, AZ and the Carrow Stephens on-going construction north of Wikieup. Therefore, the need is determined to be non-actionable.

Legend: Strategic investment area screened out from further consideration

US 93/US 60: Nevada State Line to SR 74 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
93-9 (MP 124-106)	Hot Spot	-	-	-	-	L14	Pavement	Failure hot spots NB MP 123 - MP 118.7, NB MP 118.7- MP 116.3, NB MP 116.3 - MP 115, NB MP 113 - MP 112, SB MP 123 - MP 120, and SB MP 113 - MP 110, High level of historical investment	Y	Recently completed roadway realignment and expansion partially addresses hot spot from MP 118 – 121; High historical investment.
93-10 (MP 106-91)	Hot Spot	Hot Spot	-	-	-	L15	Pavement	Failure hot Spots at NB MP 101 - MP 100, NB MP 99 - MP 97, NB MP 95 - MP 92, SB MP 105 - MP 104, and SB MP 97 - MP 95, High level of historical investment	Y	No programmed project to address hot spot; High historical investment.
						L16	Bridge	Kabba Wash Bridge NB (#492 MP 97.5) has an Evaluation rating of 5, but not identified in historical review	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment Kabba Wash Bridge NB Bridge Rehabilitation programmed for FY 2022
93-11 (MP 71-67)	Hot Spot		High	-	High	L17	Pavement	Failure hot spot at SB MP 70 - MP 69, High level of historical investment	Y	No programmed project to address hot spot; High historical investment.
						L18	Mobility	High Mobility need due to high future traffic growth and split corridor characteristic between 6 lane divided highway and 4 lane undivided highway	Y	Future programmed project US-93/I-40 West Kingman TI (2024) is not yet fully funded
						L19	Freight	High need resulting from poor freight index, Directional TTTR and SB closures resulting from incidents/accidents.	Y	Future programmed project US-93/I-40 West Kingman TI (2024) is not yet fully funded.
93-12 (MP 67-53)	High	-	-	-	-	L20	Pavement	High pavement need and Failure hot spots at NB MP 66 - MP 58 and SB MP 62 - MP 53; High level of historical investment.	Y	No programmed project to address hotspot; High historical investment.
93-13 (MP 53-42)	High	-	-	-	-	L21	Pavement	High pavement need and Failure hot spots at NB MP 51 - MP 50, NB MP 49 - MP 43, SB MP 53 - MP 45, and SB MP 44 - MP 42; Medium level of historical investment.	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.

Legend: Strategic investment area screened out from further consideration

US 93/US 60: Nevada State Line to SR 74 (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
93-14 (MP 42-29)	Medium	-		High	-	L22	Pavement	Medium pavement need and Failure hot spot at NB MP 41 - MP 38 and SB MP 42 - MP 38; Medium level of historical investment.	N	Pavement does not meet criteria for previous investment, therefore not considered strategic.
						L23	Safety	High safety need; crash trends show 32% overturn, 43% single vehicle, 29% speeds too fast for conditions, 43% failure to yield, and 32% run off the road.	Y	No programmed project to address Safety need. H865801C Pierce Ferry Intersection Turn Lane Realignment Project is recently completed addresses intersection-related safety need.
93-15 (MP 29-17)	-	-	-	High	-	L24	Safety	High safety need and safety hot spots at NB & SB MP 19 – MP 20 and NB & SB MP 26 – MP 28; crash trends show 56% involve single vehicle, 52% involve speeds to fast for conditions or exceeded lawful speed, 32% involve run off the road, and 24% involve overturn.	Y	No programmed project to address Safety need.
93-16 (MP 17-0)	Hot Spot	-	-	Hot Spot	-	L25	Pavement	Failure hot spot at NB MP 11 - MP 6, NB MP 4 - MP 3, SB MP 17 - MP 15, SB MP 11 - MP 10, and SB MP 8 - MP 6; High level of historical investment.	Y	No programmed project to address hot spot; High historical investment.
						L26	Safety	Safety hot spots at NB MP 14 – MP 16 and SB MP 14 – MP 15; crash trends show 31% involve overturning, 77% involve single vehicle, 77% involve speed too fast for conditions, and 61% involve run off the road.	Y	No programmed project to address hot spot; High historical investment.

Legend: Strategic investment area screened out from further consideration

US 160: US 89 to New Mexico State Line

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
160-1 (MP 312-319)	-	Medium	-	High	-	L1	Bridge	Hamblin Wash Br (#736, MP 302.5) has 2020 eval rating of 5; not identified in historical review; is not considered a hot spot	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L2	Safety	MP 312-319 has an overall Safety Index and Directional Safety Indexes above statewide averages 3 fatal crashes	Y	No programmed project to address Safety need
160-2 (MP 319-323)	Hot Spot	-	High	-	-	L3	Pavement	Hot spot EB MP 321-323	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L4	Mobility	MP 319-323 has a High level of need based on Mobility Index and Future Daily V/C performance; Existing Peak Hour V/C and WB Directional LOTTR ratings are fair	Y	No programmed project to address Mobility need
160-3 (MP 323-344)	High	-	-	High	-	L5	Pavement	Hot spots EB MP 325-326, MP 328-341 & WB MP 330-331, MP 340-344	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L6	Safety	MP 323-344 has an overall Safety Index and Directional Safety Indexes above statewide averages 8 fatal crashes, 1 suspected serious injury crash, 1 crash involving trucks, 1 crash involving bicycles, and 2 crashes involving a pedestrian; 44% involve overturning, 22% involve collision with a pedestrian, 11% involve bicycles, 56% involve a single vehicle, 50% occur in dark-unlighted conditions	Y	No programmed project to address Safety need
160-4 (MP 344-362)	Hot Spot	-	-	-	-	L7	Pavement	Hot spot WB MP 344-346	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes

Legend: Strategic investment area screened out from further consideration.

US 160: US 89 to New Mexico State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavemen	Bridge	Mobility	Safety	Freight					
160-5 (MP 362-374)	Hot Spot	-	-	High	-	L8	Pavement	Hot spot EB MP 368-371, MP 373-374 & WB MP 372-374	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L9	Safety	MP 362-374 has an overall Safety Index and EB Directional Safety Index above statewide averages 3 fatal crashes, 1 suspected serious injury crash, and 1 crash involving a pedestrian	Y	No programmed project to address Safety need
160-6 (MP 374-391)	-	-	-	High	High	L10	Safety	MP 374-391 has an overall Safety Index and Directional Safety Indexes above statewide averages 6 fatal crashes, 1 suspected serious injury crash, 1 crash involving trucks, and 1 crash involving a pedestrian; crash data analysis indicates percentage of crashes above statewide average related to lane departures; 29% involve collision with a fixed object, 14% involve collision with a pedestrian, 43% involve head on collision, 29% involve single vehicle, 33% involve drove in opposing lane, 29% involve a first unit event of ran off the road (left), 29% involve a first unit event of crossed centerline	Y	No programmed project to address Safety need
						L11	Freight	MP 374-391 has a High level of need based on poor overall Freight Index and WB Directional TTTR measures.	Y	No programmed project to address Freight need
160-7 (MP 391-395)	-	-	-	High	High	L12	Safety	MP 391-395 has an overall Safety Index and EB Directional Safety Index above statewide averages 2 fatal crashes, 2 suspected serious injury crashes	N	No identified crash pattern; no specific need to address
						L13	Freight	MP 391-395 has a High level of need based on poor overall Freight Index and EB Directional TTTR measures	N	Elevated Freight need likely due to truck stop locations at Kayenta
160-8 (MP 395-413)	Hot Spot	-	-	High	-	L14	Pavement	Hot spots EB/WB MP 402-407, EB MP 407-409, MP 412-413, WB MP 408-409, MP 411-413	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L15	Safety	MP 395-413 has an overall Safety Index and EB Directional Safety Index above statewide averages 4 fatal crashes, 3 suspected serious injury crashes; crash data analysis indicates percentage of crashes above statewide average related to lane departures; 71% involve overturning, 29% involve failure to keep in proper lane, 57% occur in dark-unlighted conditions	Y	No programmed project to address Safety need

Legend: Strategic investment area screened out from further consideration.

US 160: US 89 to New Mexico State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Paveme	Bridge	Mobility	Safety	Freight					
160-9 (MP 413-434)	High	-	-	High	High	L16	Pavement	Hot spots EB/WB MP 416-429, MP 430-431, MP 433-434, EB MP 432-433 & WB MP 413-414; has a high level of need based on poor Pavement Index performance score as well as 76% area failure	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L17	Safety	MP 413-434 has an overall Safety Index and Directional Safety Indexes above statewide averages 5 fatal crashes, 1 suspected serious injury crash, and 2 crashes involving a pedestrian; 33% involve collision with a pedestrian, 33% involve rear ends, 67% involve dark-unlighted conditions	Y	No programmed project to address Safety need
						L18	Freight	MP 413-434 has a High level of need based on poor overall Freight Index and Directional TTTR measures.	Y	No programmed project to address Freight need
160-10 (MP 434-451)	High	Medium	-	High	-	L19	Bridge	Walker Creek Br (#748, MP 3435.33) has 2020 deck rating of 5; not identified in historical review; is not considered a hot spot	N	Bridge does not have a rating of 4 or multiple ratings of 5 so it is not a hot spot and therefore is not considered a strategic investment; will likely be addressed by current ADOT processes
						L20	Pavement	Hot spots EB/WB MP 434-442, WB MP 442-451; has a high need based on poor Pavement Index performance score as well as 74% area failure	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L21	Safety	MP 434-451 has an overall Safety Index and EB Directional Safety Index above statewide averages 3 fatal crashes, 5 suspected serious injury crashes, and 1 crash involving trucks; 25% involve single vehicle, 25% involve ran STOP sign, 13% involve drove in opposing lane, 50% involve dark-unlighted conditions' 13% involve ice/frost conditions	Y	No programmed project to address Safety need
160-11 (MP 451-463)	Hot Spot	-	-	-	High	L22	Pavement	Hot spot WB MP 451-452	N	No high historical investment so not considered a strategic investment; will likely be addressed by current ADOT processes
						L23	Freight	MP 451-463 has a High level of need based on poor overall Freight Index and WB Directional TTTR measures.	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration.

US 160: US 89 to New Mexico State Line (Continued)

Segment # and MP	Level of Strategic Need					Location #	Type	Need Description	Advance (Y/N)	Screening Description
	Pavement	Bridge	Mobility	Safety	Freight					
160-12 (MP 463-471)	-	-	-	-	High	L24	Freight	MP 463-471 has a High level of need based on poor overall Freight Index and EB Directional TTTR measures.	Y	No programmed project to address Freight need

Legend: Strategic investment area screened out from further consideration.

Appendix F: Other Corridor Recommendations

I-8: California State Line to I-10

- Consider a corridor strategy to upgrade all bridges to current standards in anticipation of increased truck/freight traffic over the medium to long term
- Consider corridor wide ITS solutions to assist truck/freight traffic over the medium to long term

I-10W/SR 85: California State Line to I-8

- When recommending future projects along the I-10/SR 85 Corridor, review historical ratings and levels of investment
- Continue to pursue funding and support the ultimate plan for SR 85 as a full divided facility and for the development of the SR85/I-8 interchange in the future per the approved Design Concept Report and plans to connect with the future SR 30 corridor.
- Review intersection traffic control (minor-street stop control, all-way stop control, signalization), enhance intersection features; potential strategies include larger STOP signs, secondary (left) STOP signs, STOP ahead signs, and pavement marking improvements along SR 85 near Buckeye between MP 151-153.

I-10E: SR 202L to New Mexico State Line

- When recommending future projects along the I-10 East Corridor, review historical ratings and levels of investment. According to data used for this study, the following pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues:
    - Red Rock TI UP Bridge (#592, MP 226.45)
    - Cochise TI UP Bridge (#518, MP 331.62)
    - Airport Rd UP Bridge (#1114, MP 339.46)
    - Pavement MP 292-315 (Segment 10E-12)
    - Pavement MP 315-332 (Segment 10E-13)
- Continue to support and implement the recommendations of the DCR for the I-10 Wild Horse Pass Corridor (Loop 202 to SR 387)

I-17: SR 101L to I-40

- Continue to provide additional driver messaging and emphasis on safety during holiday weekends
- When recommending future projects along I-17, review historical ratings and levels of investment. According to data used for this study, the following pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues:
    - Cienega Creek NB #428 (MP 277.93)
    - McGuireville TI #652 (MP 293.26)
    - Pavement MP 323 – MP 340
    - Airport Rd TI #632 (MP 337.39)

I-19: Nogales to I-10

- When recommending future projects along the I-19 Corridor, review historical ratings and levels of investment. According to data used for this study, the following pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues:
    - Pavement MP 0-2.95
    - Rio Rico EB TI UP (#933, MP 10.96)
    - Palo Parado TI UP (#937, MP 15.65)
    - Drexel Road UP (#1120, MP 59.90)
    - Airport Wash Bridge NB (#1121, MP 60.32)
    - Airport Wash Bridge SB (#1122, MP 60.32)
    - Irvington Rd TI UP (#1123, MP 60.95)

I-40W: California State Line to I-17

- When recommending future projects along the I-10 West Corridor, review historical ratings and levels of investment. According to data used for this study, the following pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues:
    - SR 89A Pavement MP 11-43, MP 55-108, MP 143-168, and MP 190-196
    - Colorado River Br (#957, MP 0.01)
    - Franconia Wash Br WB (#377, MP 13.61)
    - Buck Mountain Wash EB (#378, MP 14.98)
    - Illavar Wash Br EB (#1310, MP 18.3)
    - Flat Top Wash Br WB (#1312, MP 21.01)
    - Griffith Wash Br WB (#1658, MP 40.42)
    - E Kingman TI OP WB (#1358, MP 53.55)
    - Frees Wash Bridge WB (#910, MP 60.11)
    - Blake Ranch TI OP WB (#912, MP 66.41)
    - Big Sandy Wash Br EB (#1252, MP 75.4)
    - Big Sandy Wash Br WB (#1253, MP 75.4)
    - Willow Creek Br #2 EB (#1593, MP 83.3)
    - Willow Creek Br #4 EB (#1595, MP 83.7)
    - Willow Creek Br #6 EB (#1769, MP 85.96)
    - Markham Wash Br EB (#1608, MP 107.6)
    - Anvil Rock Rd TI UP (#1610, MP 109.65)
    - Audley OP WB (#1521, MP 112.8)
    - Partridge Cr Br WB (#457, MP 142.53)
    - Ash Fork Draw Br EB (#1764, MP 146.15)
    - Ash Fork Draw Br WB (#1765, MP 146.15)
    - Johnson Canyon Br WB (#441, MP 148.91)
    - Airport Road OP EB (#1905, MP 163.96)
    - Bellemont TI UP EB (#783, MP 185.15)
    - Bellemont TI UP WB (#1083, MP 185.15)
    - W Flagstaff TI OP EB (#1128, MP 191.69)
    - Flag Ranch TI OP EB (#2027, MP 192.56)
    - Woody Mtn Rd UP EB (#1132, MP 193.47)
    - Woody Mtn Rd UP WB (#1133, MP 193.47)
- Promote planned construction of I-40/US 93 system interchange near MP 49
- Investigate reopening of the Parks Rest Area at MP 182
- Evaluate permanent speed limit reduction in the Flagstaff Area

I-40E: I-17 to New Mexico State Line

- When recommending future projects along the I-40 East Corridor, review historical ratings and levels of investment. According to data used for this study, the following pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues
    - Pavement MP 196-202
    - Pavement MP 202-212
    - Pavement MP 246-258
    - Pavement MP 270-286
    - Pavement MP 286-290
    - Pavement MP 342-360
    - Canyon Padre Br EB (MP 218.73)
    - Twin Arrows TI UP MP219.53)
    - Canyon Diablo Br WB (MP 229.90)
    - Sunshine BNSF RR OP WB (MP 237.10)
    - Little Colo River Br EB/WB MP 256.95)
    - W Joseph City TI UP (#1893) (MP 274.76)
    - Hunt Rd TI UP (MP 280.64)
    - Navajo TI UP (MP 325.92)
    - McCarroll TI UP (MP 330.00)
    - Chambers TI UP (MP 333.41)
    - Ortega Rd TI UP (MP 341.81)
    - Black Creek Br EB (MP 347.90)

SR 64: I-40 to Grand Canyon National Park

- Conduct future wildlife mitigation studies to address and reduce the high number of animal crashes on the SR 64 Corridor. According to data used for this study, animal-vehicle collisions (not resulting in fatal or suspected serious injury crashes) are concentrated in the following locations:
    - NB/EB: MP 186-196, MP 204-210, MP 211-213, MP 218-237
    - SB/WB: MP 186-194, MP 196-199, MP 219, MP 222-223, MP 224-237

SR 68/SR 95: US 93 to California State Line

- When recommending future projects along the SR 68/SR 95 Corridor, review historical ratings and levels of investment. According to data used for this study, the following pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues:
    - Laughlin Br-Colo Rvr (#2539, MP 250)
    - Sacramento Wash Br WB (#2272, MP 18.11)
    - Sacramento Wash Br EB (#2271, MP 18.12)
    - SR 95 Pavement MP 226-233
    - SR 68 Pavement MP 0-7
- A series of RSAs is recommended along the SR 95 corridor at MP 229.4-246.0. The RSAs should include a review of pedestrian crossing behaviors and current access control. An RSA was completed for MP 242-250 in October 2008. Recommendations should be reviewed and updated with an emphasis on pedestrian safety
- Local policy should be implemented to require new developments to provide sidewalk along SR 95 North frontage through Fort Mohave and Bullhead City
- Increased enforcement is recommended related to motorists failing to yield the right-of-way at intersections and for pedestrians crossing improperly on SR 95 North through Fort Mohave and Bullhead City. A pedestrian safety campaign should be implemented that includes providing local businesses with ADOT pedestrian safety pamphlets

SR 69/SR 89A/SR 89: I-17 to I-40

- When recommending future projects along the SR 69/SR 89A/SR 89 Corridor, review historical ratings and levels of investment. According to data used for this study, the following pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues:
    - Big Chino Wash Bridge (#979, MP 335.95)
    - Hell Canyon Bridge (#20087, MP 345.7)
    - Meath Wash Bridge EB (#20020, MP 358.03)
- Continue to pursue funding and support the ultimate plan for SR 89A to be widened to a 6-lane divided freeway to accommodate for long-term projected development and population growth along the corridor in the City of Prescott and Town of Prescott Valley
- Continue to pursue funding and support the ultimate plan for converting the Robert Road intersection at Fain Road to a grade separated traffic interchange.
- According to crash data and field reviews, additional studies are recommended to provide more in-depth analysis for the following corridor concerns:
    - SR 89 Passing Zone Identification Study
    - SR 89 Wildlife Mitigation Study

SR 77: Holbrook to Show Low

- No other corridor recommendations

SR 87/SR 260/SR 377: SR 202L to I-40

- Implement a driving impaired and speeding safety education campaign along the corridor
- Coordinate with AGFD to conduct a study on vehicle/wildlife conflicts on SR 87 between MP 233 and MP 241
- Conduct an access management study on SR 87 and SR 260 through the Town of Payson

SR 90/SR 80: I-10 to US 191

- Removal of the Lowell RR UP Bridges (#269 and #1033 at MP 343.01) would relieve the low vertical clearance issue in the area; however, the Mule Pass Tunnel would still be a vertical clearance hot spot at MP 339.20
- Conduct seat belt-related enforcement and education, particularly in the Sierra Vista area

SR 95: I-8 to I-40

- Conduct feasibility study for installing automated flood warning system in areas prone to flooding
- Coordinate with the Lake Havasu City Strategic Transportation Safety Plan to identify safety improvements and programs to reduce crashes on SR 95 in Lake Havasu City
- Coordinate with the upcoming WACOG Strategic Transportation Safety Plan to identify safety improvements and programs to reduce crashes on SR 95 in Mohave County and La Paz County.
- Investigate feasibility of advanced warning and alternative routing system during roadway closure events such as flash flooding and other incidents to improve resiliency and emergency response
- Investigate feasibility of doing improvements to SR-74 as additional semi-parallel route to US-95

SR 179/SR 89A/SR 260: I-17 to I-17

- When recommending future projects along the SR 179/SR 89A/SR 260 Corridor, review historical ratings and levels of investment. According to data used for this study, the following pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues:
  - SR 89A Pavement MP 369-356
  - Dry Creek Bridge NB (#2054, MP 366.69)
  - Dry Creek Bridge SB (#2534, MP 366.40)
  - SR 89A/SR 260 MP 356-209
  - Black Canyon Wash Br EB (#758, MP 209.88)
- Support the City of Sedona efforts to implement improvements on SR 179 and SR 89A as proposed in the City's Transportation Master Plan, including:
  - Construct bicycle boulevard on north side of SR 89A, MP 369-374
  - Implement a shuttle system for the corridor with park-and-ride lots located along routes
  - Conduct an access management plan for the West Sedona area of the corridor
- Conduct an intersection performance study at SR 89A/SR 260 intersection in Cottonwood
- Conduct an access management plan for the Cottonwood area of the corridor

SR 260/US 60: Heber-Overgaard to New Mexico State Line

- Conduct access management studies in the future for the more populated areas of the SR 260 | US 60 corridor:
  - US 60 through the Town Show Low from MP 340-342
  - SR 260 beginning in Show Low to Pinetop-Lakeside from MP 341-355
- Conduct future wildlife mitigation studies to address and reduce the high number of animal crashes on the SR 260 | US 60 corridor. According to data used for this study, animal vehicle collisions (not resulting in fatal or incapacitating crashes) are concentrated in the following locations:
  - SR 260 – Eastbound: MP 309-322, MP 324-333, MP 335-337, MP 352, MP 356-357
  - SR 260 – Westbound: MP 310-317, MP 318-323, MP 324-333, MP 336, MP 343-345, MP 346-351
  - US 60 – Eastbound: MP 343-345, MP 349-351, MP 358-363
  - US 60 – Westbound: MP 350-352, MP 358-360, MP 362-364, MP 365-367, MP 387-388

SR 347/SR 84: I-8 to I-10

- When recommending future projects along the SR 347/SR 84 Corridor, review historical ratings and levels of investment. According to data used for this study, no pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues within the limits of the study

US 60/US 70/US 191: Apache Junction to Douglas

- Road Safety Assessments are recommended in Peridot, Cutter and Globe to identify safety improvements, specifically pedestrian circulation and access needs in Peridot.
- Access Control Studies in Peridot (MP 270 – 274) and Globe-Miami (MP 243 – 255) are recommended to identify potential for access consolidation, signage, etc. to reduce friction and improve safety.
- Recommend Superior to Globe DCR/Feasibility Study
- Recommend San Carlos Area (MP 268 – 292) Superelevation Study

US 89: Flagstaff to Utah State Line

- Conduct an access management study within the City of Page to help preserve and manage access to/from US 89

US 93/US 60: Nevada State Line to SR 74

- When recommending future projects along the US 93/US 60 Corridor, review historical ratings and levels of investment. According to data used for this study, the following pavement and bridge locations have exhibited high historical investment (pavement) or rating fluctuation (bridge) issues
    - US 93 Pavement MP 53-124 and MP 0-29
- Evaluate Passing Lanes additional passing lanes and emergency pullouts in the Joshua Tree Area
- Work with Arizona DPS and other local agencies to designate the US 93/US 60 corridor as a “Recreational Corridor” to emphasize safe driving during long or holiday weekends

US 160: US 89 to New Mexico State Line

- When recommending future projects along the US 160 Corridor, review historical ratings and levels of investment. According to data used for this study, the following pavement location has exhibited high historical investment issues:
    - Pavement MP 374-391
- As the area continues to grow, continue to provide support for a standard Diamond Interchange with a structure over US 89 at the US 89/US 160 intersection as recommended in Final Design Concept Report - US 89 Antelope Hills to Jct. US 160 MP 442 to MP 484.