| TIP ID | Street Name | Termini | Total Cost | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | Total Programmed | Unfunded Amt. | Fund/Notes | Traffic Volume | Total Number of Crashes 2006-2008 / notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ADOT Projects** | | | | | | | | | | | | | | |
| 74.07 | I-10: Country Club TI | | 50000 | | | | 4000 | 10000 | | 14000 | 36000 | ASTP | 64,000 | 10 within 1/4 mile; 23 within 1/2 mile |
| 3.02 | I-10: Ina TI | Ina Rd. TI | 54383 | 5444 | 36264 | | | 2204 | | 43912 | 10471 | RTA & State fund sources | 90,000 | 199 with 200 ft. buffer - some Ina Rd crashes captured in this |
| 5.02 | I-10: Ina to Marana Frontage Rds. | Ina to Marana | 40000 | | | | 10000 | | 20000 | 30000 | 10000 | NH | 50,000 | 780 with 200 ft. buffer - some frontage road crashes captured in this, but most omitted. |
| 67.09 | I-10: Ina to Tangerine DCR and EA | Ina to Tangerine | 3000 | 2206 | | | | | | 2206 | 794 | NH | 50,000 | 432 with 200 ft. buffer - some frontage road crashes captured; 285 with 100 ft. buffer |
| 73.07 | I-10: Kino TI | I-10 and Kino | 50000 | | | | | 4000 | | 4000 | 46000 | ASTP | 72,000 | 79 on mainline within 1/2 mile; 31 on all ramps |
| 94.02 | I-10: Prince to Ruthrauff | Prince to Ruthrauff | 76000 | 21000 | 18000 | | | 3000 | | 42000 | 34000 | ASTP & NH | 140,000 | 365 with 200 ft. buffer - some frontage road and frontage/Prince, frontage/Ruthrauff captured but not all; 211 with 100 ft. buffer |
| 95.02 | I-10: Ruthrauff to Ina DCR | Ruthrauff to Ina Incl. Ruthrauff RR Grade Separation | 25000 | 4000 | | | | | 13300 | 17300 | 7700 | PAG 2.6% & NH | 120,000 | 254 with 100 ft. buffer - fairly mainline exclusive |
| 130.08 | I-10: Tangerine Rd TI - Relocation | Tangerine Farms Rd. to Tangerine Rd. @ Trico | 70000 | 1500 | | | | | | 1500 | 68500 | PAG 2.6% - Project also shows $45 million PVT. | 40,000 | 105 associated with intersections - extended 1/2 mile in each direction along I-10 |
| 76.07 | I-10: Valencia Bypass | | 80000 | | | | 25000 | 17824 | | 42824 | 37176 | ASTP | 50,000 | No crash analyis performed |
| 75.07 | I-10: Wilmot TI | | 10000 | | | | 4000 | 6000 | | 10000 | 0 | ASTP | 52,000 | 13 within 1/4 mile; 22 within 1/2 mile |
| 101.08 | I-19: Sahuarita Rd. Traffic Interchange | Interchange improvement | 32000 | 4300 | | 2700 | | | | 7000 | 25000 | PAG 2.6% & ASTP (ADOT missing some PAG 2.6%) | 35,000 | 10 within 1/2 mile of TI; 19 within 1/2 mile of TI ramps; 12 on ramps |
| 41.01 | I-19: San Xavier to Ajo Way | San Xavier to Ajo Way | 86385 | | | | 3000 | 63385 | 20000 | 86385 | 0 | ASTP, NH & PAG 2.6% | 70,000 | 187 with 100 ft. buffer - fairly mainline exclusive |
| 11.02 | SR 77: Tangerine to Pinal Co. Line | Tangerine to Pinal Co. Line | 36500 | 3500 | 7000 | | 23477 | | 2500 | 36477 | 23 | ASTP & SB | 35,000 | 207 |
| 117.07 | SR 86: @IRR #15 | MP 91.5 to MP 92.5 | 2552 | 52 | | 200 | 1800 | | | 2052 | 500 | PAG 2.6% (Not in ADOT program) | 6,000 | 8 within 1 mile |
| 3.03 | SR 86: MP 128.5 - 132.8 (Santa Rosa Ranch Rd. Segment) | MP 128.5 to MP 132.8 | 11000 | 600 | | | | | | 600 | 10400 | State | 6,000 | 11 |
| 105.03 | SR 86: MP 132.8 - 137.1 (Kitt Peak Rd. Segment) | MP 132.8 to MP 137.1 | 13000 | 7000 | | | | | | 7000 | 6000 | ASTP | 6,000 | 14 |
| 104.03 | SR 86: MP 137.1 - 141.1 (San Pedro Road Segment) | MP 137.1 to MP 141.1 | 12000 | 12000 | | | | | | 12000 | 0 | ASTP, SB & NH | 6,000 | 12 |
| 10.09 | SR 86: San Isidro Intersection | SR86 and San Isidro intersection | 2150 | | | 200 | | | | 200 | 1950 | PAG 2.6% | 6,000 | 5 within 1 mile |
| 2.02 | SR 86: Valencia to Kinney | MP 159.5 to MP 166.1 | 43000 | 300 | 22000 | 7000 | | | 7500 | 36800 | 6200 | ASTP & PAG 2.6% | 15,000 | 175 |
| 45.01 | SR 86: MP 124.5 to MP 128.5 (San Isidro Rd. Segment) | MP 124.5 to MP 128.5 | 8100 | 1600 | | | | | | 1600 | 6500 | ASTP | 6,000 | 8 |
| 47.06 | SR 86: MP 120.2 to MP 124.5 (Fresnel to MP 124.5) | MP 120.2 to MP 124.5 | 9300 | 1500 | | | | | | 1500 | 7800 | ASTP | 6,000 | 15 |
| | | | | | | | | | | | | | | |
| **Jurisdictional Projects with ADOT Funds** | | | | | | | | | | | | | | |
| 110.01 | I-19: NB Frontage Rd | Conoa TI | 6300 | 6300 | | | | | | | | Under Construction | | |
| 45.07 | San Xavier Pedestrian Safety Bridge | San Xavier rd @ Santa Cruz River | 677 | 677 | | | | | | | | PAG 2.6% | | |
| 758 | Twin Peaks TI | | 14000 | 14000 | | | | | | | | Under Construction | | |
| | | | | | | | | | | | | | | |
| **ADOT Projects Under Construction** | | | | | | | | | | | | | | |
| 878 | FMS Phase 2B | I-10 - Valencia to I-19 | 9100 | 9100 | | | | | | | | ARRA funded | | |
| 8 | I-10: Ruthraff to Ina | Ruthrauff to Ina | 4545 | 1500 | | | | | | | | PAG 2.6% | | |
| 753 | I-10: East Corridor Study | I-19 East to Cochise County Line | 3000 | 3000 | | | | | | | | 1000 SB & 2000 PAG 2.6% | | |
| 9 | I-10: 29th St. to Prince | I-19 to Prince | 227981 | 17540 | | | | | | | | PAG 2.6% | | |
| 118.07 | I-10: Cienega Creek to Marsh Station | | 400 | 400 | | | | | | | | Study - ASTP | | |
| 131.04 | I-10: Cienega Creek to Marsh Station Phase 1 | | 3700 | 3700 | | | | | | | | ASTP funds | | |
| 132.04 | I-10: Cienega Creek to Marsh Station Phase 2 | | 3400 | 3400 | | | | | | | | ASTP | | |
| 133.04 | I-10: Cienega Creek to Marsh Station Phase 3 | | 14300 | 9400 | | | | | | | | IM | | |
| 28.09 | I-10: Cienega Creek to Marsh Station Utility and R/W | Cienega to Marsh Station | 7000 | 7000 | | | | | | | | ASTP | | |
| 62.09 | I-10: Marsh Station Traffic Interchange | I-10 & Marsh Station - Complete mutiple phases | 18000 | 18000 | | | | | | | | ARRA funded | | |
| 81.01 | I-10: Pantano RR to Cienega Creek Section | Pantano RR UP/Cienega Creek Section | 7100 | 10000 | | | | | | | | ASTP & SB | | |
| 22 | SR 77: Oracle Rd. - Calle Concordia to Tangerine Rd. | C. Concordia to Pusch View and La Reserve to Tangerine | 24635 | 9735 | | | | | | | | STAN & PAG 2.6% | | |
| 4.02 | SR 86: MP 141.1 - 145.0 (MP 141.1 to Reservation Boundary) | MP 141.1 to MP 145.0 | 15700 | 14000 | | | | | | | | ARRA | | |
| | | | | | | | | | | | | | | |
| **ADOT Transportation Enhancements Projects** | | | | | | | | | | | | | | |
| 113.08 | Arizona's First Transportation Corridor | Various locations Yuma to Nogales | 143 | 143 | | | | | | | | ARRA - TE | | |
| 33.06 | Continental Rd. /I-19 Bike & Ped. Enhancement | Continental @ I-19 | 526 | 526 | | | | | | | | TE | | |
| 36.05 | SR 77 - Sidewalk, Bike Lanes, and Landscaping | Roger Rd. to River Rd. | 694 | 612 | | | | | | | | TE | | |
| | | | | | | | | | | | | | | |
| **ADOT Other Projects** | | | | | | | | | | | | | | |
| 170.08 | I-19: Pima Mine Rd. TI Scoping Feasibility Study | Study | 52 | 52 | | | | | | | | PAG 2.6% | | |
| 48.09 | I-19: Sign Replacement | MP 0 to MP 63 | 1500 | 1500 | | | | | | | | ARRA | | |
| 124.08 | Right-of Way and control of access purchase | Regionwide | 5000 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| 750 | Scoping Contingency Pool | Misc Locations | 1000 | 162 | 200 | 200 | 260 | 200 | 200 | | | PAG 2.6% | | |
| 122.08 | SR 85: Lukeville Point of Entry | | 1500 | 1500 | | | | | | | | State | | |
| 65.09 | Regional Traffic Operations Center | Regionwide | 3060 | 1020 | 1020 | 1020 | | | | | | PAG 2.6% | | |
| 66.09 | RTOC Signal Expansion | | 240 | 240 | | | | | | | | PAG 2.6% | | |
| 182.08 | SR 86 Wildlife Movement Study | | 79 | 79 | | | | | | | | RTA | | |