STATUS OF THE PAPAGO FREEWAY - EAST & WEST

(DATES OF ACTIVITY)

As of January 1972

PROJECT NUMBER	SECTION	SECTION LENGTH	PLACED ON SYSTEM	CONCEPT, FEASIBILITY & ENGINEERING STUDIES: A STREET ARTERIAL PLAN FOR PHOENIX	A MAJOR STREET & HIGHWAY PLAN - PHOENIX By WILBUR SMITH: REPORT	APPROVED BY CITIES	APPROVED BY COUNTY	APPROVED BY STATE	PHX.-MARICOPA TRAFFIC & O.D. STUDY	PHX.-BRENDA ECONOMIC STUDY BY STAN WOMER	THE PAPAGO FREEWAY BY JOHANNESSEN AND GIRARD	THE PAPAGO FREEWAY BY J & G SUPPLEMENT	ADVERTISED FOR PUBLIC HEARING ON GENERAL LOCATION	PUBLIC HEARING ON GENERAL LOCATION	LOCATION SURVEY & PRELIMINARY DESIGN: BEGAN	LOCATION SURVEY & PRELIMINARY DESIGN: COMPLETED	ADVERTISED FOR PUBLIC HEARING ON DESIGN	PUBLIC HEARING ON DESIGN	FHWA APPROVAL: Location	FHWA APPROVAL: Design	FINAL DESIGN: BEGAN	FINAL DESIGN: COMPLETED	R/W CORRIDOR PLANS COMPLETE	F.H.W.A. RIGHT OF WAY WORK AUTH.: BEGAN	F.H.W.A. RIGHT OF WAY WORK AUTH.: COMPLETED	ENVIRONMENTAL REPORTS	DEPAD	MAGTPP (VATTS)	AUTH RELOCATION ASSISTANCE	UTILITY RELOCATION	P.S. & E. APPROVAL	TYPE OF CONSTRUCTION	PROBABLE ADVERTISE FOR BIDS
I 10-2 (34)	Perryville Rd - Bullard Ave	4.51	(Orig) 1956 (New) 3-8-65		5-10-60	↑	10-24-60	11-15-60	1956-57	12-30-58			2-15-57 12-28-59 4-15-65	2-27-57 2-24-60 5-8-65	4-6-65	7-6-66	5-14-70	6-17-70	8-30-66	7-13-67 to 10-5-67 Certain design features 9-17-71 Major design features	10-27-66			10-4-66		6-18-71		↑ 5-68 (1980 Traffic)		10-4-66		GD Surf.	1-74 5-76
I 10-2 (37)	Bullard Ave - 107th Ave	5.40	(Orig) 1956 (New) 3-8-65		5-10-60	Phoenix 10-25-60	10-24-60	11-15-60	1956-57	12-30-58			2-15-57 12-28-59 4-15-65	2-27-57 2-24-60 5-8-65	4-6-65	7-6-66	5-14-70	6-17-70	8-30-66 12-28-66 5-21-68	9-1-66 To 4-24-70 Certain design features	1-25-67			10-4-66		6-18-71		1-69 (Rev. 1980 Traff)		10-14-66		GD Surf.	5-73 5-76
I 10-2 (40)	107th Ave - 67th Ave	4.75	(Orig) 1956 (New) 3-8-65		5-10-60	Glendale 12-13-60	10-24-60	11-15-60	1956-57	12-30-58			2-15-57 12-28-59 4-15-65	2-27-57 2-24-60 5-8-65	4-6-65	7-6-66	5-14-70	6-17-70	8-30-66	11-8-67 to 9-25-69 certain design features	3-17-67			10-4-66		6-18-71		6-70 (1990 Traffic) 10-71 (Design Report)		10-4-66		GD Surf.	5-75 5-76
I 10-2 (25)	67th Ave - 27th Ave	5.21	(Orig) 1956 (New) 3-8-65		5-10-60	Avondale 2-20-61 Mesa 3-6-61	10-24-60	11-15-60	1956-57	12-30-58			2-15-57 12-28-59 4-15-65	2-27-57 2-24-60 5-8-65	4-6-65	7-6-66			4-12-67	12-28-66 to 5-26-71 certain design features	7-9-71		9-13-66 to 275 Ave - 4-19-67	10-5-65						5-29-69	10-4-66		GD-Surf. except 43rd to 27th depressed.	12-75 12-76
I 10-2 (22)	27th Ave - 19th Ave	1.00	State 6-18-62 Pri 8-31-62 Int 3-13-69	1950	5-10-60	Buckeye 3-22-61	10-24-60	11-15-60	1956-57	12-30-58			2-15-57 12-28-59 4-15-65	2-27-57 2-24-60 5-8-65	4-6-65	7-6-66			4-12-67	10-30-67 to 1-7-72 certain design features	4-10-70		4-19-67	10-5-65				1-68 (1980 Traffic)	5-29-69	10-4-66		Viaduct	8-74
I 10-3 (92)	19th Ave - 7th Ave	1.00	State 6-18-62 Pri 8-31-62 Int 3-13-69	1950	5-10-60	Tempe 5-4-61	10-24-60	11-15-60	1956-57		6-68	7-27-70	12-31-68	1-23-69	2-17-69		12-31-68	1-23-69	8-31-62 Primary Syst. 5-13-69 Interstate Syst 12-9-69 Corridor Location	6-19-69 Elevated concept 12-4-70 Major Design features	10-4-71		I 17 - Grade revisions Grand - 7th 8-26-69	1-28-66				5-68 (Rev 1980 Traff)	6-27-69			Viaduct	10-74
I 10-3 (105)	7th Ave - 7th st.	1.00	State 6-18-62 Pri 8-31-62 Int 3-13-69	1950	5-10-60		10-24-60	11-15-60	1956-57		6-68	7-27-70	12-31-68	1-23-69	2-17-69		12-31-68	1-23-69	Same as above	Same as above	10-4-71		2-27-70	9-13-66				1-69 (Rev 1980 Traff) 5-70 (1990 Traffic)	7-1-70			Viaduct	12-73
I 10-3 (115)	7th st. - 16th st	1.00	State 6-18-62 Pri 8-31-62 Int 3-13-69	1950	5-10-60		10-24-60	11-15-60	1956-57		6-68	7-27-70	12-31-68	1-23-69	2-17-69		12-31-68	1-23-69	Same as above	same as above	10-4-71		8-27-70	9-13-66				10-71 (Design Report)	12-14-70			Viaduct	4-76
I 10-3 (110)	16th st - 21st Place South to I-17	1.40	State 6-18-62 Pri 8-31-62 Int. 3-13-69	1950	5-10-60		10-24-60	11-15-60	1956-57		6-68	7-27-70	12-31-68	1-23-69	2-17-69		12-31-68	1-23-69	Same as above	Same as above	10-4-71		7-13-71	9-13-66				1-68 (1980 Traffic) 5-68 (Rev 1980 Traff)	7-9-69			Viaduct	3-75
I 10-3 (108) F030-1	21st Pl. to 32nd st. (Squaw Peak Interchange)	1.50	State 6-18-62 Pri 8-31-62		5-10-60		10-24-60	11-15-60	1956-57		6-68	7-27-70	12-31-68	1-23-69			12-31-68	1-23-69	Same as above	Same as above				9-13-66				1-69 (Rev 1980 Traff) 5-70 (1990 Traffic)					
F030-1(9)	32nd st. - 60th st.	4.50	State 6-18-62 Pri 8-31-62		5-10-60		10-24-60	11-15-60	1956-57		6-68		12-31-68	1-23-69			12-31-68	1-23-69	8-31-62 Primary System 24th st to 32nd st. Approval of individual Parcel disposition 1966-1971					9-13-66									
F030-1(10)	60th st. - Pima Road	3.00	State 6-18-62 Pri 8-31-62		5-10-60		10-24-60	11-15-60	1956-57		6-68								8-31-62 Primary System									5-68 (1980 Traffic) 1-71 (1990 Design)					