

Contact Information	
1. Lead Agency	Maricopa County DOT
2. Contact Name	April Wire, P.E., PTOE
3. Phone	(602) 506-7174
4. E-Mail Address	April.Wire@Maricopa.Gov
5. Mailing Address	2901 W. Durango St., Phoenix, AZ 85009

CMAQ Data	
This part of the form is used to gather project related data to calculate an CMAQ Score and also gather the minimum data needed for a listing of the project in the Transportation Improvement Program.	
Federal Funding Eligibility	
All ITS projects to be funded with Federal CMAQ funds must be located within a nonattainment area. Please use the map provided in the tab named "Map" to verify that the project is located in a nonattainment area.	
1. Traffic Estimate and Roadway Characteristics	
a. Current Average Daily Traffic (ADT) on the facility or the nearest parallel facility of a similar facility type:	<input style="width: 100%;" type="text" value="46,000"/>
b. Please describe how the ADT was estimated:	<div style="border: 1px solid black; background-color: #e0f0e0; padding: 5px;"> Area 5, 2 intersections, ADT is 60,502, based on 2006 MAG data. Area 6, 11 intersections, ADT is 46,000, based on 2018 MAG data. </div>
c. When was the ADT estimate developed:	<input style="width: 100%;" type="text" value="2018"/>
d. Name of the roadway section used for the ADT estimate:	<input style="width: 100%;" type="text" value="Bell Rd"/>
e. Starting limit of the roadway section:	<input style="width: 100%;" type="text" value="Del Webb Blvd; 69th Ave"/>
f. Ending limit of the roadway section:	<input style="width: 100%;" type="text" value="Boswell Blvd; 39th Ave"/>
g. Length (miles):	<input style="width: 100%;" type="text" value="4.4"/>
h. Total number of through lanes on the roadway section:	<input style="width: 100%;" type="text" value="6"/>
i. Federal Functional Classification of the roadway section:	<input style="width: 100%;" type="text" value="Principal Arterial - Other"/> Link to ADOT Functional Classification Maps

CMAQ Data

2. Improvements in Traffic Management & Operations

a. Enter the pre-improvement (current) average corridor traffic speed:

b. In the table, check the box that best describes the project (Check only one box):

	Before (pre-improvement) condition	After (post-improvement) condition	Expected increase in speed
<input checked="" type="checkbox"/>	Interconnected, pre-timed signals with old timing plan	Advanced computer-based control	17.5 percent
<input type="checkbox"/>	Non-interconnected signals with traffic-actuated controllers	Advanced computer-based control	16.0 percent
<input type="checkbox"/>	Interconnected, pre-timed signals with actively managed timing	Advanced computer-based control	8.0 percent
<input type="checkbox"/>	Interconnected, pre-timed signals with various forms of master control and various qualities	Optimization of signal timing plans. No change in hardware	12.0 percent
<input type="checkbox"/>	Non-interconnected, pre-timed signals with old timing plan	Optimization of Signal Timing Plans	7.5 percent

NOTE: All ITS projects MUST involve eligible infrastructure improvements.

3. Other Improvements (Check all that apply)

- Traffic signal system improvements at a single agency
- Traffic signal system improvements that apply to more than one agency
- Includes improvements to coordination between arterial and freeway traffic operations
- Project conforms to local land use plans
- Adds features to traffic signals that would better accommodate seniors at pedestrian crossings

4. Traffic Flow Improvement Due to Project (Not required for Traffic Mgmt & Operations Improvements)

a. Enter the pre-improvement (current) average traffic speed of the corridor: (populated from #2a)

b. Enter the post-improvement average traffic speed of the corridor:

ITS Project Information

Enter information in highlighted cells ONLY. Links to various websites are provided for additional information and help.

1. Project Title & Sponsor

a. Project Title	Bell Rd Adaptive Signal Control Technology Implementation - Phase 2
b. Lead Agency	MCDOT
c. Other Partnering Agencies	City of Glendale and City of Phoenix

2. Project Type

Prioritize SMO Buckets for the funding application	
First Priority	Bucket #1 – ICM Corridors
Second Priority	Bucket #2 – Regional Priority Arterials
Third Priority	Bucket #3 – Local Priority Corridors

3. Project Goals & Objectives

a. Project Goals	Improve traffic flow efficiency & safety through the application of multi-agency real-time adaptive signal control capable of continuously adjusting signal timing based on real-time measurements of changes in traffic volumes, thus reducing emissions, increasing fuel efficiency and reducing travel times along the corridor. Especially effective in dealing with unpredictable surges of traffic, possibly caused by non-recurring congestion, incidents or special events.
b. Project Objectives	Expand the existng ASCT system on Bell Rd by implementing ASCT to the two signalized intersections on Bell Rd between the City of Surprise and MCDOT in Project Area 5, and expanding ASCT to the remaining signalized intersections in City of Glendale and into City of Phoenix to I-17 in Project Area 6. (Project Areas 1-4 were previously completed in the pilot project recently completed). The system will have the ability to adjust signal operations to real-time changes in conditions; Reduce delays; Reduce travel times; Improve safety to mutiple modes of vehicles, pedestrians, transit, and emergency services; Reduce vehicle emissions by reducing stops and delays at arterial intersections; Improve cross-jurisdictional traffic flow across jurisdictional boundaries, making travel appear seamless to the driver.

ITS Project Information

4. Project Information

a. Project location description

13 existing signalized intersections over 4.4 miles, on Bell Road, with Area 5 starting at Del Webb Blvd to Boswell Blvd, and Area 6 starting at 69th Ave to 39th Ave. This project involves MCDOT, ADOT, and the cities of Glendale and Phoenix.

Note: a PDF file of a map must be submitted to MAG as an attachment.

b. Scope of the project

Procurement of a distributed adaptive signal control technology (ASCT) system that is all inclusive of vehicle detection, travel time and other performance metric monitoring systems, ASCT software, and all other aspects associated with operating an ASCT system installed on existing traffic signal infrastructure, and utilizing existing signal controllers and communications infrastructure to link the five agencies and intersections. No ground disturbance is anticipated. This project will leverage the

5. Identify Project Components in MAG Regional ITS Architecture

Service Area	Addressed in this Project? <small>(Dropdown: Y/N)</small>	Applicable ITS Service Packages
Traffic Management	Yes	ATMS01, 03, 07, and 08
Maintenance and Construction	No	
Public Transportation	No	
Traveler Information	No	
Emergency Management	No	
Archived Data Management	No	

NOTE: Insert the relevant ITS Architecture flow diagram in the "ITS Architecture" worksheet.

6. Quantitative Criteria

Enter Quantitative Criteria for Bucket(s) selected in Section 2 "Project Type"

Average Daily Traffic (ADT) from 'CMAQ Data' tab in this funding application.	46,000
Crashes Per Mile Per Year (MAG Will Complete)	
Maximum Peak Period Travel Time Index (MAG Will Complete)	
Percentage network communication connectivity to traffic signals & ITS devices.	100%
Regional Priority Corridor Ranking (Enter shares of work in "Regional Priority - Top 100")	-13.1
Latest year of your agency's Operations/Management Center upgrade.	2019

7. Program Year Preference

Preferred Program Year

2020

ITS Project Information				
8. Project Budget by SMO Strategy				
Strategies for Bucket #1 – ICM Corridors	Federal Cost	Local Match (min 5.7%)	Total Cost	Share of Total Project
2-Real-time CCTV monitoring capabilities at all major-major arterial intersections on ICM corridors				0%
3-Vehicle and pedestrian actuated detection at all signalized intersections to support signal operations and real-time collection of data collection, including data on turning movement counts	\$ 665,664.00			60%
11-Regional Asset Upgrade/Replace Program - ICM Corridors & Priority Arterials	\$ 443,776.00			40%
Total	\$ 1,109,440.00	\$ 67,060.53	\$ 1,176,500.53	100%
Cost Percentage	94.3%	5.7%		
Strategies for Bucket #2 – Regional Priority Arterials	Federal Cost	Local Match (min 5.7%)	Total Cost	Share of Total Project
8-Real-time visual monitoring capability at all major-major intersections on Priority Arterials				0%
9-Additional detection at signalized intersections for real-time collection of data, including turning movement counts stored by individual agencies and archived in RADS	\$ 665,664.00			60%
10-Reliable communications between TMCs and major-major intersections to facilitate remote management of traffic operations - Adds both fiber and wireless infrastructure				0%
11-Regional Asset Upgrade/Replace Program - ICM Corridors & Priority Arterials	\$ 443,776.00			40%
Total	\$ 1,109,440.00	\$ 67,060.53	\$ 1,176,500.53	100%
Cost Percentage	94.3%	5.7%		
Strategies for Bucket #3 – Local Priority Corridors	Federal Cost	Local Match (min 5.7%)	Total Cost	Share of Total Project
12-Local priority ITS projects	\$ 1,109,440.00			100%
Total	\$ 1,109,440.00	\$ 67,060.53	\$ 1,176,500.53	100%
Cost Percentage	94.3%	5.7%		

ITS Project Information

9. System Maintenance and Operations

a. Current staff resources available to support ITS operations at the local agency (in FTEs)	20
b. Additional staff resources required for fully utilizing features added by project (in FTEs)	0
c. Agency's estimated current annual ITS operations & maintenance (O & M) budget	\$3,500,000
d. Estimated additional annual O & M funds required for features added by this project	\$45,000
e. Estimated DATE from when required additional local O & M funds will be available	07/2020
f. Other comments	These values are inclusive of all partner agencies FTEs and budgets. The partners will ensure that their O&M budget will include this after the warrenty period has expired. Resources for local match, and long-term operations and maintenance will be jointly shared by the partner agencies.

10. Systems Engineering Analysis Requirement

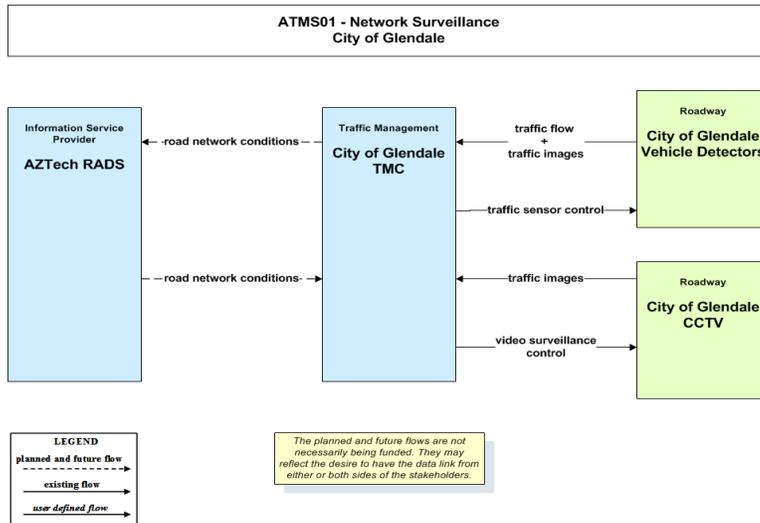
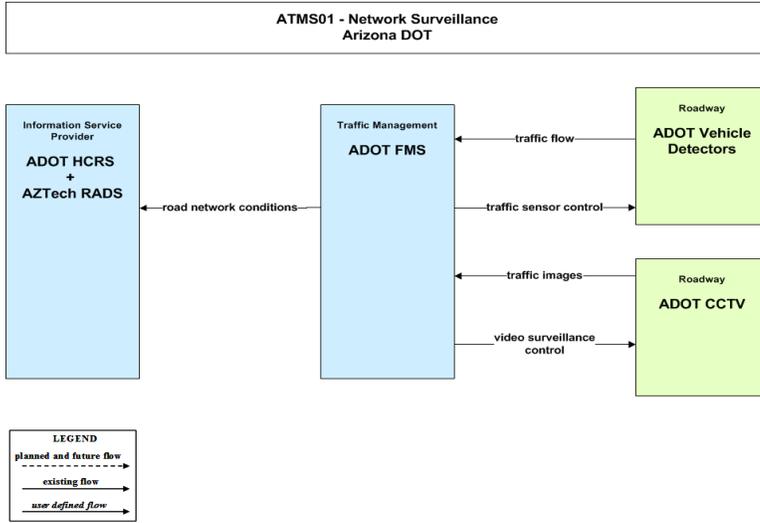
Commitment to address the federal requirement for Systems Engineering Analysis: Agency's intent to follow the process described in the 'V' diagram during the project development process. ADOT Systems Engineering Checklist	
The project sponsor/lead agency of this application intends to incorporate the Systems Engineering Analysis in the project's scope of work, following guidance on the ADOT's System Engineering Checklist.	<input checked="" type="checkbox"/> Yes, the agency intends to follow the process.

ITS Architecture Flow Diagram

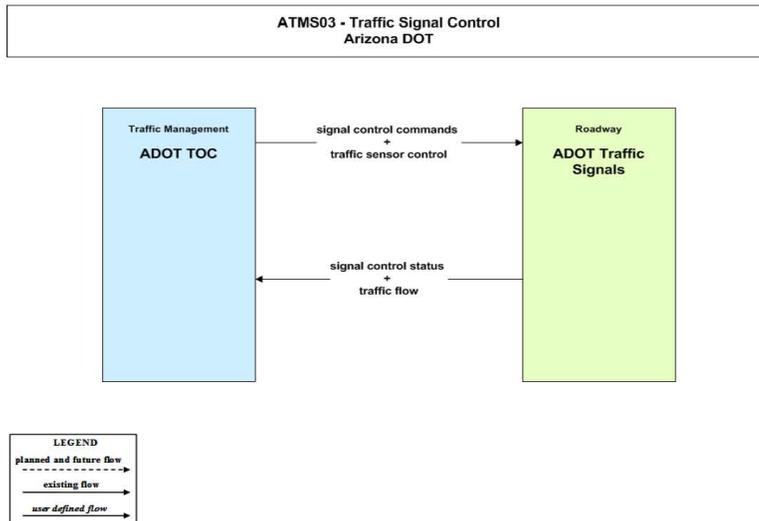
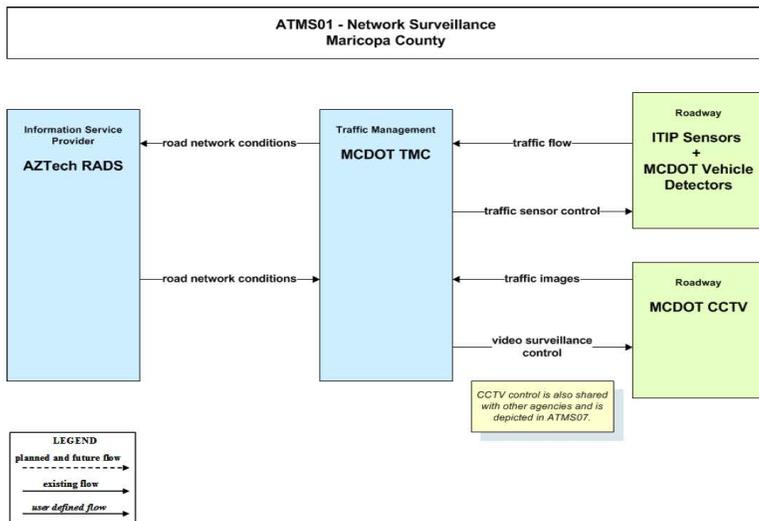
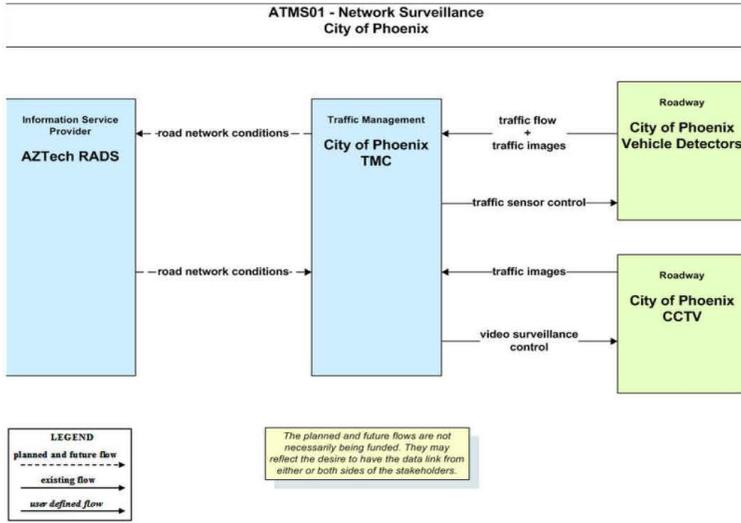
All relevant ITS Architecture Flow Diagrams MUST be inserted below for the relevant ITS Service Packages addressed by the proposed ITS project. This is to ensure that the project complies with the Regional ITS Architecture and meets a federal requirement for all federally funded ITS projects.

Find the relevant Service Packages addressed by the project in the MAG ITS Architecture (found in the link below). Copy and paste the graphic in the space provided.

[MAG Regional ITS Architecture](#)

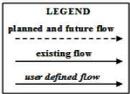
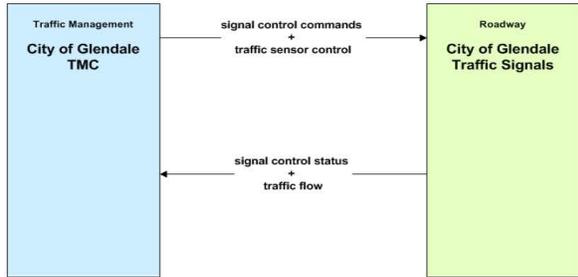


ITS Architecture Flow Diagram

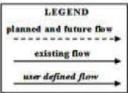
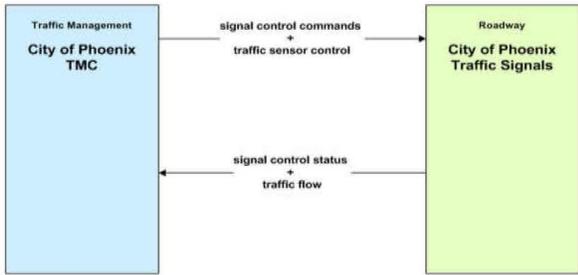


ITS Architecture Flow Diagram

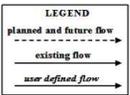
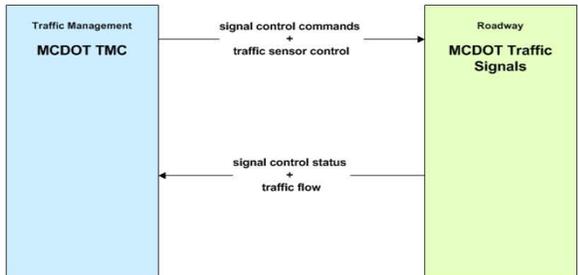
ATMS03 - Traffic Signal Control City of Glendale



ATMS03 - Traffic Signal Control City of Phoenix

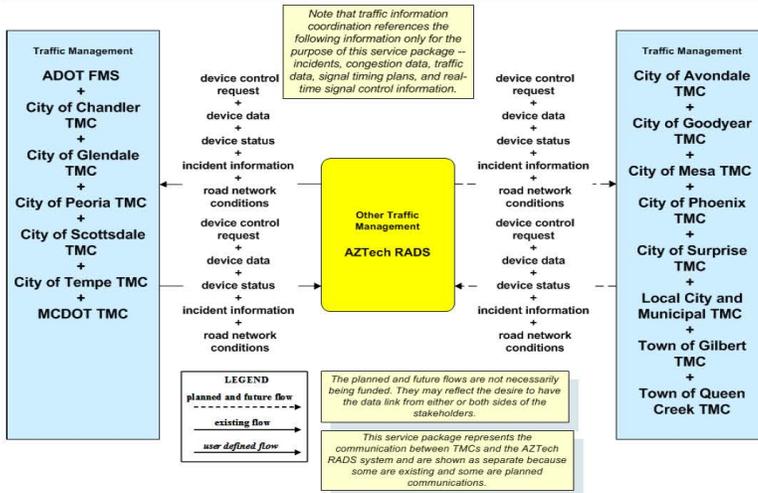


ATMS03 - Traffic Signal Control Maricopa County



ITS Architecture Flow Diagram

ATMS07 - Regional Traffic Management
AZTech C2C TMS Network



PROJECT COST ESTIMATE WORKSHEET (Cost Estimates Are Required Regardless of Programming)										
DESIGN	REQUESTED PROGRAMMING (Complete if item will be programmed in the MAG TIP)	Location Description	Bell Rd Adaptive Signal Control Technology Implementation - Phase 2							
		Work Description	Procurement and Deployment of Adaptive Signal Control Technology (ASCT) System							
		Funding Source	Local							
		Preferred Year to Program Work	2020							
	COST ESTIMATE FOR DESIGN		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
	PRELIMINARY ENGINEERING (15% plans) (Required for Budget)	Topographic Survey	LS			\$ -	No	-	-	
		Project Assessment Report or Detailed Workplan	LS	1	5,000	\$ 5,000.00	No	-	5,000	
		Systems Engineering Analysis (must address FHWA requirements)	LS	1	5,000	\$ 5,000.00	No	-	5,000	
		Federal Project Environmental Determination	LS	1	10,000	\$ 10,000.00	No	-	10,000	
		HAZMAT Assessment	LS			\$ -	No	-	-	
	SUBTOTAL - PRELIMINARY ENGINEERING COSTS					\$ 20,000.00			20,000	
	FINAL DESIGN (30, 60, 95, 100% plans) (Required for Budget)	Right-of-Way Acquisition	LS			\$ -	No	-	-	
Plans, Specifications, Cost Estimates, Bidding		LS	1	25,000	\$ 25,000.00	No	-	25,000		
Geotechnical Report		LS			\$ -	No	-	-		
Drainage Report		LS			\$ -	No	-	-		
SWPPP		LS			\$ -	No	-	-		
SUBTOTAL - FINAL DESIGN COSTS					\$ 25,000.00			25,000		
TOTAL PRELIMINARY ENGINEERING AND DESIGN COST AVAILABLE FOR PROGRAMMING					\$ 45,000.00			45,000		
PROCUREMENT	REQUESTED PROGRAMMING (Complete only if Construction will be programmed in the MAG TIP)	Location Description	Bell Rd Adaptive Signal Control Technology Implementation - Phase 2							
		Work Description	Procurement and Deployment of Adaptive Signal Control Technology (ASCT) System							
		Funding Source	CMAQ							
		Preferred Year to Program Work	2020							
	COST ESTIMATE FOR PROCUREMENT		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
	PROCUREMENT COSTS	System Procurement & Configuration (including detection systems with the ability to collect counts, ASCT software, ARID, equipment setup, installation, etc.)	EA	1	810,000	\$ 810,000.00	Yes	763,830	46,170	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
					\$ -	Yes	-	-		
					\$ -	Yes	-	-		
					\$ -	Yes	-	-		
TOTAL - PROCUREMENT					\$ 810,000.00		763,830	46,170		
CONSTRUCTION	REQUESTED PROGRAMMING (Complete only if Construction will be programmed in the MAG TIP)	Location Description	Bell Rd Adaptive Signal Control Technology Implementation - Phase 2							
		Work Description	Procurement and Deployment of Adaptive Signal Control Technology (ASCT) System							
		Funding Source	CMAQ							
		Preferred Year to Program Work	2020							
	COST ESTIMATE FOR CONSTRUCTION		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
	UTILITY RELOCATIONS (Required for Budget, May be 0 if no Utilities)	Relocate 69 kv (+) Poles	EA			\$ -	Yes	-	-	
		Relocate/Underground 12 kv lines	LF			\$ -	Yes	-	-	
		Relocate/Underground Irrigation Canal	LF			\$ -	Yes	-	-	
		SWG Relocations	LS			\$ -	Yes	-	-	
		Telephone/Cable TV Relocations	LS			\$ -	Yes	-	-	
		Upgrade Railroad Crossings	LS			\$ -	Yes	-	-	
		Other Utilities	LS			\$ -	Yes	-	-	
		Other Utilities	LS			\$ -	Yes	-	-	
		SUBTOTAL - UTILITY RELOCATION COSTS					\$ -			-
		CONSTRUCTION (Required for Budget)	System Validation (3%)	EA	1	25,000	\$ 25,000.00	Yes	23,575	1,425
	Post Design Services (3%)		EA	1	25,000	\$ 25,000.00	Yes	23,575	1,425	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
					\$ -	Yes	-	-		
					\$ -	Yes	-	-		
SUBTOTAL - CONSTRUCTION COST					\$ 50,000.00		47,150	97,150		
MOBILIZATION AND ADMINISTRATION COSTS	CONTRACTOR MOBILIZATION (Typically 8% of construction cost)			65,000	\$ 65,000.00	Yes	61,295	3,705		
	TRAFFIC CONTROL (0-8% of construction cost)			65,000	\$ 65,000.00	Yes	61,295	3,705		
	CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)				\$ -	Yes	-	-		
	CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)			40,500	\$ 40,500.00	Yes	38,192	2,309		
	CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)			146,000	\$ 146,000.00	Yes	137,678	8,322		
SUBTOTAL - MOBILIZATION & ADMINISTRATION COSTS					\$ 316,500.00		298,460	18,041		
TOTAL UTILITIES, CONSTRUCTION AND MOBILIZATION FOR PROGRAMMING					\$ 366,500.00		345,610	115,191		
ADOT REVIEW FEE	Please enter 'Yes' if your agency is certified accepted by ADOT for construction		Yes							
	ADOT REVIEW FEE	AGENCY TYPE	RATE	HOURS	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL		
	Contracts and Specs \ Advertise Project	Non CA	55	100	\$ -	No	-	-		
	District \ Review Stage Submittals	Non CA	50	40	\$ -	No	-	-		
	Environmental Planning \ Issue Clearance	All	50	40	\$ 2,000	No	-	2,000		
	Right of Way \ Issue Clearance	Non CA	55	24	\$ -	No	-	-		
	Compliance Review \ Compliance Review	Non CA	175	40	\$ -	No	-	-		
	Project Management Group \ Project Management	Non CA	120	100	\$ -	No	-	-		
	Project Management Group \ Project Management	CA Only	120	60	\$ 7,200	No	-	7,200		
	Utilities and Railroad Sections \ Issue Clearance	Non CA	50	24	\$ -	No	-	-		
TOTAL COST ESTIMATE					\$ 1,230,700		1,109,440	215,561		

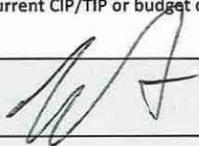
Budget and Signature Page

Phase	Location Description	Work Description	Year to be Programmed	Funding Source	Federal Amount	Local Amount	Total	Local Share
Procurement	Olive & Dunlap Ave, from Aqua Fria Ranch Rd to I-17 (11 mi, 28 exist signaliz	Procurement and Deployment of Adaptive Signal Control Technology (ASCT) System	2020	CMAQ	\$ 763,830	\$ 46,170	\$ 810,000	5.7%
Design, excludes ADOT review fees	Olive & Dunlap Ave, from Aqua Fria Ranch Rd to I-17 (11 mi, 28 exist signaliz	Procurement and Deployment of Adaptive Signal Control Technology (ASCT) System	2020	Local	\$ -	\$ 45,000	\$ 45,000	100.0%
Construction	Olive & Dunlap Ave, from Aqua Fria Ranch Rd to I-17 (11 mi, 28 exist signaliz	Procurement and Deployment of Adaptive Signal Control Technology (ASCT) System	2020	CMAQ	\$ 345,610	\$ 115,191	\$ 460,800	25.0%
Total Programmed					\$ 1,109,440	\$ 206,361	\$ 1,315,800	15.7%
ADOT Design Review Fee					\$ -	\$ 9,200	\$ 9,200	100.0%
Total Cost					\$ 1,109,440	\$ 215,561	\$ 1,325,000	16.3%

Signature: To be signed and scanned with PDF copy that is sent to MAG via email

As the jurisdiction's manager/administrator or designated representative, I certify that the information contained in this application is accurate and complete and that the local funds for this project will be included in the sponsoring MAG member agency's local current CIP/TIP or budget document if the project is selected for federal funding.

Signature:



Name: Nicolaas Swart

Title: Traffic Systems Management Division Manager, Maricopa County Department of Transportation

Date:

Bell Rd Adaptive Signal Control Technology Implementation - Phase 2
 Bell Rd Adaptive Signal Control Technology Implementation - Phase 2
 Bell Rd Adaptive Signal Control Technology Implementation - Phase 2

STREET NAME	FROM	TO	RANK	Share of Work
Camelback Rd	Central	35th Ave	1	
Camelback Rd	32nd St	Central	2	
Baseline Rd	Rural	40th St	3	
Indian School Rd	Central	35th Ave	4	
Bell Rd	67th Ave	Del Webb	5	30%
Indian School Rd	32nd St	Central	6	
Bethany Home Rd	Central	35th Ave	7	
Northern Ave	Central	35th Ave	8	
Grand Ave	91st Ave	Thompson Ranch	9	
Bell Rd	Del Webb	Litchfield	10	
Glendale Ave	Central	35th Ave	11	
Thomas Rd	Central	35th Ave	12	
Indian School Rd	35th Ave	83rd Ave	13	
Thomas Rd	32nd St	Central	14	
Scottsdale-Rural	Elliot	McKellips	15	
Bethany Home Rd	SR 51	Central	16	
Bell Rd	Thompson Peak	Scottsdale	17	
Scottsdale Rd	McKellips	Lincoln	18	
Cactus Rd	Tatum	Cave Creek	19	
Bell Rd	7th Ave	43rd Ave	20	30%
35th Ave	Durango	Indian School	21	
Dunlap Ave	7th St	43rd Ave	22	
Shea Blvd	Via Linda	Scottsdale	23	
Thunderbird Rd	19th Ave	43rd Ave	24	
75th Ave	Buckeye	Indian School	25	
Country Club-Arizona Ave	Elliot	University	26	
51st Ave	Lower Buckeye	Indian School	27	
Chandler Blvd	Alma School	Rural	28	
Gilbert Rd	Elliot	University	29	
67th Ave	Buckeye	Indian School	30	
University Dr	Rural	40th St	31	
Washington St	Central	27th Ave	32	
Bell Rd	Tatum	Cave Creek	33	
Thomas Rd	64th St	32nd St	34	
Dysart Rd	MC 85	Indian School	35	
48th St	Baseline	I-10	36	
Mill Ave	Baseline	Curry	37	
Broadway Rd	Alma School	Rural	38	
Baseline Rd	40th St	Central	39	
Bell Rd	43rd Ave	67th Ave	40	100%
Olive Ave	43rd Ave	83rd Ave	41	
Glendale-Lincoln	32nd St	Central	42	

Indian School Rd	Loop 101E	64th St	43	
Alma School Rd	Queen Creek	Chandler	44	
Broadway Rd	Rural	40th St	45	
Northern Ave	SR 51	Central	46	
Scottsdale Rd	Shea	Frank Lloyd Wright	47	
7th St	Indian School	Dunlap	48	
Thunderbird Rd	43rd Ave	67th Ave	49	
7th St	Broadway	Indian School	50	
Arizona Ave	Queen Creek	Chandler	51	
McDowell Rd	64th St	32nd St	52	
Cooper-Stapley	Elliot	University	53	
Camelback Rd	35th Ave	83rd Ave	54	
Scottsdale Rd	Frank Lloyd Wright	Pinnacle Peak	55	
Peoria Ave	7th Ave	43rd Ave	56	
Glendale Ave	35th Ave	83rd Ave	57	
Gilbert Rd	Queen Creek	Chandler	58	
Thomas Rd	35th Ave	83rd Ave	59	
Thomas Rd	Loop 101E	64th St	60	
Bell Rd	Cave Creek	7th Ave	61	
Shea Blvd	Scottsdale	Tatum	62	
35th Ave	Indian School	Dunlap	63	
Ray Rd	Alma School	Rural	64	
Thunderbird Rd	67th Ave	103rd Ave	65	
McDowell Rd	32nd St	Central	66	
19th Ave	Indian School	Dunlap	67	
43rd Ave	Buckeye	Indian School	68	
Grand Ave	35th Ave	67th Ave	69	
43rd Ave	Indian School	Olive-Dunlap	70	
7th Ave	Broadway	Indian School	71	
16th St	Thomas	Northern	72	
Southern Ave	Rural	40th St	73	
McClintock Dr	Elliot	McKellips	74	
Scottsdale Rd	Lincoln	Shea	75	
Alma School Rd	Elliot	University	76	
Val Vista Dr	Elliot	University	77	
59th Ave	Buckeye	Indian School	78	
Central Ave	Broadway	Indian School	79	
59th Ave	Indian School	Olive	80	
Arizona Ave	Chandler	Elliot	81	
Cave Creek Rd	Bell Rd	Pinnacle Peak	82	
McQueen-Mesa	Elliot	University	83	
Apache-Main	Alma School	Rural	84	
19th Ave	Dunlap	Bell	85	
51st Ave	Indian School	Olive	86	
Bethany Home Rd	35th Ave	83rd Ave	87	
Greenway Rd	Tatum	7th Ave	88	
Northern Ave	35th Ave	83rd Ave	89	

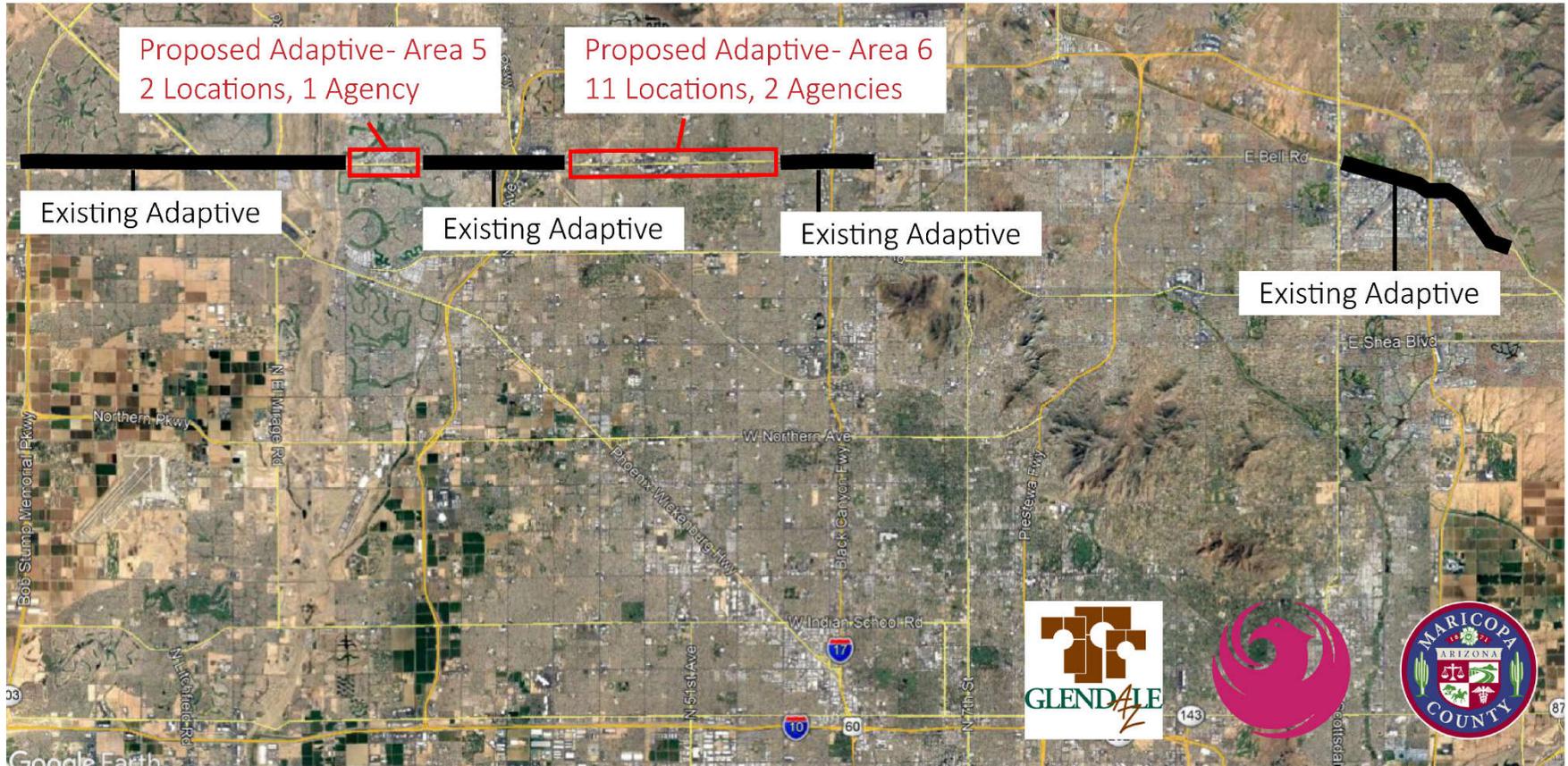
Val Vista Dr	Queen Creek	Williams Field	90	
Peoria Ave	43rd	75th Ave	91	
Power Rd	Germann	Warner	92	
67th Ave	Indian School	Olive	93	
Cactus Rd	19th Ave	43rd Ave	94	
Olive Ave	83rd Ave	111th Ave	95	
Southern Ave	Alma School	Rural	96	
McDowell Rd	Central	35th Ave	97	
59th Ave	Olive	Bell	98	
Power Rd	University	Warner	99	
27th Ave	Indian School	Northern	100	
All other roads			101	-60%

(13)

Add title to top.

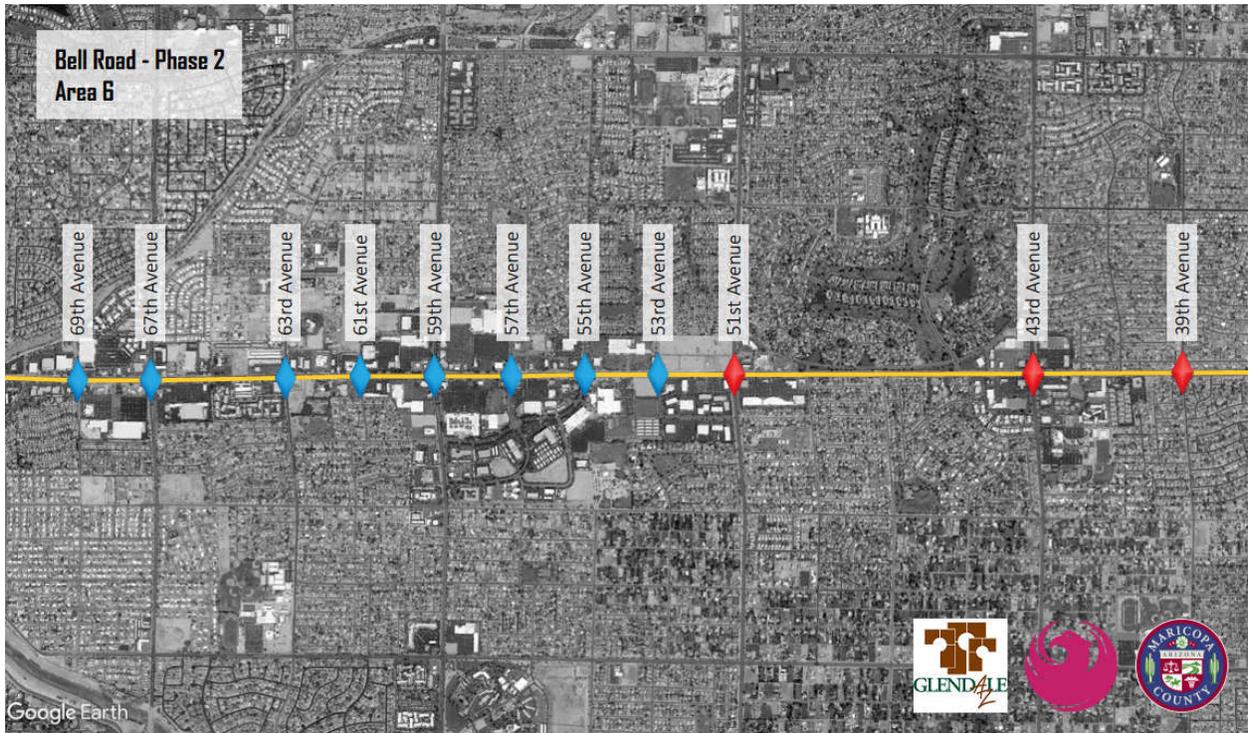
"Top 100 Priority Arterials in the MAG Region"

Bell Road Project Vicinity Map





 MCDOT



 City of Glendale

 City of Phoenix

MCDOT-7 Project Areas Map