| Contact Information | |
|---|---|
| 1. Lead Agency | Maricopa County |
| 2. Contact Name | Faisal Saleem |
| 3. Phone | 602-506-1241 |
| 4. E-Mail Address | faisal.saleem@maricopa.gov |
| 5. Mailing Address | 2901 W. Durango Street 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: | 71,220 |
| b. Please describe how the ADT was estimated: | Sum of the average of the ADT on MC-85/Buckeye Road between Avondale Blvd and 59th Ave (16,152); Rural Road between Loop 202 and US 60 (43,700), Sossaman Rd between Ray Rd and Pecos Rd (11,395) using the MAG 2018 ADT data from the MAG TDMS. |
| c. When was the ADT estimate developed: | 2018 |
| d. Name of the roadway section used for the ADT estimate: | MC-85/Buckeye Road, Rural Road, and Sossaman Road |
| e. Starting limit of the roadway section: | MC-85/Buckeye Road from Avondale Blvd to 59th Ave; Rural Road from Loop 202-Red Mountain to US 60; Sossaman Road from Ray Rd to Pecos Rd |
| f. Ending limit of the roadway section: | See above |
| g. Length (miles): | 13 |
| h. Total number of through lanes on the roadway section: | 6 |
| i. Federal Functional Classification of the roadway section: | Principal Arterial - Other<br>Link to ADOT Functional Classification Maps |

# CMAQ Data

## 2. Improvements in Traffic Management & Operations

a. Enter the pre-improvement (current) average corridor traffic speed: 28

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 |
|---|---|---|---|
| | Interconnected, pre-timed signals with old timing plan | Advanced computer-based control | 17.5 percent |
| | Non-interconnected signals with traffic-actuated controllers | Advanced computer-based control | 16.0 percent |
| X | Interconnected, pre-timed signals with actively managed timing | Advanced computer-based control | 8.0 percent |
| | Interconnected, pre-timed signals with various forms of master control and various qualities of | Optimization of signal timing plans. No change in hardware | 12.0 percent |
| | Non-interconnected, pre-timed signals with old timing plan | Optimization of Signal Timing Plans | 7.5 percent |

NOTE: All ITS projects MUST involve elegible infrastructure improvements.

## 3. Other Improvements (Check all that apply)

- [ ] Traffic signal system improvements at a single agency
- [X] 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) 28

b. Enter the post-improvement average traffic speed of the corridor: 30

# 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 | Intelligent Transit and Freight Signal Priority - East and West Valley Applications |
| b. Lead Agency | Maricopa County |
| c. Other Partnering Agencies | Transportation Departments at the City of Phoenix, Tempe, and Mesa; Phoenix Public Transit Department, Arizona State University Commuter Services |

## 2. Project Type

Prioritize SMO Buckets for the funding application

| | |
|---|---|
| First Priority | Bucket #1 – ICM Corridors |
| Second Prio | Bucket #3 – Local Priority Corridors |
| Third Priorit | (Please Select a Bucket) |

## 3. Project Goals & Objectives

| | |
|---|---|
| a. Project Goals | Support improved transit and freight operations, including on-time performance and reduced delay, through intelligent transit and freight priority along key corridors in the East and West Valley. These applications will be important components of ICM strategies to help move people efficiently through an arterial corridor when there are conditions that impact regular transit operations, such as the disruption of adjacent freeway operations due to a non-recurring event or incident. By outfitting MCDOT, Phoneix, Tempe, and Mesa traffic signals along identifed corridors with connected roadside equipment and Phoenix Public Transit and ASU shuttle vehicles with on-board devices, this project will help demonstrate the application of connected vehicle technologies in a fully operational setting, implementing lessons learned from the Anthem test bed, and providing a baseline to expand intelligent and connected vehicle applications througout the region. |
| b. Project Objectives | The project objectives are to improve on-time bus arrivals for Phoenix Public Transit routes and ASU intercampus shuttle routes and freight deliveries through the application of the Multi-Modal Intelligent Traffic Signal System (MMITS) or equilivant software. Using intelligent priority software will minimize disruptions to regular traffic signal timing while providing a level of priority to transit and freight vehicles that are expereincing schedule delay due to traffic conditions. These applications will look to support regional traffic and transit management strategies, including ICM strategies, to provide coordinated traffic management and movement of people during traffic impact events. |

## 4. Project Information

| | |
|---|---|
| a. Project location description | MC-85/Buckeye Road from Avondale Blvd to 59th Ave; Rural Road from Loop 202 - Red |

| ITS Project Information | |
|---|---|
| | Mountain to US 60; Power Road between Loop 202 Santan and Ray Rd, and Sossaman Road from Ray Rd to Innovation Way. These locations include corridors that are used by Phoenix Public Transit vehicles and ASU's Intercampus Shuttles. |
| | Note: a PDF file of a map must be submitted to MAG as an attachment. |
| b. Scope of the project | Install and configure roadside devices at traffic signals along MC-85/Buckeye Road between 107th Ave and 59th Ave Rural Road (in correspondance with Phoenix Public Transit routes) between Loop 202 Red Moutnain Freeway and US 60 (in correspondance with ASU intercampus shuttle Maroon and Gold Routes), and Power and Sossaman Road between Loop 202 Santan and ASU Polytechnic Campus/Innovation Way (in corresondance with the ASU intercampus shuttle Gold Route). Install and configure on-board devices on Phoenix Public Transit buses and ASU intercampus shuttle buses as well as select freight vehicles from Swift Transportation and/or other freight partners within the MC-85 corridor. Upgrade controllers at ten intersections along the routes to support connected vehicle applications. Develop, integrate, and configure the MMITS application at equipped traffic signals. |

# ITS Project Information

## 5. Identify Project Components in MAG Regional ITS Architecture

| Service Area | Addressed in this Project? (Dropdown: Y/N) | Applicable ITS Service Packages |
|---|---|---|
| Traffic Management | Yes | ATMS01 |
| Maintenance and Construction | | |
| Public Transportation | Yes | APTS01, APTS09 |
| Traveler Information | | |
| Emergency Management | | |
| Archived Data Management | | |

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. | 71,220 |
| 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") | |
| Latest year of your agency's Operations/Management Center upgrade. | 2018 |

## 7. Program Year Preference

Preferred Program Year 2022

# 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 | | | | 0% |
| 11-Regional Asset Upgrade/Replace Program - ICM Corridors & Priority Arterials | $ 800,324.10 | | | 100% |
| **Total** | $ 800,324.10 | $ 48,375.90 | $ 848,700.00 | 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 | | | | |
| 9-Additional detection at signalized intersections for real-time collection of data, including turning movement counts stored by individual agencies and archived in RADS | | | | |
| 10-Reliable communications between TMCs and major-major intersections to facilitate remote management of traffic operations - Adds both fiber and wireless infrastructure | | | | |
| 11-Regional Asset Upgrade/Replace Program - ICM Corridors & Priority Arterials | | | | |
| **Total** | | | | |
| **Cost Percentage** | | | | |

| 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 | $ 800,324.10 | | | 100% |
| **Total** | $ 800,324.10 | $ 48,375.90 | $ 848,700.00 | 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) | 10 |
| 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 | $2,500,000 |
| d. Estimated additional annual O & M funds required for features added by this project | $0 |
| e. Estimated DATE from when required additional local O & M funds will be available | N/A |

f. Other comments

Operations and maintenance of new infrastructure is accomodated by the current staff and funding resources available at the agency partners. Resources for local match and operations will be shared by municipal transportation 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

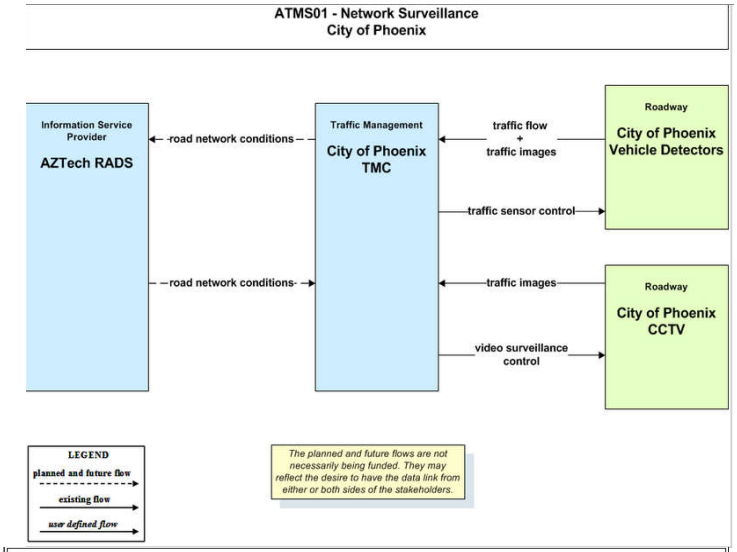
| | |
|---|---|
| **The project sponsor/lead agency of this application intends to incorporate the Systems Engineering Analysis in the project's scope of work, following guidance on the ADOT's System Engineering Checklist.** | ☑ Yes, the agency intents to follow the process. |

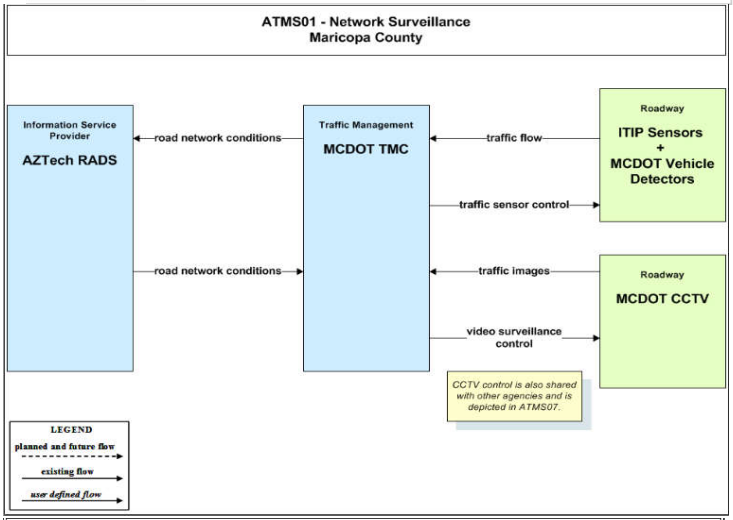
# ITS Architecture Flow Diagram

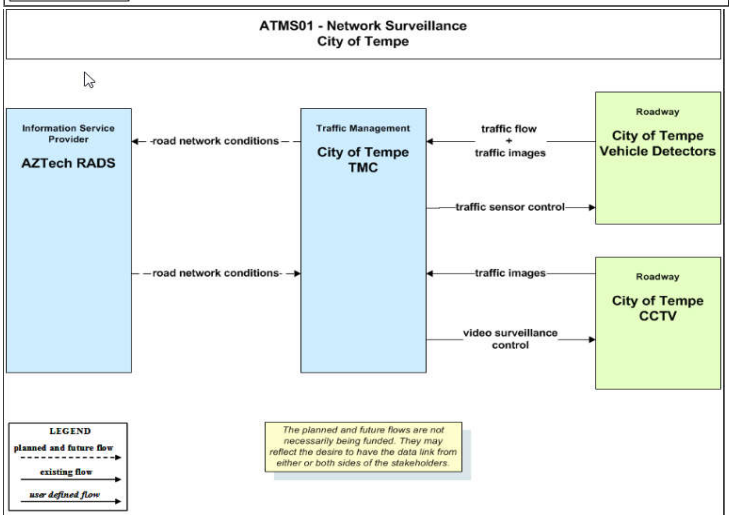
**All relevant ITS Architecture Flow Diagrams MUST be inserted below for the relevant ITS Service Packages addressed by the proposed ITS project. This is to ensure that the project complies with the Regional ITS Architecture and meets a federal requirement for all federally funded ITS projects.**

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

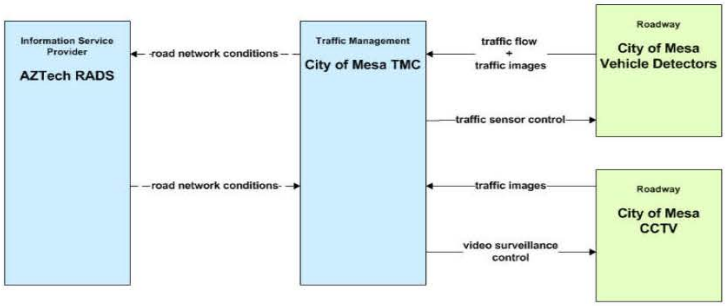


# ITS Architecture Flow Diagram

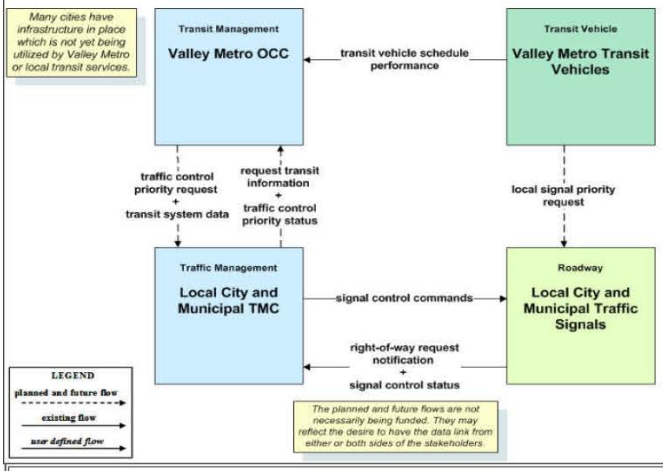
## ATMS01 - Network Surveillance
## City of Mesa





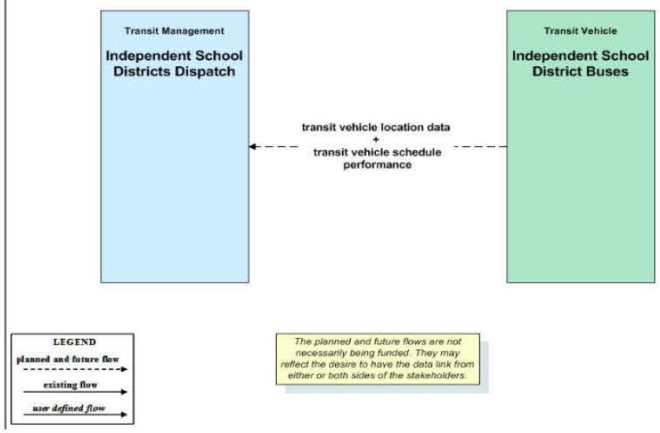
*The planned and future flows are not necessarily being funded. They may reflect the desire to have the data link from either or both sides of the stakeholders.*

## APTS09 – Transit Signal Priority
## Valley Metro – Local Cities and Municipalities - Generic



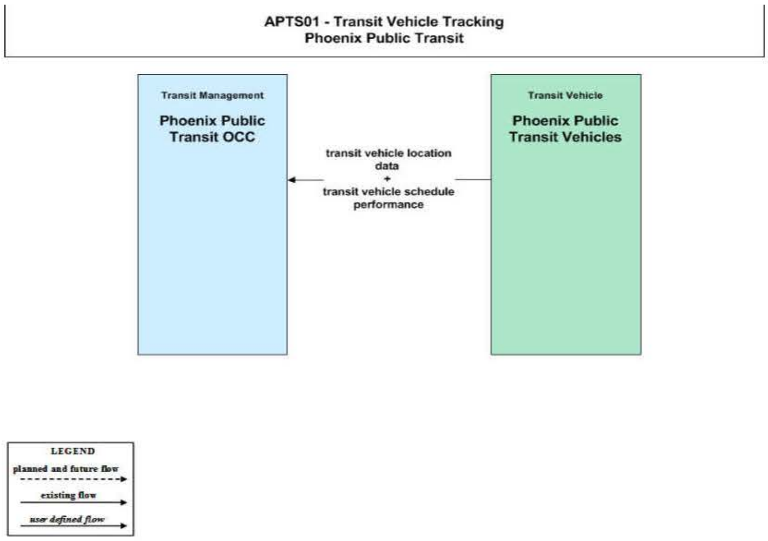

*The planned and future flows are not necessarily being funded. They may reflect the desire to have the data link from either or both sides of the stakeholders.*

## APTS01 - Transit Vehicle Tracking
## Independent School Districts




*The planned and future flows are not necessarily being funded. They may reflect the desire to have the data link from either or both sides of the stakeholders.*

# ITS Architecture Flow Diagram



**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 | MC-85/Buckeye Rd (Avondale Blvd to 55th Ave); Rural Rd (Loop 202 Red Mtn to US 60); Power Rd (Loop 202 Santan to Ray Rd); Sossaman Rd (Ray Rd to Innovation Way) | | | | | | | |
| | | Work Description | Install roadside devices on traffic signals, install on-board devices on transit and freight vehicles, upgrade controllers, and develop, install, and integrate MMITS software application to support intelligent freight and transit priority at intersections. | | | | | | | |
| | | Funding Source | Local | | | | | | | |
| | | Preferred Year to Program Work | 2021 | | | | | | | |
| | **COST ESTIMATE FOR DESIGN** | | **UNITS** | **QUANTITY** | **UNIT COST** | **TOTAL** | **USES FEDERAL AID** | | **FEDERAL** | **LOCAL** |
| | | Design Concept Report | LS | 1 | 10,000 | $ 10,000.00 | No | | - | 10,000 |
| | | Systems Engineering Analysis (must address FHWA requirements) | LS | 1 | 5,000 | $ 5,000.00 | No | | - | 5,000 |
| | | | | | | $ - | No | | - | - |
| | | | | | | $ - | No | | - | - |
| | | SUBTOTAL – PRELIMINARY ENGINEERING COSTS | | | | $ 15,000.00 | | | - | 15,000 |
| | **FINAL DESIGN** (30, 60, 95, 100% plans) (Required for Budget) | Final design | LS | 1 | 110,000 | $ 110,000.00 | No | | - | 110,000 |
| | | | | | | $ - | No | | - | - |
| | | | | | | $ - | No | | - | - |
| | | | | | | $ - | No | | - | - |
| | | | | | | $ - | No | | - | - |
| | | SUBTOTAL – FINAL DESIGN COSTS | | | | $ 110,000.00 | | | - | 110,000 |
| | **TOTAL PRELIMINARY ENGINEERING AND DESIGN COST AVAILABLE FOR PROGRAMMING** | | | | | $ 125,000.00 | | | - | 125,000 |
| **PROCUREMENT** | **REQUESTED PROGRAMMING** | Location Description | | | | | | | | |
| | | Work Description | | | | | | | | |
| | | 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** | | EA | | | $ - | Yes | | - | - |
| | | | EA | | | $ - | Yes | | - | - |
| | | | EA | | | $ - | Yes | | - | - |
| | | | EA | | | $ - | Yes | | - | - |
| | | | EA | | | $ - | Yes | | - | - |
| | | | EA | | | $ - | Yes | | - | - |
| | | | EA | | | $ - | Yes | | - | - |
| | | | EA | | | $ - | Yes | | - | - |
| | | | EA | | | $ - | Yes | | - | - |
| | | | EA | | | $ - | Yes | | - | - |
| | **TOTAL – PROCUREMENT** | | | | | $ - | | | - | - |
| **CONSTRUCTION** | **REQUESTED PROGRAMMING** (Complete only if Construction will be programmed in the MAG TIP) | Location Description | MC-85/Buckeye Rd (Avondale Blvd to 55th Ave); Rural Rd (Loop 202 Red Mtn to US 60); Power Rd (Loop 202 Santan to Ray Rd); Sossaman Rd (Ray Rd to Innovation Way) | | | | | | | |
| | | Work Description | Install roadside devices on traffic signals, install on-board devices on transit and freight vehicles, upgrade controllers, and develop, install, and integrate MMITS software application to support intelligent freight and transit priority at intersections. | | | | | | | |
| | | Funding Source | CMAQ | | | | | | | |
| | | Preferred Year to Program Work | 2022 | | | | | | | |
| | **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) The cost of utility relocation for the transportation project are eligible for federal aid if the costs/activities involved are directly related to the transportation project. Generally, burying overhead utilities is cost prohibitive. | | EA | | | $ - | Yes | | - | - |
| | | | LF | | | $ - | Yes | | - | - |
| | | | LF | | | $ - | Yes | | - | - |
| | | | LS | | | $ - | Yes | | - | - |
| | | | LS | | | $ - | Yes | | - | - |
| | | | LS | | | $ - | Yes | | - | - |
| | | | LS | | | $ - | Yes | | - | - |
| | | | LS | | | $ - | Yes | | - | - |
| | | SUBTOTAL – UTILITY RELOCATION COSTS | | | | $ - | | | - | - |
| | **CONSTRUCTION** (Required for Budget) | Install and integrate roadside devices | EA | 30 | 6,000 | $ 180,000.00 | Yes | | 169,740 | 10,260 |
| | | Install and integrate on-board devices | EA | 30 | 6,000 | $ 180,000.00 | Yes | | 169,740 | 10,260 |
| | | Develop and test software application | EA | 1 | 200,000 | $ 200,000.00 | Yes | | 188,600 | 11,400 |
| | | Install upgraded controllers | EA | 10 | 3,000 | $ 30,000.00 | Yes | | 28,290 | 1,710 |
| | | Install and integrate software | EA | 1 | 100,000 | $ 100,000.00 | Yes | | 94,300 | 5,700 |
| | | | | | | $ - | Yes | | - | - |
| | | | | | | $ - | Yes | | - | - |
| | | | | | | $ - | Yes | | - | - |
| | | | | | | $ - | Yes | | - | - |
| | | | | | | $ - | Yes | | - | - |
| | | | | | | $ - | Yes | | - | - |
| | | | | | | $ - | Yes | | - | - |
| | | | | | | $ - | Yes | | - | - |
| | | | | | | $ - | Yes | | - | - |
| | | | | | | $ - | Yes | | - | - |
| | | SUBTOTAL - CONSTRUCTION COST | | | | $ 690,000.00 | | | 650,670 | 39,330 |
| | **MOBILIZATION AND ADMINISTRATION COSTS** | CONTRACTOR MOBILIZATION (Typically 8% of construction cost) | | | | $ - | Yes | | - | - |
| | | TRAFFIC CONTROL (0-8% of construction cost) | | | | $ - | Yes | | - | - |
| | | CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost) | | | | $ - | Yes | | - | - |
| | | CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost) | | | 34,500 | $ 34,500.00 | Yes | | 32,534 | 1,967 |
| | | CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost) | | | 124,200 | $ 124,200.00 | Yes | | 117,121 | 7,079 |
| | | SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS | | | | $ 158,700.00 | | | 149,654 | 9,046 |
| | **TOTAL UTILITIES, CONSTRUCTION AND MOBILIZATION FOR PROGRAMMING** | | | | | $ 848,700.00 | | | 800,324 | 48,376 |
| **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 | | - | - |
| | | | | | | $ 9,200 | | | - | 9,200 |
| **TOTAL COST ESTIMATE** | | | | | | $ 982,900 | | | 800,324 | 182,576 |

## Budget and Signature Page

| Phase | Location Description | Work Description | Year to be Programmed | Funding Source | Federal Amount | Local Amount | Total | Local Share |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | |
| Design, excludes ADOT review fees | MC-85/Buckeye Rd (Avondale Blvd to 59th Ave); Rural Rd (Loop 202 Red Mtr | Install roadside devices on traffic signals, install on-board devices on transit and freight vehicles, upgrade controllers, and develop, install, and integrate MMITS software application to support intelligent freight and transit priority at intersections | 2021 | Local | $ - | $ 125,000 | $ 125,000 | 100.0% |
| Construction | MC-85/Buckeye Rd (Avondale Blvd to 59th Ave); Rural Rd (Loop 202 Red Mtr | Install roadside devices on traffic signals, install on-board devices on transit and freight vehicles, upgrade controllers, and develop, install, and integrate MMITS software application to support intelligent freight and transit priority at intersections | 2022 | CMAQ | $ 800,324 | $ 48,376 | $ 848,700 | 5.7% |
| Total Programmed | | | | | $ 800,324 | $ 173,376 | $ 973,700 | 17.8% |
| ADCT Design Review Fee | | | | | $ - | $ 9,200 | $ 9,200 | 100.0% |
| Total Cost | | | | | $ 800,324 | $ 182,576 | $ 982,900 | 18.6% |

**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, P.E.

Title: Transportation Systems Management Division Manager

Date: 9/12/19

## CHECKLIST - OPTIONAL

This check list is optional, but is included to facilitate applicant review and verification that all required fields in the form have been completed.

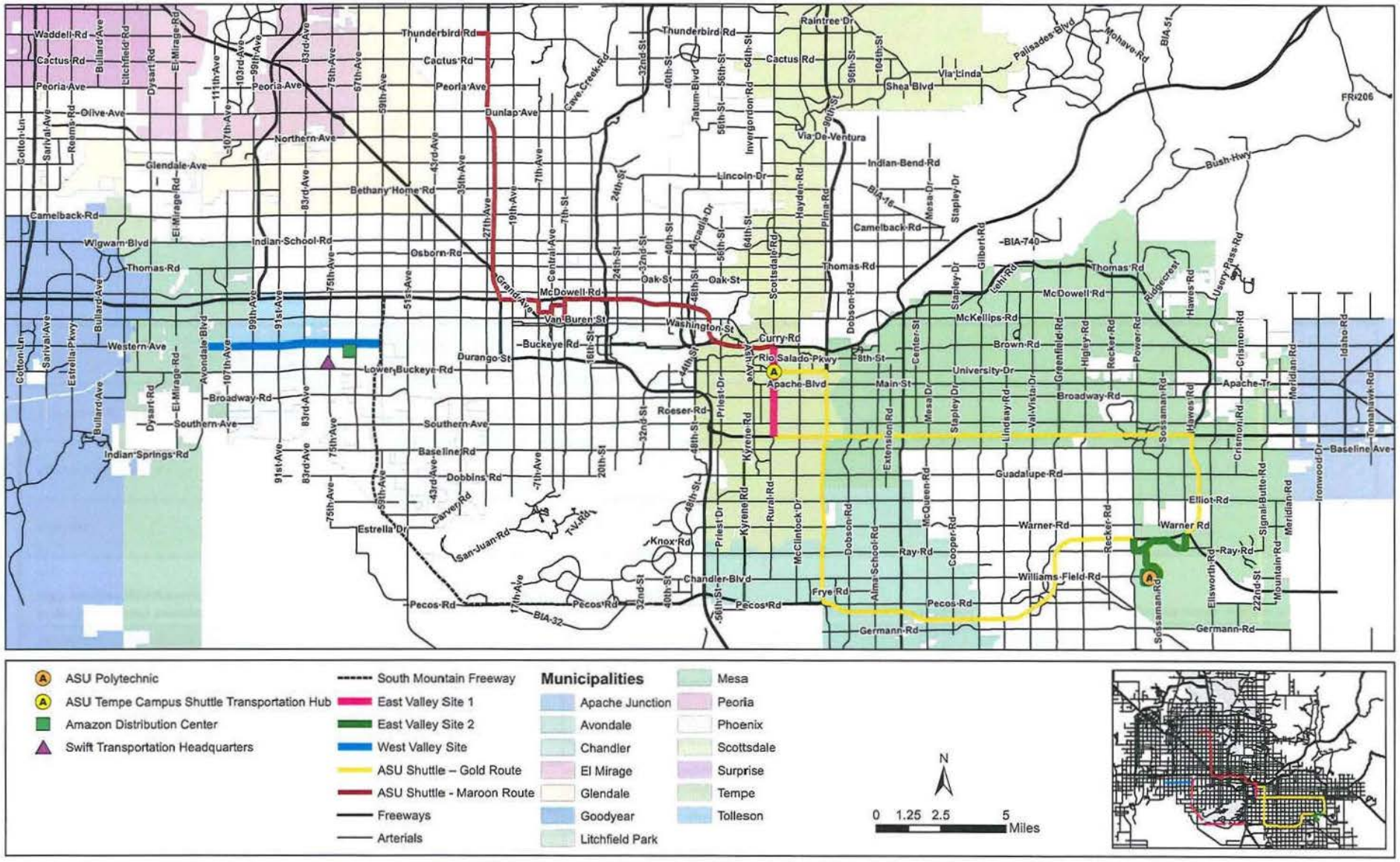
| **Contact Information** | **Complete?** |
|---|---|
| Contact Information, fields 1 – 5 | |
| **CMAQ Data** | **Complete?** |
| 1. Traffic Estimate and Roadway Characteristics: Fields a - i | |
| 2. Improvements in Traffic Management & Operations: Fields a - b | |
| 3. Other Improvements: As applicable | |
| 4. Traffic Flow Improvement Due to Project: Fields a - b | |
| **ITS Project Information** | **Complete?** |
| Section 1 is complete | |
| Section 2 is complete | |
| Section 3 is complete | |
| Section 4 is complete & a PDF file of map will be attached to the submittal to MAG | |
| Section 5 is complete & all relevant Architecture Flow Diagrams have been inserted in the worksheet | |
| Section 6 is complete | |
| Section 7 is complete | |
| Section 8 is complete | |
| Section 9 is complete | |
| Section 10 is complete | |
| **ITS Architecture Flow Diagram** | **Complete?** |
| ITS Architecture Flow Diagram have been inserted | |
| **Prpoject Cost Estimate Worksheet** | **Complete?** |
| ITS Architecture Flow Diagram have been inserted | |
| **Budget & Signature Page** | **Complete?** |
| Form is signed | |
| Name, title and date fields are completed | |

| 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 | |
| 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 | |
| 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 | |
| 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 | 100% |
| | | | | 101 |

Add title to top.
"Top 100 Priority Arterials in the MAG Region"


ASU Polytechnic
ASU Tempe Campus Shuttle Transportation Hub
Amazon Distribution Center
Swift Transportation Headquarters
South Mountain Freeway
East Valley Site 1
East Valley Site 2
West Valley Site
ASU Shuttle – Gold Route
ASU Shuttle - Maroon Route
Freeways
Arterials
Municipalities
Apache Junction
Avondale
Chandler
El Mirage
Glendale
Goodyear
Litchfield Park
Mesa
Peoria
Phoenix
Scottsdale
Surprise
Tempe
Tolleson
N
0 1.25 2.5 5
Miles