State Route 801

(Proposed Loop 303 to Proposed Loop 202)

Open House

Thursday, May 17, 2007

www.azdot.gov/valleyfreeways

ON THE MOVE
PARTNERS IN PROGRESS

ADOT

May 2007

Tonight's Agenda

6:00 to 6:30 p.m.

Open house

- Sign in
- Review study information
- Opportunity to speak one-on-one with study team members

6:30 to 7:00 p.m.

Presentation and question-and-answer session

- Opportunity to learn about the study

7:00 to 8:00 p.m.

Open house

- Opportunity to speak one-on-one with study team members
- Provide feedback on SR 801 alternatives

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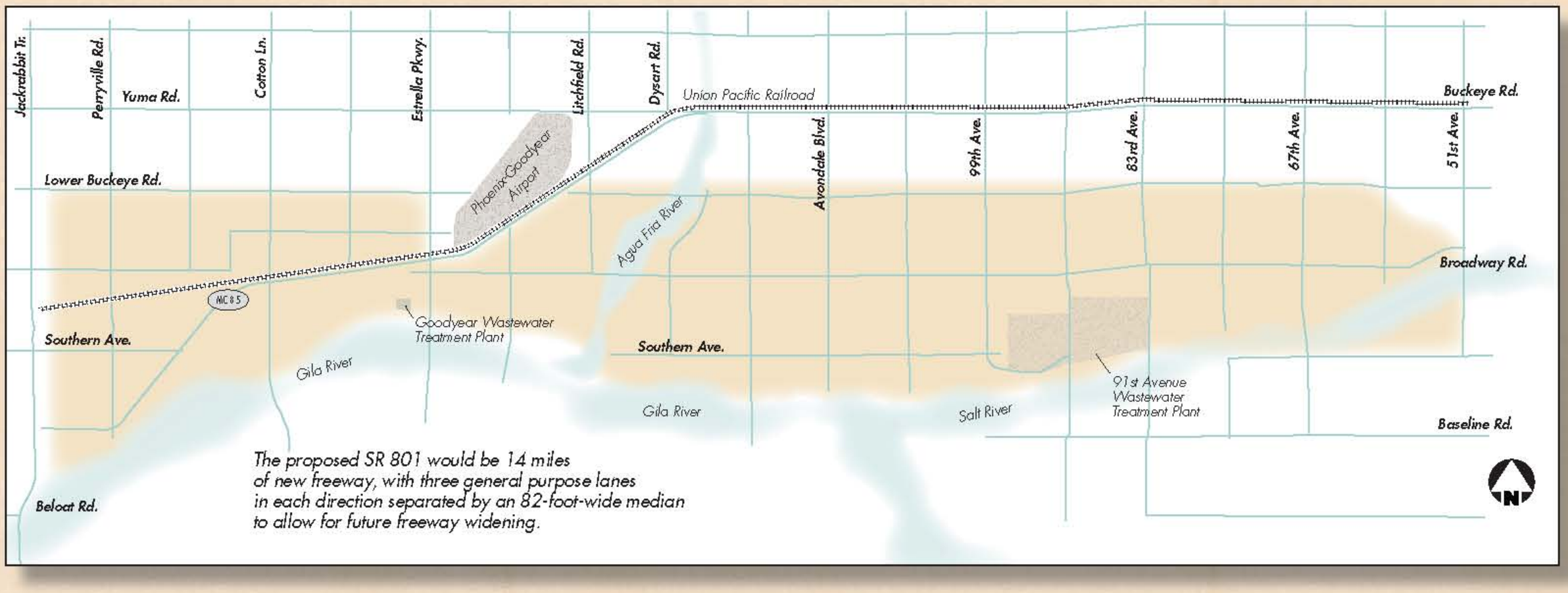
Study Facts

Study Purpose and Need

- Interstate 10 congestion in western Maricopa County leads to substantial traffic delays
- The traveling public needs another east-west route south of I-10
- The Maricopa Association of Governments, Arizona Department of Transportation, and the Federal Highway Administration are working together to ease I-10 congestion

General Study Area



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Ways to Provide Input

- Note your preference on an SR 801 map
- Write comments on a flip chart
- Submit a comment form
  - —Put in comment box tonight
  - —Send written comments by June 18, 2007

To: Michael Book, SR 801 Study Team

Mail: 3200 E. Camelback Road
Suite 350
Phoenix, AZ 85018

Fax: 602.522.7707

E-mail: ADOT@policydevelopmentgroup.com

- Call telephone information line

  Phone: 602.288.9905

- Visit the study Web site at:

  www.azdot.gov/valleyfreeways

www.azdot.gov/valleyfreeways

Right-of-Way Acquisition Process

Is there a process ADOT uses to relocate residences and businesses? How does it work and when?

- Acquisition and relocation assistance is done in accordance with the *Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970.* This law identifies the process, procedures, and timeframe for right-of-way acquisition and relocation of affected residents or businesses.
- Relocation resources are available to all residential and business relocatees.
- All replacement housing must be decent, safe and sanitary.
- Replacement housing is available in the general area; however, last resort housing would be provided when sufficient, comparable housing is not available.
- If necessary, specific relocation plans are developed to assist displaced manufactured home residents in finding alternative sites.

The purchase of right-of-way for this segment is funded as part of the *Regional Transportation Plan* and is scheduled to begin in 2008.

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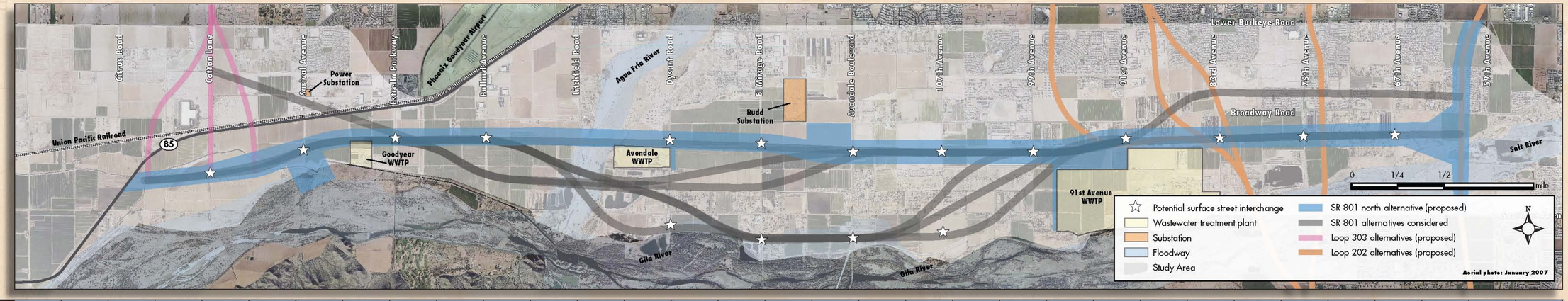
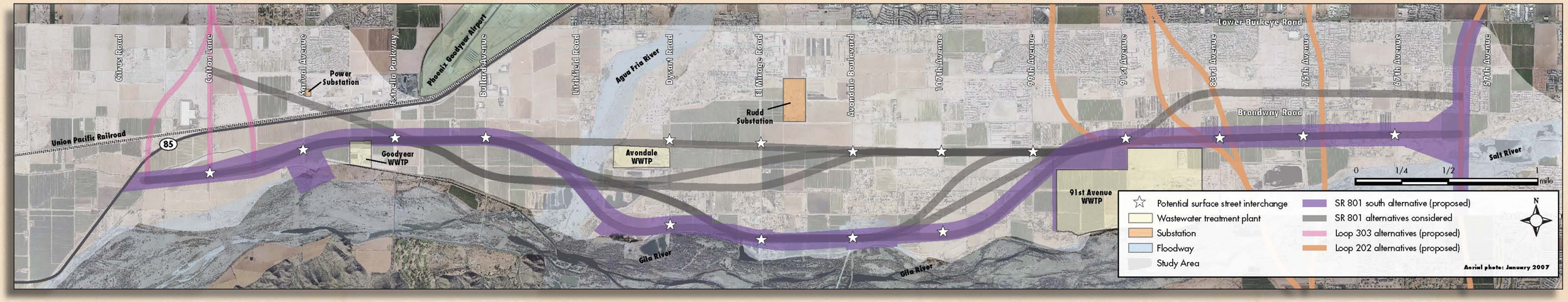
North and South Alternatives

○ Desirable feature ◐ Neutral feature ● Undesirable feature



Alternative	Relative Construction Costs	Relative Right-of-Way Costs	Net Right-of-Way Acreage	Residential Displacements (existing)	Residential Displacements (platted)	Business Displacements	Dairy Displacements	Impacts on Future Schools	Sand and Gravel Operation Impacts: Past, Current, and Future	Goodyear City Council	Avondale City Council	Phoenix Transportation Subcommittee	Maricopa County/ Supervisor Wilcox	Geometric Design	Drainage Implications	Traffic Operations	Major Utility Impacts	Maintenance Issues	Prime and Unique Farmlands	Biological Impacts: Critical Habitat and Vegetation	Biological Impacts: Wildlife Threatened, Endangered, and Species of Concern	Floodplain Impacts	Jurisdictional Waters Impacts	Water Resources Impacts	Noise Level Impacts (existing conditions)	Air Quality Impacts	Visual Resources Impacts	Hazardous Material Impacts	Section 4(f) Resources Impacts	Environmental Justice: Probability of Impacts	Planned Development Impacts	Cultural Resources Historic Impacts	Cultural Resources Prehistoric Impacts
	COST AND RIGHT-OF-WAY									COMMUNITY SUPPORT				ENGINEERING					ENVIRONMENTAL														
North	○	○	○	○	●	◐	◐	●	○	●	●	●	●	◐	○	◐	◐	◐	◐	◐	◐	○	◐	○	○	◐	○	○	◐	○	●	◐	●
South	●	●	●	●	○	◐	◐	○	●	○	○	○	○	◐	●	◐	◐	◐	◐	◐	◐	●	◐	●	●	◐	●	●	◐	●	○	◐	○



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Schedule/Process

What happens over the next 6 weeks?

June 2007	Compile local government and public meeting feedback
Summer 2007	Alternative recommendation

What happens over the next 18 months?

Early 2008	Complete Draft Environmental Assessment and engineering documentation
	Hold public hearing (follows release of Draft Environmental Assessment)
Summer 2008	Complete Final Environmental Assessment and engineering documentation
Early 2009	Complete preliminary design

What happens next?

2008–2015	Acquire land in advance
2021–2022	Acquire remaining land
	Complete final design
2023–2025	Begin construction

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State Route 801
Proposed Loop 303 to Proposed Loop 202

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DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA
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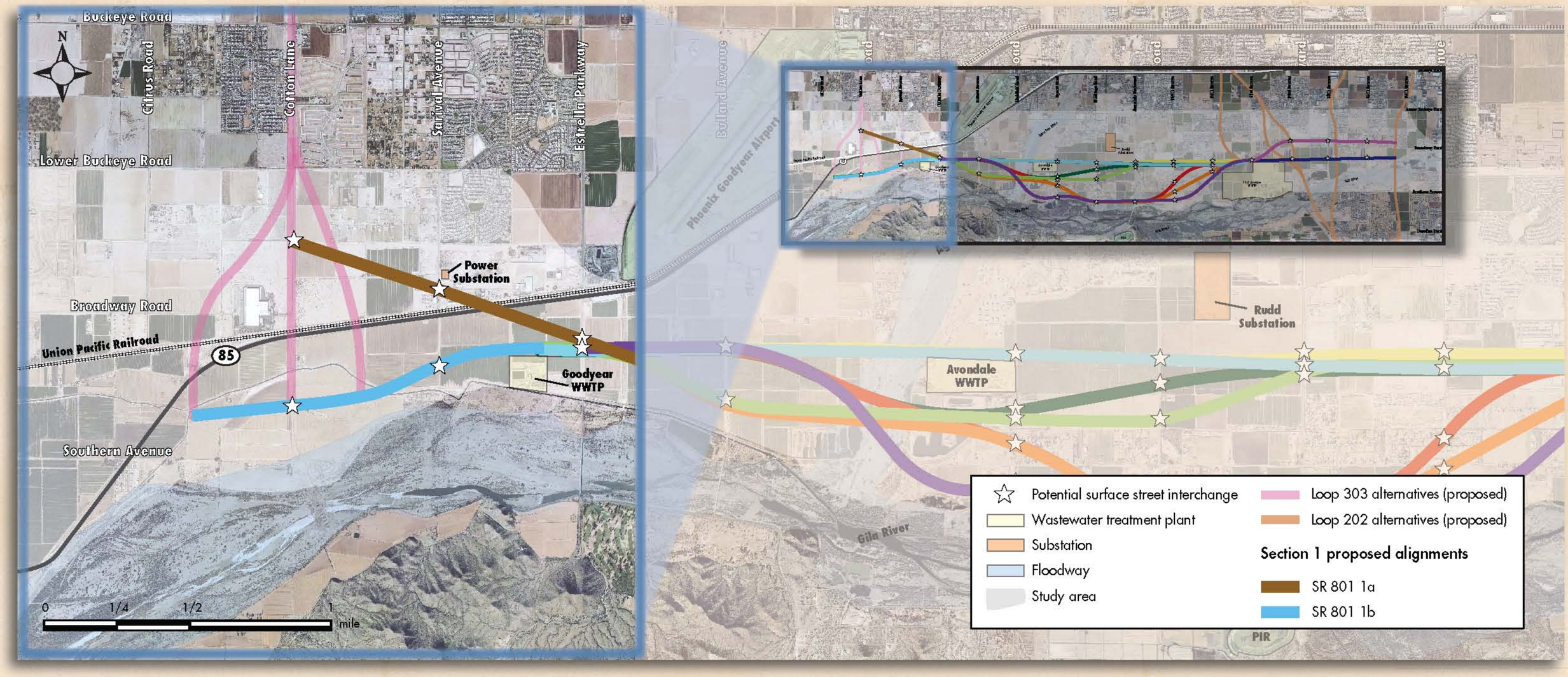
Section 1 Alternatives



Subsection Comparison

○ Desirable feature ◑ Neutral feature ● Undesirable feature

Subsections	COST AND RIGHT-OF-WAY									COMMUNITY SUPPORT				ENGINEERING					ENVIRONMENTAL														
	Relative Construction Costs	Relative Right-of-Way Costs	Net Right-of-Way Acreage	Residential Displacements (existing)	Residential Displacements (platted)	Business Displacements	Dairy Displacements	Impacts on Future Schools	Sand and Gravel Operation Impacts: Past, Current, and Future	Goodyear City Council	Avondale City Council	Phoenix Transportation Subcommittee	Maricopa County/Supervisor Wilcox	Geometric Design	Drainage Implications	Traffic Operations	Major Utility Impacts	Maintenance Issues	Prime and Unique Farmlands	Biological Impacts: Critical Habitat and Vegetation	Biological Impacts: Wildlife Threatened, Endangered, and Species of Concern	Floodplain Impacts	Jurisdictional Waters Impacts	Water Resources Impacts	Noise Level Impacts (existing conditions)	Air Quality Impacts	Visual Resources Impacts	Hazardous Material Impacts	Section 4(f) Resources Impacts	Environmental Justice: Probability of Impacts	Planned Development Impacts	Cultural Resources Historic Impacts	Cultural Resources Prehistoric Impacts
1a	●	●	●	◑	◑	◑	◑	◑	◑	●	◑	◑	◑	●	●	●	●	●	◑	◑	○	○	○	○	◑	◑	○	●	◑	◑	○	◑	○
1b	○	○	○	◑	◑	◑	◑	◑	◑	○	◑	◑	◑	○	○	○	○	○	◑	◑	●	●	●	●	◑	◑	●	○	◑	◑	●	◑	●

State Route 801

Proposed Loop 303 to Proposed Loop 202

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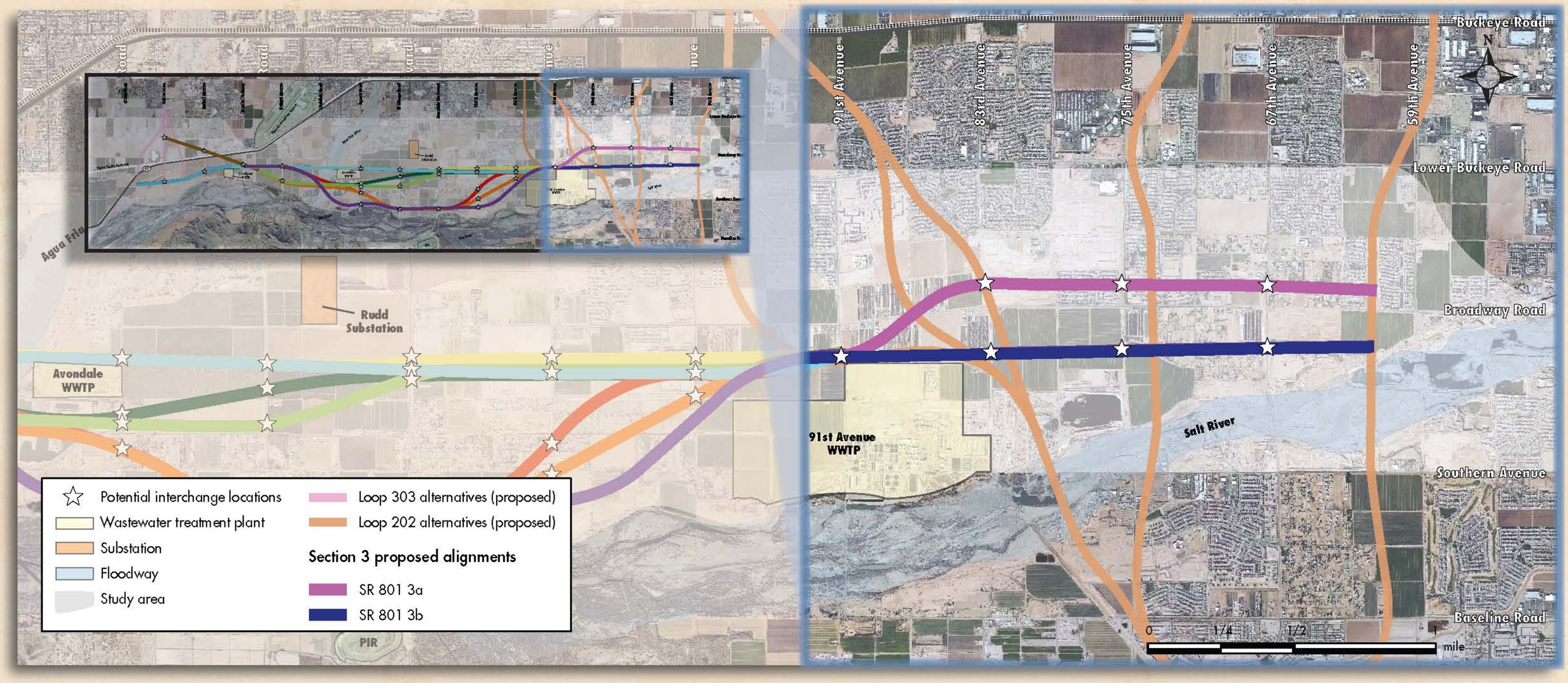
Section 3 Alternatives



Subsection Comparison

Desirable feature | Neutral feature | Undesirable feature

Subsections	COST AND RIGHT-OF-WAY									COMMUNITY SUPPORT				ENGINEERING					ENVIRONMENTAL														
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3a	●	●	●	●	●	○	◐	◐	○	◐	◐	●	◐	●	●	◐	●	●	◐	◐	○	○	○	◐	●	◐	●	●	●	●	●	●	○
3b	○	○	○	○	○	●	◐	◐	●	◐	◐	○	◐	○	○	◐	○	○	◐	◐	●	●	●	◐	○	◐	○	○	○	○	○	○	●

State Route 801

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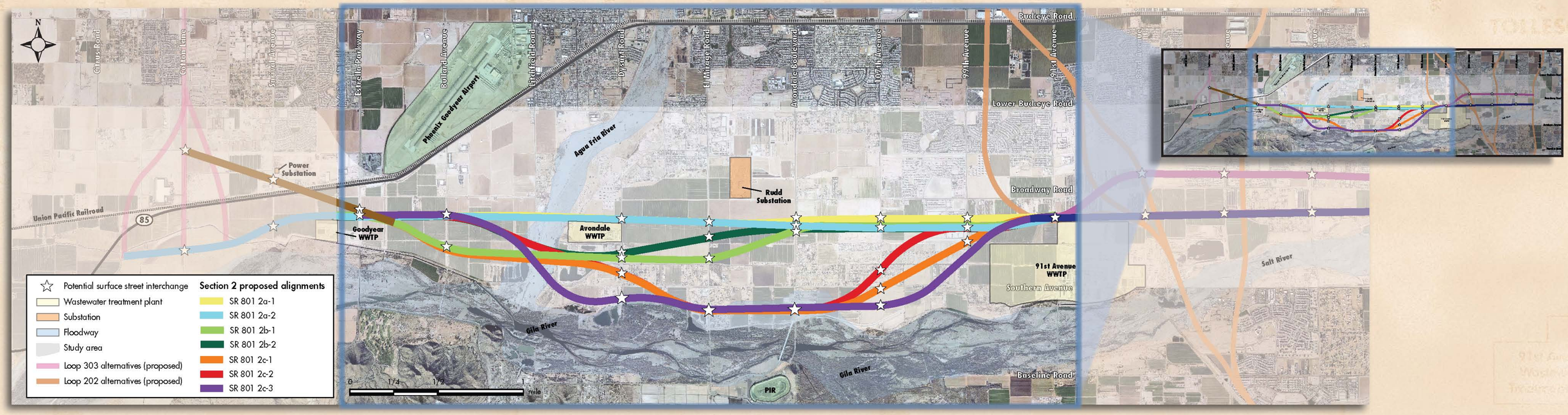
Section 2 Alternatives



Subsection Comparison

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2a-1	○	○	○	◐	●	●	●	●	○	◐	●	◐	◐	○	○	◐	◐	○	◐	◐	◐	○	○	○	○	◐	○	◐	○	○	●	◐	●
2a-2	○	○	○	◐	●	●	●	●	○	◐	●	◐	◐	○	○	◐	◐	○	◐	◐	◐	○	○	○	○	◐	○	◐	○	○	●	◐	◐
2b-1	●	○	○	○	◐	●	○	◐	●	◐	●	◐	◐	◐	◐	◐	●	◐	◐	●	◐	◐	●	◐	◐	◐	◐	○	○	○	●	◐	◐
2b-2	◐	○	○	○	◐	●	○	◐	●	◐	●	◐	◐	◐	◐	◐	◐	◐	◐	●	◐	◐	●	◐	◐	◐	◐	○	○	○	●	◐	◐
2c-1	●	◐	●	●	○	●	○	○	●	○	○	◐	○	◐	●	◐	●	●	◐	●	●	●	●	●	●	◐	●	●	●	●	◐	◐	◐
2c-2	●	●	●	●	○	●	○	○	●	○	○	◐	○	◐	●	◐	◐	●	◐	●	●	●	●	●	●	◐	●	●	◐	●	◐	◐	●
2c-3	◐	◐	●	●	○	○	○	○	●	○	○	○	○	◐	●	◐	◐	●	◐	◐	●	●	○	◐	●	◐	●	●	◐	◐	○	◐	○

State Route 801

Proposed Loop 303 to Proposed Loop 202

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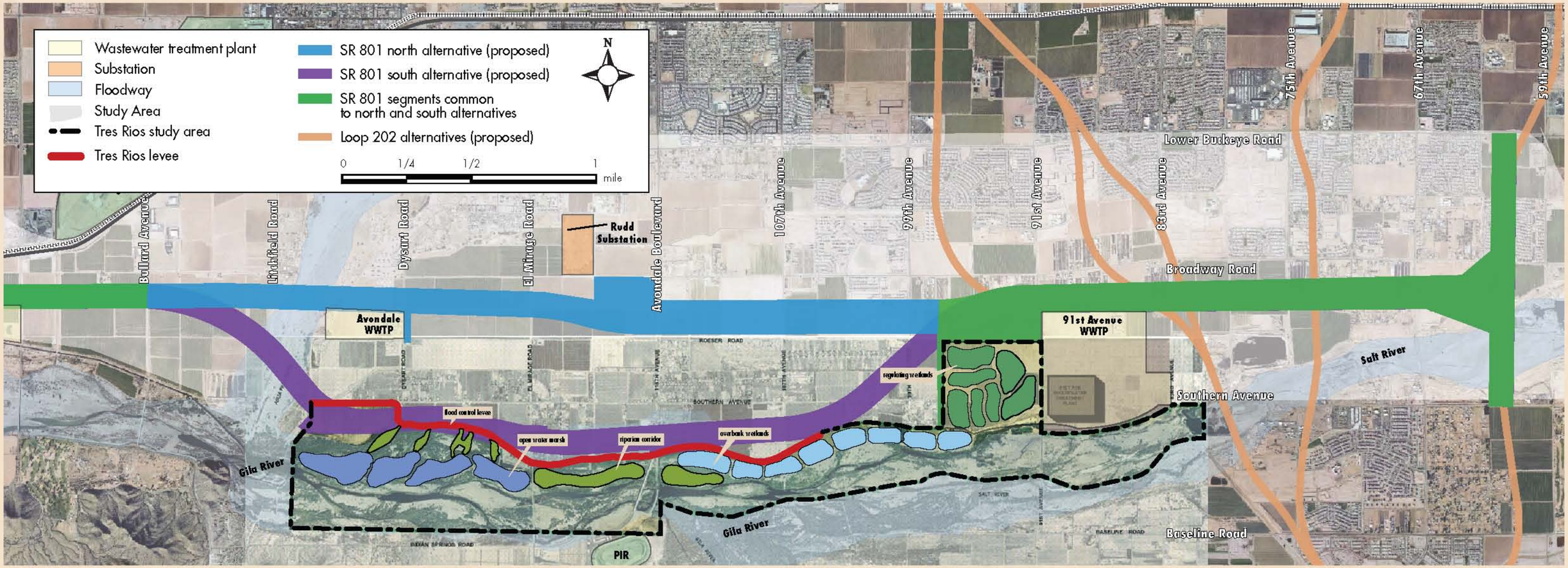
SR 801 (LOOP 303 TO LOOP 202)
SUBSECTION COMPARISON

SECTION	SECTION 1		SECTION 2							SECTION 3	
SUBSECTION	1a	1b	2a-1	2a-2	2b-1	2b-2	2c-1	2c-2	2c-3	3a	3b
COST AND RIGHT OF WAY											
Relative Construction Cost	Base +++ (Not estimated due to UPRR bridge feasibility challenges, but would be extremely expensive)	Base	Base + $5M	Base	Base + $163M	Base + $116M	Base + $196M	Base + $194M	Base + $82M	Base + $15M +/-	Base
Relative Right of Way Cost	Base + $3M +/-	Base	Base + $11M	Base + $4M	Base + $111M	Base	Base + $63M	Base + $77M	Base + $58M	Base + $100M +/-	Base
Net Right of Way Acreage	201	194	647	599	648	610	761	729	767	397	372
Residential Displacements (Existing)	1	1	22	22	14	14	208	208	208	855	67
Residential Displacements (Platted)	0	0	366	366	181	181	16	16	16	323	0
Business Displacements	0	0	1	1	1	1	1	1	0	0	1
Dairy Displacements	0	0	1	1	0	0	0	0	0	3	3
Planned School Impacts	No	No	Yes	Yes	Possible	Possible	No	No	No	No	No
Past, Current & Planned Sand & Gravel Operation Impacts	No	No	No	No	Yes	Yes	Yes	Yes	Yes	No	Yes
COMMUNITY SUPPORT											
Goodyear Community Support	No	Yes	Neutral	Neutral	Neutral	Neutral	Supports Avondale	Supports Avondale	Supports Avondale	Neutral	Neutral
Avondale Community Support	Neutral	Neutral	No	No	No	No	Yes	Yes	Yes	Neutral	Neutral
Phoenix Community Support	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Slightly favored due to shielding of WWTP. Also, may support Avondale	Slightly favored due to shielding of WWTP. Also, may support Avondale	Yes. Favored due to shielding of WWTP. City Council expected to voice support formally soon.	No	Yes - City Council expected to voice support formally soon.
Maricopa County	Unknown	Unknown	No	No	No	No	Yes	Yes	Yes	Unknown	Unknown
ENGINEERING											
Geometric Design	Undesirable due to UPRR Crossing	Desirable	Desirable	Desirable	Acceptable	Acceptable	Acceptable	Acceptable	Acceptable	Undesirable due to Broadway Crossing and complications with future ARS connection.	Desirable, however, more of the SR 801 / SR 202L TI is over the Salt River
Drainage Implications	Substantial. Problematic to drain stormwater from north of UPRR to the Gila River due to numerous utilities.	Moderate. Must drain storm water with a pump station at Sarival to cross the Buckeye Canal to the Gila River.	Minor. Shortest River Xing. Must cross DRCC - Possible FCDMC Cost Share Opportunities	Minor. Shortest River Xing. Must cross DRCC - Possible FCDMC Cost Share Opportunities	Moderate. Must cross through DRCC basin and over DRCC canals. Possible FCDMC cost share opportunities.	Moderate. Must cross through DRCC basin and over DRCC canals. Possible FCDMC cost share opportunities.	Substantial. Must cross through DRCC basin and will be located immediately upstream of Tres Rios levee, impacting Tres Rios basins. Possible FCDMC cost share opportunities.	Substantial. Must cross through DRCC basin and will be located immediately upstream of Tres Rios levee, impacting Tres Rios basins. Possible FCDMC cost share opportunities.	Substantial. Will be located immediately upstream of Tres Rios levee, impacting Tres Rios basins. Possible FCDMC cost share opportunities.	Undesirable: Drainage outfall must cross Broadway - a major SS corridor.	Nothing unusual or unique.
Traffic Operations	When looking to the west, this alignment would cause out-of-direction travel. Safety concerns with a Sarival TI and proximity to UPRR crossing. SR 303L / SR 801 TI must use at least 1-lane ramps for NW, ES, SW & EN and 2-Lane ramps for NE, WS, SE and WN for LOS D or better	Consistent with SR 801 alignment direction to the west. SR 303L / SR 801 TI must use at least 1-lane ramps for NW, ES, SW & EN and 2-Lane ramps for NE, WS, SE and WN for LOS D or better	LOS D or better for 2030. Higher demand than the 2c options. More efficient and balanced TI traffic utilization compared to 2c.	LOS D or better for 2030. Higher demand than the 2c options. More efficient and balanced TI traffic utilization compared to 2c.	LOS D or better for 2030. Higher demand than the 2c options. More efficient and balanced TI traffic utilization compared to 2c.	LOS D or better for 2030. Higher demand than the 2c options. More efficient and balanced TI traffic utilization compared to 2c.	LOS D or better for 2030. Lower demand than the 2a/2b options. Less efficient and balanced TI traffic utilization compared to 2a/2b options.	LOS D or better for 2030. Lower demand than the 2a/2b options. Less efficient and balanced TI traffic utilization compared to 2a/2b options.	LOS D or better for 2030. Lower demand than the 2a/2b options. Less efficient and balanced TI traffic utilization compared to 2a/2b options.	Less demand than 3b. SR 202L / SR 801 TI must use at least 2-lane ramps for SW & EN and 3-lane ramps for NW and ES for LOS D or better.	Greater demand than 3a. SR 202L / SR 801 TI must use at least 2-lane ramps for SW, ES & EN and 3-lane ramp for NW for LOS D or better.
Major Utility Impacts	Substantial. UPRR R/W contains numerous fiber optic lines and a petroleum pipeline. Some relocations may be required.	Minor pipeline encasement.	Moderate 500 kV & 230 kV OHP relocations. Minor pipeline encasements.	Moderate 500 kV & 230 kV OHP relocations. Minor pipeline encasements.	Substantial 500 kV, 345 kV & 230 kV relocations. Substantial pipeline encasements.	Moderate 500 kV & 230 kV OHP relocations. Moderate pipeline encasements.	Substantial 500 kV, 345 kV & 230 kV relocations. Substantial pipeline encasements.	Moderate irrigation impacts. Moderate pipeline encasements.	Minor irrigation impacts. Moderate pipeline encasements.	Moderate: SS crossings in Broadway Road and minor 69 kV OHP relocations.	Minor 69 kV OHP relocations only.
Maintenance Issues	Moderate due to UPRR / MC 85 bridge and drainage solution north of UPRR. Possibly two pumpstations needed.	Minor. Shortest Length and only 1 pumpstations.	Nothing unusual or unique. Shortest Length	Nothing unusual or unique. Shortest Length	Nothing unusual or unique. Second shortest Length	Nothing unusual or unique. Second shortest Length	Moderate. Length is ~ 0.4 miles longer.	Moderate. Length is ~ 0.5 miles longer.	Moderate. Length is ~ 0.6 miles longer.	Possibly Undesirable: Storm drain siphon(s) may be needed at Broadway.	Nothing unusual or unique.
ENVIRONMENTAL											
Prime & Unique Farmlands (Acres)	112.7	141.1	714.2	657.9	727	639.1	663.1	599.2	665	238.8	397.7
Biology Impacts - Critical Habitat Vegetation	None	None	None	None	Possible Wetland impacts at Avondale WWTP outfall	Possible Wetland impacts at Avondale WWTP outfall	Possible Wetland impacts at Avondale WWTP outfall	Possible Wetland impacts at Avondale WWTP outfall	None	None	None
Biology Impacts - Wildlife (Threatened, Endangered & Species of Concern)	None anticipated.	Elevated Noise levels, air quality adjacent to Gila River Habititat	Elevated Noise levels, air quality adjacent to Agua Fria River Habitatat	Elevated Noise levels, air quality adjacent to Agua Fria River Habitatat	Elevated Noise levels, air quality adjacent to Agua Fria River Habititat	Elevated Noise levels, air quality adjacent to Agua Fria River Habititat	Elevated Noise levels, air quality adjacent to Agua Fria, Salt and Gila River Habititats	Elevated Noise levels, air quality adjacent to Agua Fria, Salt and Gila River Habititats	Elevated Noise levels, air quality adjacent to Agua Fria, Salt and Gila River Habititats	None anticipated.	Elevated Noise levels, air quality adjacent to Salt River Habititat
Floodplain Impacts (Acres)	0	3.5	17.4	17.4	27.6	24.2	255.8	238.9	246.5	16.4	21.1
Jurisdictional Waters Impact (Acres)	0	1.9	3.4	3.4	6.3	6	6.7	5.9	3.7	16.9	22
Water Resource Impacts	5 wells	48 wells & BWCDD Crossing	24 Wells, Agua Fria River (0.7 Ac.), Bullard Wash & Buckeye Feeder	24 Wells, Agua Fria River (0.7 Ac.), Bullard Wash & Buckeye Feeder	28 Wells, Agua Fria River (1.1 Ac.), Bullard Wash, Wetlands & Buckeye Feeder	28 Wells, Agua Fria River (0.9 Ac.), Bullard Wash, Wetlands & Buckeye Feeder	82 Wells, Agua Fria River (1.6 Ac.), Bullard Wash, Wetlands, Buckeye Feeder & St. John's Canal	82 Wells, Agua Fria River (1.0 Ac.), Bullard Wash, Wetlands, Buckeye Feeder & St. John's Canal	82 Wells, Agua Fria River (1.1 Ac.), Bullard Wash, Buckeye Feeder & St. John's Canal	32 Wells & Salt River (16.9 Ac.)	16 Wells & Salt River (21.9 Ac.)
Relative Noise Impacts (Exist Conditions)	N/A	N/A	Low	Low	Moderate	Moderate	High	High	High	High	Moderate
Air Quality	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant	Conformance Compliant
Visual (Quality Rating, Higher = Better)	3.7	3 - Due to proximity to River & Mountains	3.7	3.7	3.4	3.4	2.8 - Due to proximity to River & Mountains	2.8 - Due to proximity to River & Mountains	2.8 - Due to proximity to River & Mountains	3.4 - Due to proximity to existing housing	3.7
Possible Hazardous Material Impacts	4 low level sites	1 low level site	2 low level sites	2 low level sites	0	0	2 high level sites	2 high level sites	2 high level sites	1 high level site	1 low level site
Section 4(f) Element Impacts	UPRR & 2 Trails - Will be spanned	Buckeye Canal - Will be spanned	3 Trails - Will be spanned	3 Trails - Will be spanned	3 Trails - Will be spanned	3 Trails - Will be spanned	3 Trails (will be spanned), St. Johns Canal, Everett Dairy, Southern Ave Dairy	3 Trails (will be spanned), St. Johns Canal, Southern Ave Dairy	3 Trails (will be spanned), St. Johns Canal, Southern Ave Dairy	SRP Lateral 19, 1 Trail, 1 Trail (will be spanned)	1 Trail (will be spanned)
Environmental Justice - Probability of Impacts - (Disabled, Age 65 & Older, Minority, Poverty & Female HOH). Response based on number of residential displacements noted above.	Low	Low	Low	Low	Low	Low	High	High	Moderate	Very High	Moderate
Planned Development Impacts (Acres)	78.97	123.28	438.37	392.22	416.83	366.61	117.06	137.83	6.44	117.87	61.44
Cultural Resources (Historic) Site Impacts	UPRR - Will be spanned	Buckeye Canal - Will be spanned	Site AZ T:11:42 (ASM)	Site AZ T:11:42 (ASM)	Site AZ T:11:42 (ASM)	Site AZ T:11:42 (ASM)	St. Johns Canal, Everett Dairy, Southern Ave. Dairy	St. Johns Canal, Southern Ave. Dairy	St. Johns Canal	Lateral 19.0	None
Cultural Resources (Prehistoric) Impacts (Acres)	3.17	27.56	146.39	122.33	111.23	110.94	61.17	130.2	12.05	11.47	32.9
GENERAL STATISTICS											
Length (mi.)	1.81	1.78	8.06	8.07	8.21	8.16	8.49	8.57	8.72	3.26	3.14
Number of Service TIs	1	1	7	7	7	7	7	7	6	3.5	3.5
Borrow Requirements (CY)	1.0M	0.8M	2.3M	2.0M	2.2M	3.1M	3.5M	3.5M	4.4M	1.1M	0.9M
Bridge Deck Area (SF)	283,000	83,664	734,527	734,395	1,451,080	1,296,687	1,559,338	1,523,602	1,021,708	247,000	175,068
Number of Pump Stations	1 and possibly 2	1	0	0	0	0	0	0	0	0	0

Tres Rios Levee



State Route 801

Proposed Loop 303 to Proposed Loop 202

May 2007

What is CANAMEX?

Federal definition:

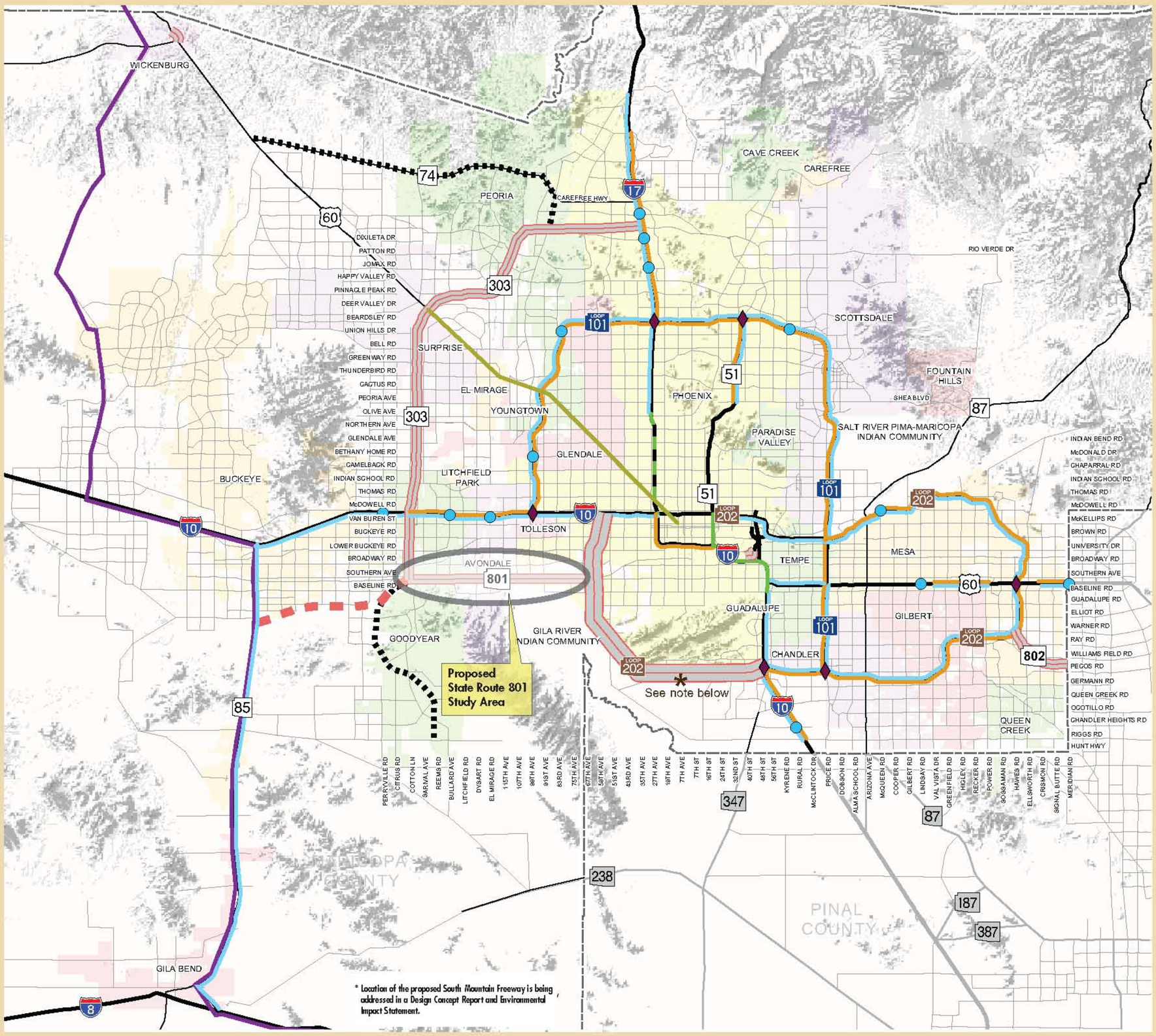
The CANAMEX Corridor is a nationally designated high priority route traversing the states of Arizona, Nevada, Utah, Idaho and Montana, linking to the Canadian Province of Alberta and the Mexican States of Sonora, Sinaloa, Nayarit and Jalisco.

- In the State of Arizona, the CANAMEX Corridor shall generally follow:
  - I-19 from Nogales to Tucson
  - I-10 from Tucson to Phoenix
  - United States Route 93 in the vicinity of Phoenix to the Nevada border
- In the State of Nevada, the CANAMEX Corridor shall follow:
  - United States Route 93 from the Arizona border to Las Vegas
  - I-15 from Las Vegas to the Utah border
- From the Utah border through Montana to the Canadian border, the CANAMEX Corridor shall follow I-15

(from Public Law 104-59, November 28, 1995)

May 2007

Regional Transportation Plan 2007 Update



MARICOPA ASSOCIATION of GOVERNMENTS

Planned Freeway/Highway Improvements

- New Traffic Interchange
- New High Occupancy Vehicle Ramp Connection
- Grand Avenue Corridor Improvements
- New High Occupancy Vehicle Lanes
- New General Purpose Lanes
- Corridor Capacity Improvements
- Long Term Capacity Improvements
- New Freeway/Highway Construction
- Interim Corridor Development
- Proposed CANAMEX Corridor
- Right of Way Preservation
- County Boundary
- Existing Freeway
- Other Roads

Alignments for new freeway, highway, arterial, and light rail/high capacity transit facilities will be determined following the completion of appropriate design and environmental studies.

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

0 5 10 15 Miles

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Regional transportation facilities in Pinal County are planned by the Central Arizona Association of Governments (CAAG).

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ON THE MOVE PARTNERS IN PROGRESS

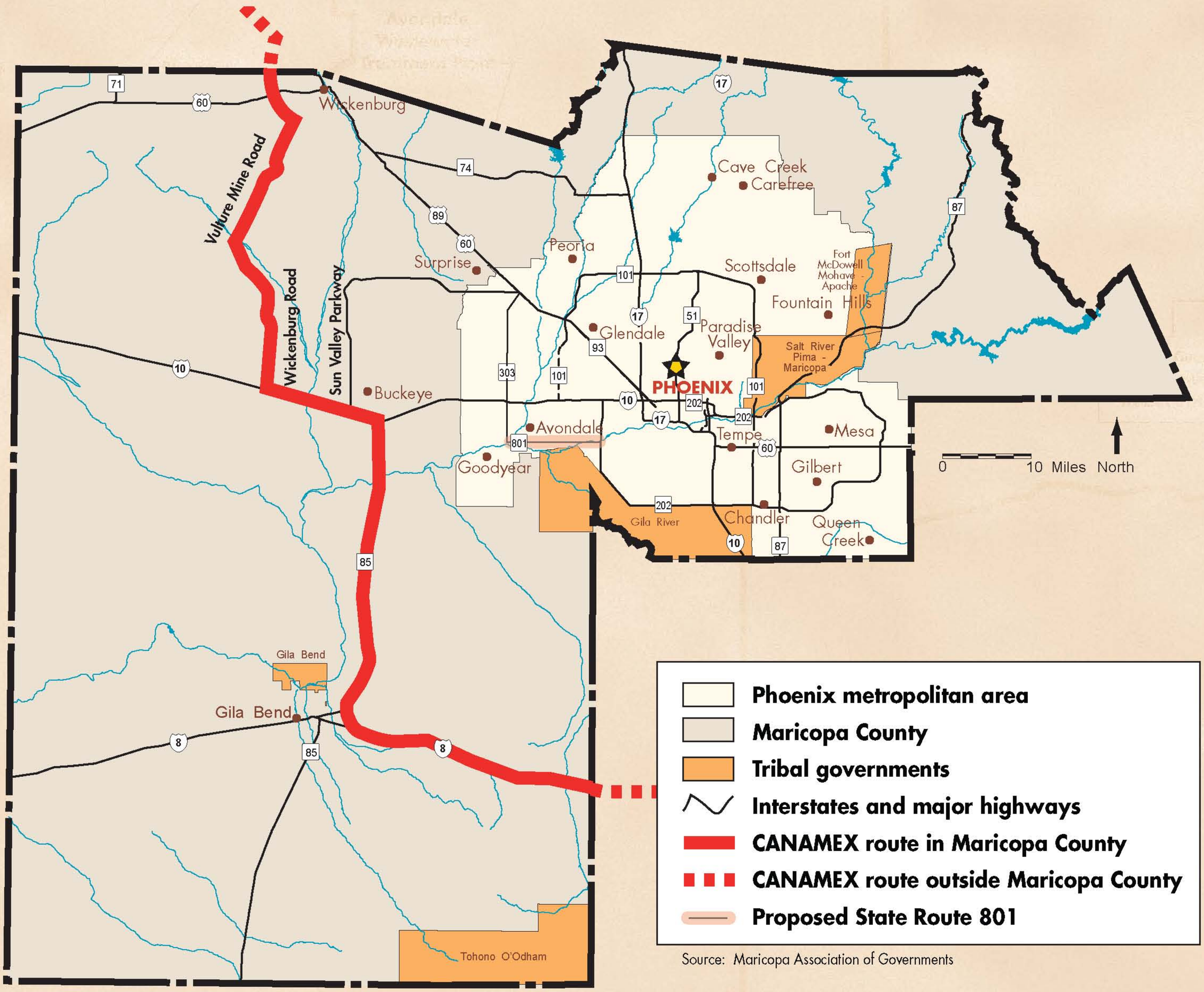
DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

ADOT

May 2007

Proposed CANAMEX Corridor in Maricopa County

as designated by Maricopa Association of Governments



Source: Maricopa Association of Governments

State Route 801

Proposed Loop 303 to Proposed Loop 202

ADOT

May 2007