

PROJECT OVERVIEW

The Arizona Department of Transportation is studying State Route 30 (previously known as State Route 801), a potential new transportation corridor that could provide additional freeway traffic capacity south of Interstate 10 in the West Valley. The study area is shown on the map and generally extends from Sarival Avenue on the west to 59th Avenue on the east, and Lower Buckeye Road on the north to the Gila and Salt rivers on the south. The project spans about 14 miles and passes through the cities of Goodyear, Avondale and Phoenix and portions of unincorporated Maricopa County.

In early 2015, after several years of study, ADOT presented to the public four build alignment alternatives (North, Center, Hybrid, and South). All four alternatives were rigorously evaluated using a comprehensive screening process of 24 technical (environmental and engineering) criteria, eight cost and right-of-way criteria, and seven agency and public support criteria. Also under consideration is a no-build option which explores the impacts of not building a transportation corridor in the study area.

PAST EVENTS	SEPT 2005	JUNE 2006	MARCH 2007	JANUARY 2015
	<ul style="list-style-type: none"> Agency/Public Scoping Meetings 	<ul style="list-style-type: none"> Agency/Public Information Meetings 	<ul style="list-style-type: none"> Public Information Meetings 	<ul style="list-style-type: none"> Public Open House

WHY THE HYBRID ALIGNMENT WAS SELECTED AS THE RECOMMENDED BUILD ALTERNATIVE (RBA)

Several issues were identified within the North, Center and South alternatives including relocation of an elementary school, complex technical and cost challenges, proximity to sensitive ecosystems, and flood control liability requirements. The Hybrid Alternative was chosen as the RBA because it avoids the major issues associated with the North, Center and South Alternatives.

The RBA selection means that if a build alternative is ultimately selected, it would be built within that corridor. The Environmental Assessment will evaluate the RBA as compared to the no-build alternative, with a public hearing scheduled in the fall of 2018. A preferred alternative will be selected following the public hearing.



NEXT STEPS

NOVEMBER 2017

- Public Information Meeting
- Prepare the Environmental Analysis (RBA and No Build)

We Are Here

SUMMER 2018

- Draft Environmental Assessment/Design Concept Report
- Recommended Alternative Selection

FALL 2018

- Public Hearing

SUMMER 2019

- Preferred Alternative Selection and Final Environmental Assessment/Design Concept Report