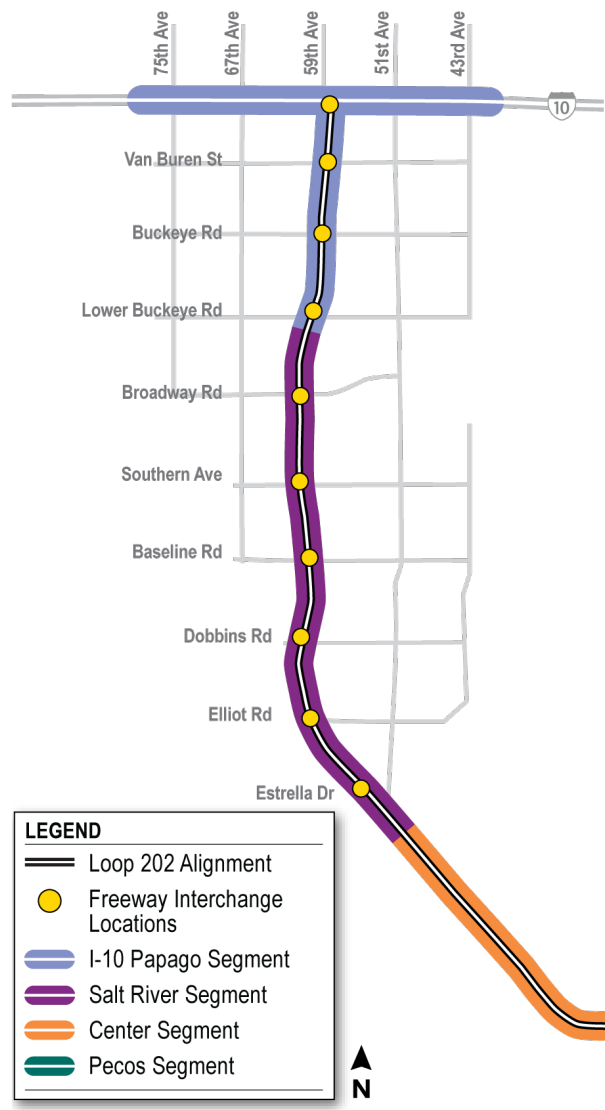


LOOP 202 South Mountain Freeway

Project Overview

The South Mountain Freeway will connect to Interstate 10 (Papago Freeway) at 59th Avenue and extend south along 59th Avenue to Elliot Road where the freeway alignment turns southeast to the current Pecos Road alignment and connects to Interstate 10 (Maricopa Freeway) and the Loop 202 (Santan Freeway) on the east end. With completion in late 2019, the freeway will provide residents an alternate route for travel between the East and West valleys. Approximately 117,000 to 190,000 vehicles daily are forecast to use the freeway by 2035.



Current Activities

Freeway construction began in the I-10 Papago, Salt River and Pecos segments in early 2017. Construction schedules are frequently updated and posted on the project website. Construction will occur concurrently in all segments (Center Segment to begin in 2018).

Stay in The Loop!

Each week, the project team issues a South Mountain Freeway Traffic Alert listing the lane restrictions and closures for the coming week. The information is sent via email and/or text and includes project updates and notices of upcoming work.

Sign up at: SouthMountainFreeway.com/FollowUs

LOOP 202 22 miles of new freeway



Double Roundabout Interchange

Savings over \$100 million

Open to traffic
3
 years sooner



4.5 miles of widening improvements between 75th & 43rd avenues



40 bridges &
1 pedestrian bridge

3 general purpose lanes ↓ ↑ **1** high occupancy vehicle lane



6-mile long shared use path

5 multi-use underpass crossings

13  interchanges

11 miles of sound walls

2 half Diverging Diamond Interchanges (DDI) 

ADOT What is a Public-Private Partnership? **CONNECT 202** PARTNERS

For the largest project in State history, ADOT partnered with a private developer (Connect 202 Partners) to design, build, and maintain the freeway for 30 years through a public-private partnership (P3).

The design, build, maintain (DBM) delivery model is an innovative approach used nationwide to efficiently reduce the cost to taxpayers without sacrificing quality. The DBM model accelerates construction schedules through concurrent design, right-of-way acquisition and construction activities. For example, as soon as a section of the freeway has been cleared and design plans finalized, construction will begin while other portions of the freeway undergo the same process.

Upon completion, the developer will be responsible for maintaining the freeway and ensuring the safety of the traveling public for 30 years, which results in the developer constructing the freeway with the highest possible quality. As a result of the P3, the South Mountain Freeway will be completed three years earlier than originally planned at a savings of approximately \$100 million.