

Loop 101/ I-10 System Interchange Study

Frequently Asked Questions

Public Meeting #2

Feb. 23, 2023

STUDY PURPOSE AND NEED

1. Why are you studying this project?

Previous feasibility studies completed in 2018 and 2021 indicated a need for further detailed study in this area. The project area currently experiences traffic congestion during the morning and evening commuting periods, both on the system interchange and on the arterial streets that connect with I-10 and Loop 101, and this is anticipated to worsen over time.

There are many weaving and merging movements approaching the interchange, which contributes to congestion and increases the potential for crashes. The weaving is caused by a high number of vehicles entering and exiting the freeway close to the I-10 and Loop 101 interchange, as well as a lack of a direct connection between the current HOV lanes on Loop 101 and I-10, forcing vehicles to weave across multiple lanes.

Finally, there are a number of large distribution centers located south of I-10, which generate heavy truck movements, with limited options for access to the freeways, and many conflicting movements with passenger vehicles.

This study will evaluate potential options to address many of these issues.

STUDY/DESIGN ELEMENTS

2. What are the proposed improvements?

This study will consider a range of possible improvement alternatives to alleviate some of the congestion in the area. These include:

- A potential new Direct High Occupancy Vehicle (DHOV) ramp that would connect the Loop 101 HOV lanes to the north with the I-10 HOV lanes east of the System Interchange. Both I-10 and Loop 101 would need to be widened to provide room in the median to accommodate the new DHOV ramp.
- A possible new ramp connection from southbound Loop 101 to 91st Avenue that would connect to the existing eastbound I-10 to 91st Avenue exit ramp.
- Alternatives to improve traffic flow at various interchanges.
- Evaluating the potential need for improvements on the arterial streets near the freeway to improve traffic flow, which could include possible turn lane additions and signal timing revisions.

3. Will the 91st Avenue ramp be included with the project?

The 91st avenue ramp is being evaluated with this study. Part of the evaluation is to accurately show where vehicles are traveling today and to predict how many would use

this new ramp connection.

A 2023 appropriation from the Arizona State legislature included approximately \$25 million dollars for the potential Loop 101 to 91st Avenue ramp, which would partially fund the potential ramp. It is anticipated that additional funding would be needed to construct this ramp, and once fully funded the design and construction could occur and the project timeline finalized.

4. What is the southbound Loop 101 to 91st Avenue Ramp?

The connector ramp would allow traffic from southbound Loop 101 to access 91st Avenue just south of I-10.

An initial assessment of the area-wide traffic patterns showed there is a significant amount of traffic on Loop 101 north of I-10 that is destined to areas located south of I-10 near the I-10/Loop 101 system interchange. Much of this traffic currently needs to exit the freeway near the system interchange and use the arterial streets to reach their destinations, increasing local street congestion. This is further complicated by the heavy truck traffic using the I-10 interchange at 99th Avenue to access the distribution centers located south of I-10.

A new ramp has the potential to relieve some of the traffic congestion on the arterial street system within the study area.

TRAFFIC

5. How would the proposed improvements change the current freeway traffic movements?

There are many weaving and merging movements approaching the interchange, which contributes to congestion and increases the potential for crashes. The weaving is caused by a high number of vehicles entering and exiting the freeway close to the I-10 and Loop 101 interchange, as well as a lack of a direct connection between the current HOV lanes on Loop 101 and I-10, so vehicles must weave across multiple lanes.

If implemented, the Direct High Occupancy Vehicle ramp would allow a continuous transition for vehicles using the HOV lanes on Loop 101 to and from the north and I-10 to and from the east. This is anticipated to reduce traffic weaving movements on both Loop 101 and I-10, which could reduce some of the area congestion.

A direct connecting ramp from southbound Loop 101 to 91st Avenue would reduce the number of vehicles exiting the freeway at interchanges closest to the system interchange to use local streets to access the area south of I-10.

All existing traffic movements on Loop 101 and I-10 would continue to be available.

6. How will the proposed improvements improve safety?

By implementing improvements that reduce the levels of congestion and vehicle conflicts, such as weaving movements, it reduces the potential for crashes.

7. What kind of traffic impacts do you anticipate during construction?

As with most freeway construction projects there is the potential for possible impacts to traffic. Weekend and overnight restrictions and closures of the freeway, ramps and cross streets, reduced lane widths, and reduced posted speed limits are all possible. We do not anticipate long-term full closures of Loop 101 and I-10 or the Loop 101/I-10 system ramps.

There is potential that some of the on- and off-ramps along Loop 101 and I-10 could have longer closures, but alternate routes would be provided. Typically, consecutive ramp closures would not be allowed. Specific traffic control measures would be developed during final design and construction, and ADOT will convey relevant construction information to the public in advance.

The details of the potential traffic control impacts will be further known during final design and construction. ADOT will convey relevant construction traffic control information to the public in advance.

8. What kind of traffic impacts do you anticipate during major sporting events or other major events in the area?

The construction contractor will be required to avoid major restrictions or closures during major events, such as Arizona Cardinals games, to minimize impacts to traffic. During design, ADOT will work with the local jurisdictions to identify what events are scheduled that would require minimal traffic restrictions during construction. ADOT will provide advance notice of restrictions and closures to the public.

9. What kind of delay can I expect for my daily commute?

We anticipate that restrictions and closures would occur primarily during overnight and weekend timeframes to minimize impacts to commuters. There may be short-term, overnight or weekend closures of the Loop 101 and I-10 system interchange ramps, but the direct connecting system to system ramps will not have any long-term closures.

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ENVIRONMENTAL CONSIDERATIONS

10. Are you evaluating noise levels and the possible need for new noise walls as part of this study?

The environmental evaluation will include a noise analysis to evaluate noise levels and identify the need for any additional noise abatement measures, such as adding or increasing the height of noise walls within the project limits. These documents will be available on the study website for review once they are complete.

STUDY TIMELINE

11. What happens after the public comment period ends?

Comments provided will be reviewed and responses will be provided as part of the project documentation and will be considered during the development of the Design Concept Report and environmental documents. All study documents will be posted to the study website upon completion, which is expected in summer 2023.

12. What is the project schedule?

This study started in summer 2022. We anticipate completion of the study and Design Concept Report in summer 2023.

Construction and Funding

13. Is there funding for construction?

There is approximately \$194 million identified for construction of the I-10 and Loop 101 system interchange in fiscal year 2025 in the Maricopa Association of Governments Transportation Improvement Program.

The Arizona State legislature also appropriated approximately \$25 million for the potential Loop 101 to 91st Avenue ramp connection, which would partially fund the ramp.

14. When do you anticipate construction to start?

An implementation plan will be developed during the study to determine the sequence and timing of any recommended improvements. It is likely that the recommendations would be implemented as multiple projects over multiple years based on available funding. Once the study and implementation plan are complete and a decision has been made regarding the selected alternatives, we anticipate design of the initial improvements would begin in mid-2023. Depending on final funding availability and completion of design, we anticipate construction could begin as soon as fall 2025.

15. Will there be right-of-way needed from property owners?

Most of the potential improvements could be built within the existing ADOT right-of-way. There would be very little additional right-of-way needed to construct any of the potential improvements.

16. When would right-of-way be acquired?

If right-of-way is needed, the property acquisition process will begin once a decision has been made regarding the recommended improvements and final design has been completed. We anticipate this could be sometime in 2024, prior to construction in 2025.

PUBLIC INPUT

17. Where can I review the study documents?

As project documents are completed, they will be available for review on the [study website](#).

18. How and when can I provide comments?

You may submit comments during the formal comment period through **March 9, 2023**, in any of the following ways:

- Provide verbal comments at the public meeting
- Online Comment Form: azdot.gov/I10Loop101-CommentForm
- Email: KLklarson@azdot.gov
- Phone: 480-589-4366
- Mail: Kimberly Larson, ADOT Community Relations, 1655 W. Jackson, Room 179, MD 126F, Phoenix, AZ 85007

19. How much influence does the public input have on the selection of recommended improvements?

The project team will consider input from the public, as well as engineering, environmental and cost considerations, as part of the evaluation and decision-making process for the proposed improvements.

Study Terms/Definitions

20. What is an Environmental Document (Categorical Exclusion (CE), Environmental Assessment, etc.)?

The study team evaluates potential environmental impacts in compliance with environmental regulations including the National Environmental Policy Act (NEPA) and the Clean Air Act. This process will document potential impacts to social, economic, and natural environments. There are varying levels of documentation for different types of projects. For this project, we anticipate that the level of documentation would be a categorical exclusion (CE), which is conducted for projects that do not individually or cumulatively have a significant effect on the environment. Typically, these are projects that have minimal or no right of way acquisition beyond the existing freeway footprint. For these types of projects ADOT still conducts an environmental analysis for noise, air quality and other potential impacts, but does not need to conduct a more extensive environmental assessment or environmental impact statement.

21. What is a Design Concept Report (DCR)?

A Design Concept Report defines the project scope and is prepared to document the engineering elements associated with the study, based on a preliminary level of design. The DCR will include the proposed layout of the freeway lanes, new and modified ramp and interchange configurations, drainage modifications, and other elements. It will also address traffic operations and safety, construction requirements and impacts to traffic

during construction, right-of-way requirements, cost and maintenance, and other considerations. These elements are evaluated for a range of reasonable options, as well as the no-build baseline alternative.

22. What is a No-Build Alternative?

The no-build alternative would assume that no action would take place, and the proposed project would not be constructed. The No-Build Alternative represents the existing transportation system with ongoing maintenance and any improvement projects that have been previously programmed for construction.

The No-Build Alternative is used as a baseline, or a benchmark, to compare against the Build Alternative and is also considered during the alternatives evaluation process in compliance with the environmental process . The No-Build provides the study team with a basis against which social, environmental, and economic impacts can be measured.