

APPENDIX A

PUBLIC MEETING MATERIALS

POSTED TO PROJECT WEBSITE

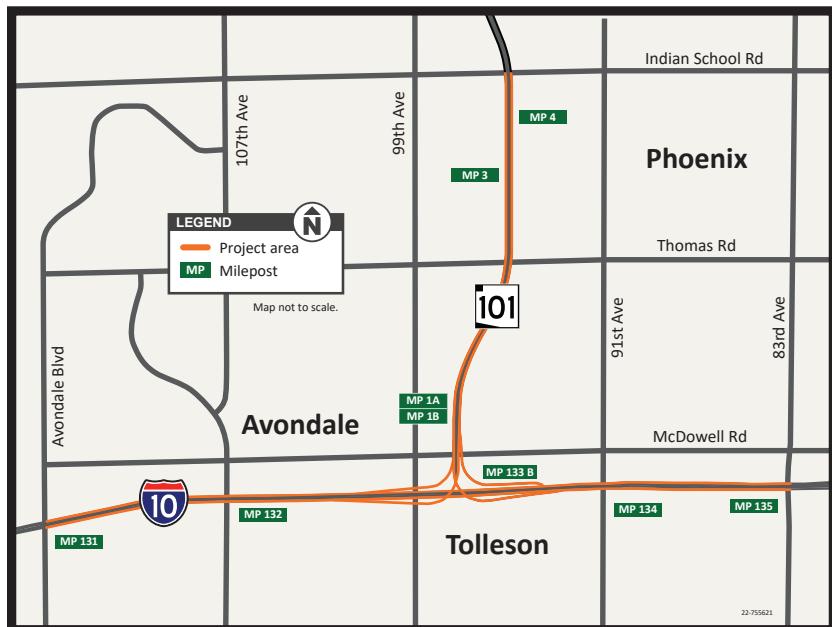


Loop 101/Interstate 10 System Interchange

JOIN ADOT FOR AN OPEN HOUSE PUBLIC MEETING ON FEB. 23, 2023

OVERVIEW

The Arizona Department of Transportation has initiated a study to evaluate improvements to the Loop 101 (Agua Fria Freeway) and Interstate 10 system interchange in the West Valley. The purpose of this study is to evaluate alternatives to the interchange that will enhance regional travel by improving safety, reducing congestion and enhancing connectivity.



The study is evaluating:

- ▶ A new Direct High-Occupancy Vehicle (HOV) ramp within the existing system interchange that will connect the HOV traffic between Loop 101 and I-10 traveling to/from the north along Loop 101 and to/from the east along I-10.
- ▶ A possible new connection between southbound Loop 101 and 91st Avenue. This connection may connect to the existing I-10/91st Avenue interchange ramps.
- ▶ Improvements at other interchange locations.

STUDY SCHEDULE

The project is currently in the study phase. The study is expected to conclude in Spring 2023.

MORE INFORMATION

- ▶ For more information or to subscribe to receive project updates, visit: azdot.gov/I10_Loop101_TI.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 04/16/2019, and executed by FHWA and ADOT

Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA) Pursuant to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, sex or disability. Persons who require a reasonable accommodation based on language or disability should contact Kimberly Larson at 855.712.8530 or projects@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

23-791699



ADOT Project No. F047501
Federal Aid No. 101-A(218)

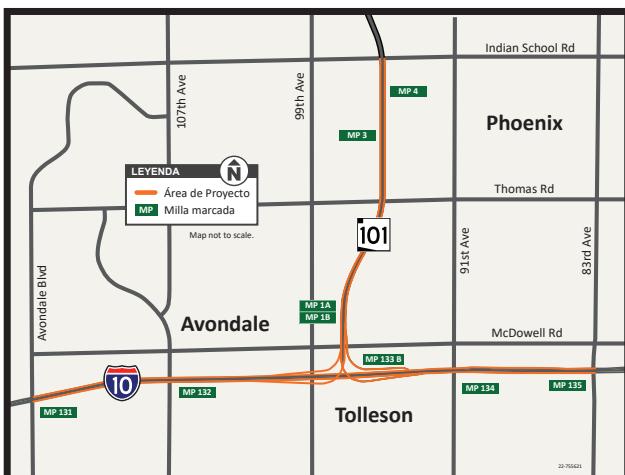


Intercambio del sistema Loop 101/Interestatal 10

ASISTE LA REUNIÓN PÚBLICA DE ADOT EL 23 DE FEBRERO 2023

DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona ha iniciado un estudio para evaluar las mejoras en el intercambio de tráfico de Loop 101 (Agua Fria Freeway) y el sistema de la Interestatal 10 en el oeste del Valle. El propósito de este estudio es evaluar alternativas para el intercambio que mejorará los viajes regionales mediante mejoras a la seguridad, conectividad y reducción de congestión.



El estudio está evaluando:

- ▶ Una nueva rampa directa para vehículos de alta ocupación (HOV) dentro del sistema de intercambio existente que conectaría el tráfico HOV entre Loop 101 y la autopista I-10 viajando hacia/desde el norte por Loop 101 y hacia/desde el este por la autopista I-10.
- ▶ Una posible nueva conexión entre Loop 101 en dirección sur y la Avenida 91. Esta conexión estaría separada de las rampas de intercambio del sistema Loop 101/I-10 y podría conectarse a las rampas actuales de intercambio de la autopista I-10 y la Avenida 91.
- ▶ Mejoras en otras ubicaciones del intercambio y vías arteriales dentro del área del proyecto.

CALENDARIO DEL ESTUDIO

Este proyecto está actualmente en la fase de estudio. Se espera que el estudio concluya en la primavera de 2023.

MÁS INFORMACIÓN

- ▶ Para obtener más información o suscribirse para recibir actualizaciones del proyecto, visite: azdot.gov/I10_Loop101_TI.

Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo o se han llevado a cabo por ADOT de acuerdo con 23 U.S.C 327 y un Memorándum de Acuerdo con fecha del 16 de abril de 2019 y se han realizado por FHWA y ADOT.

Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA) De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por su sigla en inglés), ADOT (el Departamento de Transporte de Arizona según su sigla en inglés) no discrimina según raza, color, nacionalidad, edad, género o discapacidad. Las personas que requieren acomodaciones razonables basada en su idioma o por cualquier discapacidad deben comunicarse con Kimberly Larson a 855.712.8530 o projects@azdot.gov. Las solicitudes deben hacerse lo antes posible para asegurar que el Estado tenga la oportunidad de encargarse de los arreglos necesarios.

23-791699

REUNIÓN PÚBLICA - INTERCAMBIO DEL SISTEMA LOOP 101/INTERESTATAL 10

Asiste la reunión pública de ADOT para obtener más información sobre el estudio de intercambio del sistema I-10/Loop 101 y las recomendaciones para las rampas HOV directas y la conexión de la rampa de 91st Avenue, haga preguntas al equipo del proyecto y brinde sus comentarios sobre las recomendaciones preliminares.

La reunión pública proporcionará información sobre lo siguiente:

- ▶ Se están considerando alternativas para una nueva rampa directa para vehículos de alta ocupación (HOV)
- ▶ Una posible nueva conexión entre Loop 101 en dirección sur y 91st Avenue
- ▶ Consideraciones ambientales

Miembros del equipo del proyecto presentarán detalles del proyecto y estarán disponibles para conversar sobre las recomendaciones preliminares y contestar sus preguntas. La reunión no tendrá una presentación formal.

23 DE FEBRERO DE 2023, 5 - 7 P.M.

Sheely Farms Elementary School (Escuela Primaria)
9450 W. Encanto Boulevard, Phoenix, AZ 85037

COMENTARIOS/PREGUNTAS

Comentarios sobre el proyecto pueden ser entregados hasta el **9 de marzo de 2023** de las siguientes maneras:

- ▶ Formulario de Comentarios en Línea: azdot.gov/I10Loop101-CommentForm
- ▶ Teléfono: 855.712.8530 | Correo Electrónico: KLarson@azdot.gov
- ▶ Correo: Attn: Loop 101 and I-10, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007



Loop 101 and Interstate 10 System Traffic Interchange Public Open House

OVERVIEW

The Arizona Department of Transportation is evaluating potential improvements to the Loop 101 (Agua Fria Freeway) and Interstate 10 system traffic interchange in the West Valley. The purpose of this project is to enhance regional travel, mitigate existing weaving and safety issues and improve connectivity for the I-10 and Loop 101 Interchange.

IN-PERSON PUBLIC OPEN HOUSE

WHEN: Thursday, Feb. 23, 2023, 5 – 7 p.m.

WHERE: Sheely Farms Elementary School
9450 W. Encanto Blvd., Phoenix, AZ 85037

The project team will share project details and be on hand to discuss preliminary recommendations and answer questions. The public is invited to provide comments at the in-person open house or one of the ways listed below.

CAN'T ATTEND?

The open house materials will be posted to the project website prior to the open house.

COMMENTS/QUESTIONS

Project comments can be provided through March 9, 2023, in the following ways:

Online Comment Form: www.azdot.gov/I10Loop101-CommentForm

Phone: 480.589.4366 | **Email:** KLarson@azdot.gov

Mail: Attn: Loop 101 and I-10, ADOT Community Relations,
1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

PROJECT EMAIL LIST

Visit the project website at www.azdot.gov/I10_Loop101_TI for more information and to subscribe to project updates by email.



U.S. Department of Transportation
Federal Highway
Administration



Reunión Pública Sobre la Intersección de Tráfico de la Autopista Loop 101 y la Interestatal 10

RESUMEN

El Departamento de Transporte de Arizona está evaluando unas posibles mejoras a la intersección de tráfico de la autopista Loop 101 (la Autopista Agua Fría) y la Interestatal I-10 en el West Valley (el área al oeste de la Ciudad de Phoenix). El propósito de este proyecto es mejorar los viajes regionales, reducir al mínimo problemas de zigzaguear y seguridad, y mejorar la conectividad en la intersección de la interestatal I-10 y la autopista Loop 101.

REUNIÓN PÚBLICA EN PERSONA

CUÁNDO: martes, 23 de febrero de 2023, 5 a 7 p.m.

DÓNDE: Sheely Farms Elementary School (Escuela Primaria)
9450 W. Encanto Boulevard, Phoenix, AZ 85037

Miembros del equipo del proyecto presentarán detalles del proyecto y estarán disponibles para discutir las recomendaciones preliminares y contestar sus preguntas.

¿NO PUEDE ASISTIR?

Se publicarán los materiales de la reunión en el sitio web antes de la reunión.

COMENTARIOS/PREGUNTAS

Comentarios sobre el proyecto pueden ser entregados hasta el 9 de marzo de 2023 de las siguientes maneras:

Formulario de Comentarios en Línea:

www.azdot.gov/I10Loop101-CommentForm

Teléfono: 855.712.8530 | **Correo Electrónico:** KLarson@azdot.gov

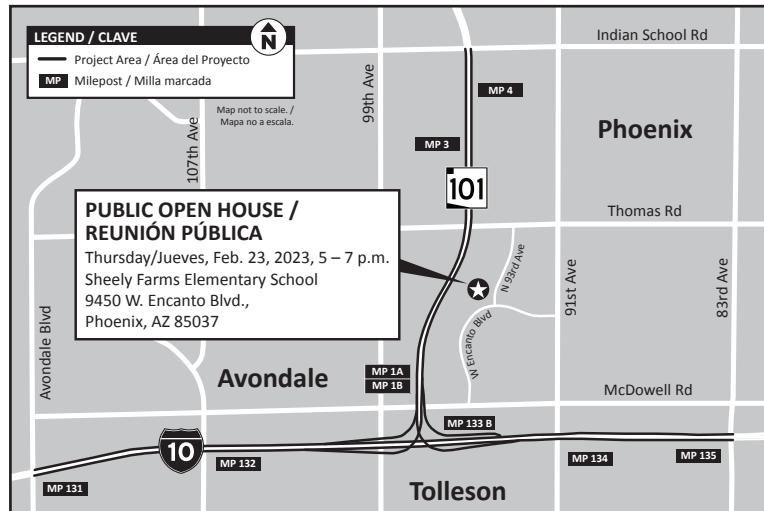
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Registro de Correos Electrónicos del Proyecto

Visite el sitio web del proyecto en www.azdot.gov/I10_Loop101_TI para obtener más información y para suscribirse para recibir actualizaciones del proyecto por correo electrónico.



Arizona Department of Transportation
1655 W. Jackson St., MD 126F
Phoenix, AZ 85007



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Project Need and Purpose

! Project Need

- Traffic congestion approaching Loop 101/I-10 interchange
- Arterial street traffic congestion within the project area
- Traffic weaving contributes to congestion and crashes
- High crash rates within the study area
- No current direct HOV connection between Loop 101 and I-10 to the east
- Limited access to neighborhoods and large distribution centers south of I-10



Project Purpose

- Mitigate weaving movements for HOV traffic along Loop 101 and I-10 east of the system interchange
- Improve safety by minimizing traffic conflict points
- Improve traffic operations on I-10 and Loop 101
- Improve operations at traffic interchanges and surface streets
- Accommodate future widening projects along mainline and adjacent roadway
- Provide opportunities for incident management

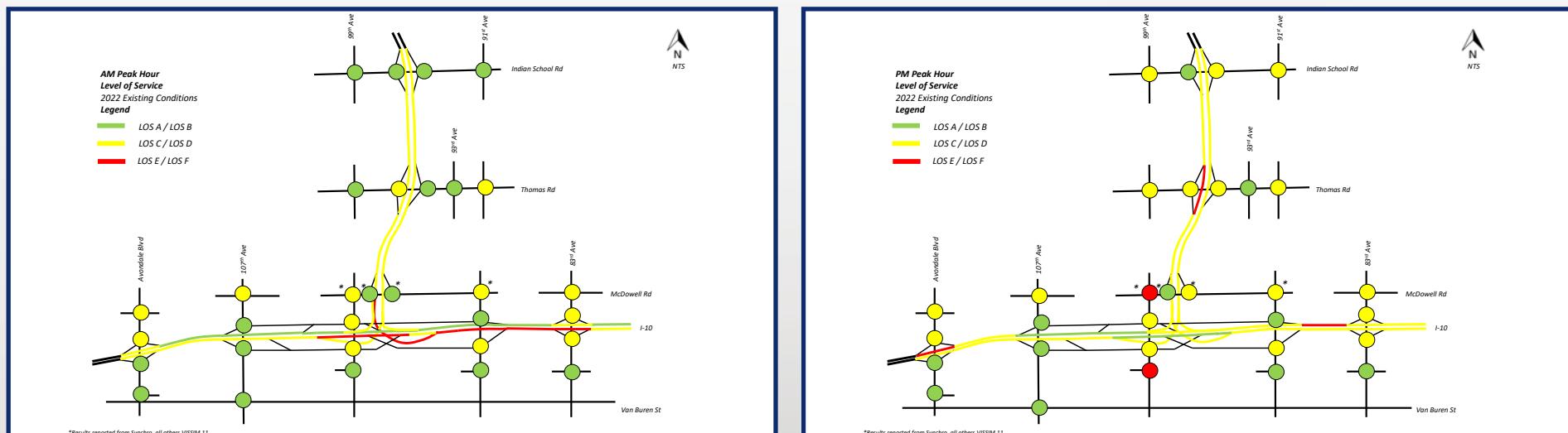


Existing and Future Traffic Conditions

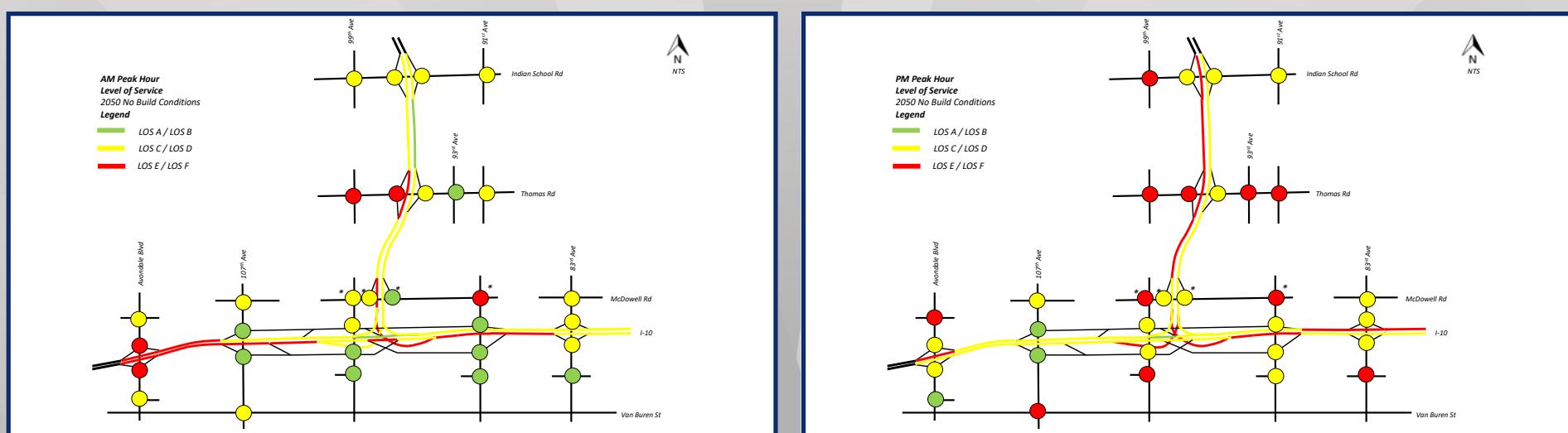
2022 Traffic Volumes



2022 Existing Level of Service



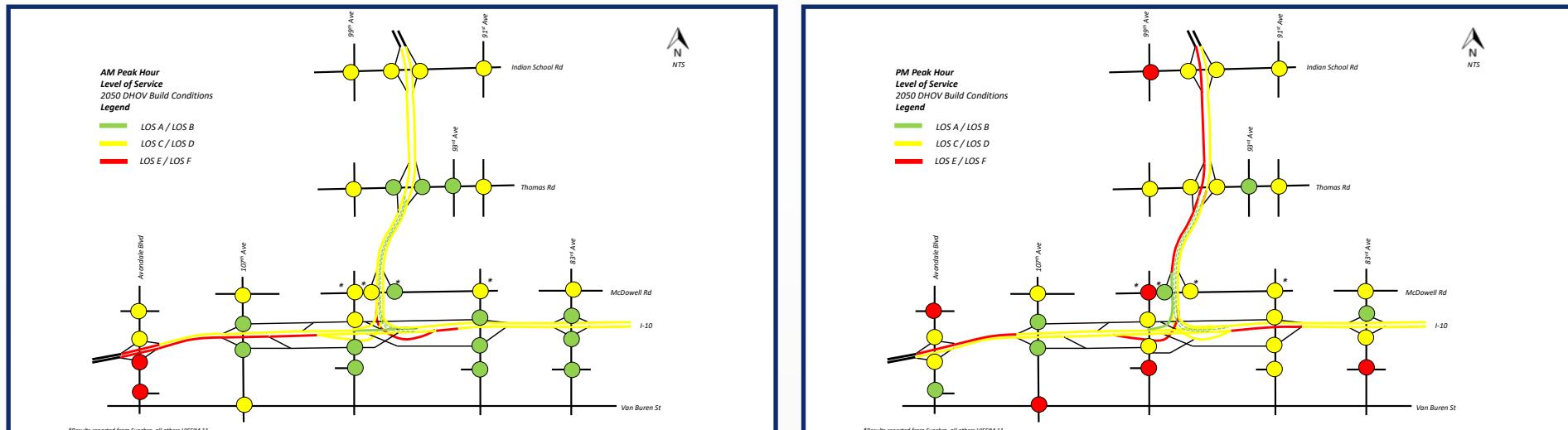
2050 No-Build Level of Service



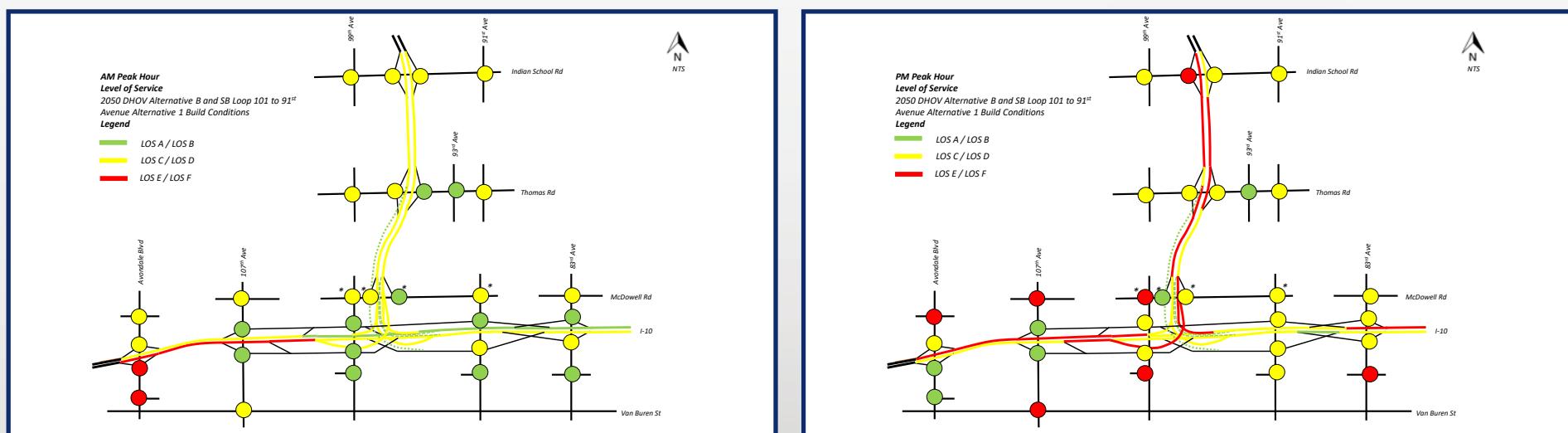


Existing and Future Traffic Conditions

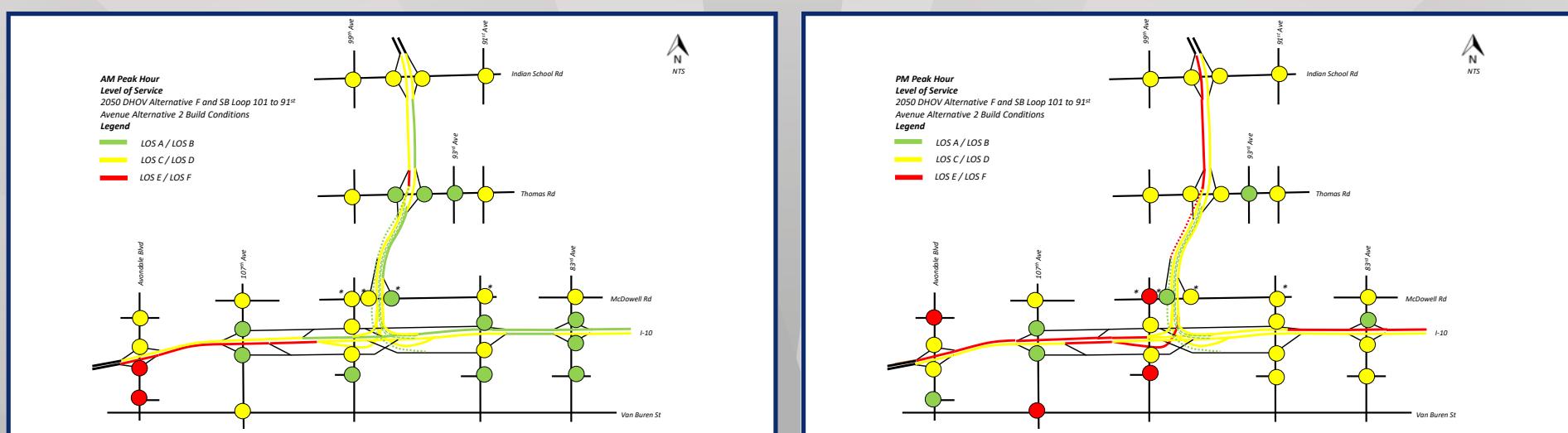
2050 DHOV Build Conditions



2050 Build Level of Service (DHOV Alternative B & Southbound Loop 101 to 91st Avenue Alternative 1)



2050 Build Level of Service (DHOV Alternative F & Southbound Loop 101 to 91st Avenue Alternative 2*)



* Southbound Loop 101 to 91st Avenue Alternative 3 would operate at a similar Level of Service



Direct High Occupancy Vehicle (DHOV) Ramp Alternatives

From Loop 101 to/from I-10 to the East

Alternative A



Advantages

- Does not require removal and relocation of existing system ramps
- Lower potential noise impacts
- Minimal utility and/or right-of-way impacts

Challenges

- DHOV Ramp would add a fourth level to the system interchange (the highest level)
- Very high construction cost
- Loop 101 DHOV ramp bridge construction would require long-term lane closures
- Provides minimal room for future maintenance of DHOV ramp bridge
- Minimal Loop 101 width for maintenance access in median
- Lower design and operating speeds for DHOV traffic

»»» **Recommendation: Eliminate**

Alternative B



Advantages

- Accommodates all traffic movements during construction
- Moderate construction cost relative to other alternatives
- Traffic entering from Thomas Road may be able to use DHOV lanes, but multiple lane changes would be required (neutral)

Challenges

- Requires removal of the existing eastbound I-10 to northbound Loop 101 ramp bridge, and construction of a new bridge
- Demolition of the existing bridge and construction of the new bridge would be over both directions of I-10 traffic
- New eastbound I-10 to northbound Loop 101 ramp is shifted slightly closer to commercial centers
- Slightly higher utility and/or right-of-way impacts
- Lower design and operating speeds for DHOV traffic

»»» **Recommendation: Advance for Public and Agency Comment**

Alternative C



Advantages

- Traffic entering from Thomas Road may be able to use DHOV lanes, but multiple lane changes would be required (neutral)

Challenges

- High construction cost
- Requires removal of the existing and construction of a new southbound Loop 101 to westbound I-10 ramp bridge
- Requires complex multi-phased traffic shifts during construction
- Requires complex removal and reconstruction of an existing ramp bridge pier (column)
- New Loop 101 to westbound I-10 ramp is shifted closer to commercial centers
- Higher right-of-way impacts
- Lower design and operating speeds for DHOV traffic

»»» **Recommendation: Eliminate**

Direct High Occupancy Vehicle (DHOV) Ramp Alternatives

From Loop 101 to/from I-10 to the East

Alternative D



Advantages

- Simple traffic control during construction
- Provides more room for future maintenance of the DHOV ramp bridge
- Minimal utility and/or right-of-way impacts
- Most construction is away from I-10 and Loop 101 traffic
- Slightly higher design and operating speeds for DHOV traffic

Challenges

- Requires removal of the existing and construction of a new westbound I-10 to northbound Loop 101 ramp bridge
- May require long-term closure of the westbound frontage road
- High construction cost
- Westbound I-10 to northbound Loop 101 ramp is shifted closer to commercial and residential centers

»»» **Recommendation: Eliminate**

Alternative E



Advantages

- Provides more room for future maintenance of the DHOV ramp bridge
- Minimal utility and/or right-of-way impacts
- Slightly higher design and operating speeds for DHOV traffic

Challenges

- Highest construction cost
- Requires long-term closure of the eastbound I-10 to northbound Loop 101 ramp
- May require long-term closure of the westbound frontage road
- Requires removal of the existing and construction of a new westbound I-10 to northbound Loop 101 ramp bridge

»»» **Recommendation: Eliminate**

Alternative F



Advantages

- Does not affect any of the existing system ramps
- Minimal traffic control requirements during construction
- Most construction is away from I-10 and Loop 101 traffic
- Provides more room for future maintenance of the DHOV ramp bridge
- Minimal utility and/or right-of-way impacts
- Highest design and operating speeds for DHOV traffic
- Lowest construction cost

Challenges

- DHOV ramp is slightly closer to commercial and residential centers

»»» **Recommendation: Advance for Public and Agency Comment**

Loop 101 to 91st Avenue Alternatives

Alternative 1



Advantages

- Does not relocate the southbound Loop 101 to McDowell Road exit
- Slightly lower cost than Alternative 2
- Lower utility and right-of-way impact than Alternative 2

Challenges

- Does not improve traffic operational performance on southbound Loop 101
- McDowell Road southbound exiting traffic could potentially back into the Loop 101 lanes
- High weaving movement remains between southbound traffic entering from Thomas Road and traffic exiting at McDowell Road
- Requires construction over both directions of I-10 traffic
- Very high construction cost due to the new flyover ramp bridge
- Possible noise impact due to height of the flyover bridge

»»» **Recommendation: Eliminate**

Alternative 2



Advantages

- Improves traffic operational performance on southbound Loop 101
- Eliminates the weaving movement between southbound traffic entering from Thomas Road and traffic exiting at McDowell Road by braiding the ramps
- Reduces the risk of McDowell Road southbound exiting traffic backing into the Loop 101 lanes

Challenges

- Requires construction over both directions of I-10 traffic
- Very high construction cost due to the new flyover ramp bridge
- Possible noise impact due to the height of the flyover bridge
- Slightly higher utility and right-of-way impact than Alternative 1

»»» **Recommendation: Advance for Public and Agency Comment**

Alternative 3



Advantages

- Significantly lower construction cost
- Improves traffic operational performance on southbound Loop 101
- Eliminates the weaving movement between southbound traffic entering from Thomas Road and traffic exiting at McDowell Road by braiding the ramps
- Reduces the risk of McDowell Road exiting traffic backing into the Loop 101 lanes
- Eliminates the need for a new flyover ramp bridge
- Eliminates construction over I-10
- Lower future maintenance cost

Challenges

- Adds more traffic to the existing southbound Loop 101 to eastbound I-10 ramp
- May require a short-term lane closure on the southbound Loop 101 to eastbound I-10 ramp during construction
- 91st Avenue exiting traffic could potentially back into the southbound Loop 101 to eastbound I-10 ramp in the event of an incident at the 91st Avenue ramp intersection

»»» **Recommendation: Advance for Public and Agency Comment**



Other Improvements



Location



Recommendation

I-10 at Avondale Boulevard → Add Capacity/Turn Lane Improvements

I-10 at 107th Avenue → Add Capacity/Turn Lane Improvements

I-10 at 99th Avenue → Add Capacity/Turn Lane Improvements

I-10 at 91st Avenue → Extend Left Turn Lanes

I-10 at 83rd Avenue → Extend Left Turn Lanes

Loop 101 / McDowell Road → Add Capacity & Turn Lane Improvements

Loop 101 at Thomas Road → Add Capacity & Turn Lane Improvements

Loop 101 at Indian School Road → Signal Timing and Phasing



Environmental Considerations



Document potential impacts to social, economic and natural environments

- Socio-Economic (Environmental Justice/Title VI)
- Air Quality
- Land Use
- Noise
- Biology
- Parks, trails, wildlife refuges, historic properties
- Cultural Resources
- Historic Properties
- Hazardous Materials



Document public and agency outreach



Noise Abatement

- Initial Noise Analysis completed
- Final Noise Analysis will be available on the ADOT website once complete

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 04/16/2019, and executed by FHWA and ADOT.

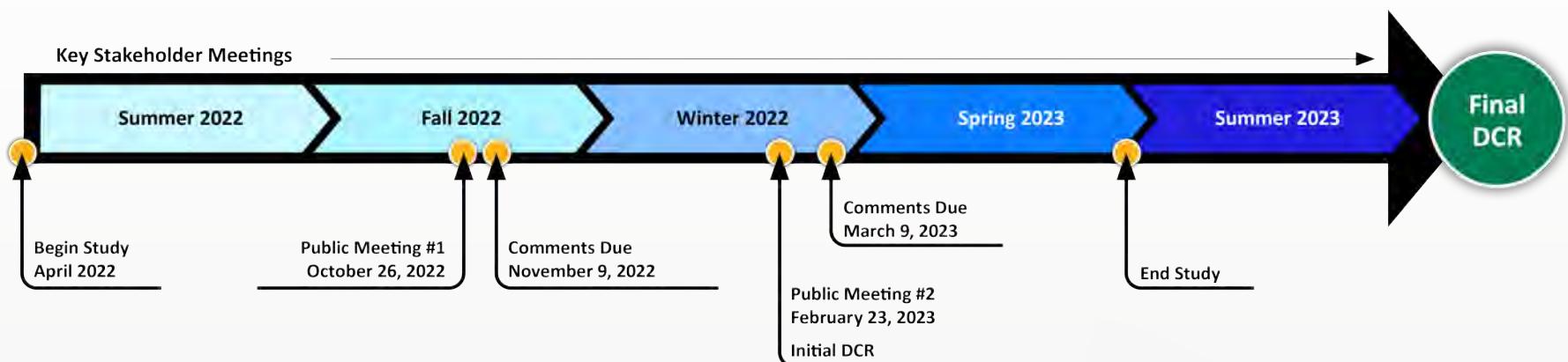


Timeline, Funding and Programming



Study Timeline

- Gather feedback
- Confirm recommendations
- Develop implementation plan
- Finalize Design Concept Report (DCR)



Next Steps

- Final Design, including a public meeting
- Construction



Funding

- Current Maricopa Association of Governments (MAG) programmed funding
 - \$194 million for construction (FY 2025)
- Loop 101/91st Avenue connection
 - \$25 million (partial funding through state appropriations)
- Initial DCR includes preliminary cost estimates; will be refined in Final DCR
- Implementation plan will determine sequence and timing of improvements
- Recommendations may be implemented as multiple projects



How to Comment

Ways to provide comments **through March 9, 2023:**



Comment Form at Tonight's Meeting



Online Comment Form:
azdot.gov/I10Loop101-CommentForm



Email:
klarson@azdot.gov



Phone:
480-589-4366



Mail:
Kimberly Larson,
ADOT Community Relations
1655 W. Jackson Street
Room 179, MD 126F
Phoenix, AZ 85007



Necesidad y Propósito del Proyecto

! Necesidad del Proyecto

- Congestión vehicular al acercarse al intercambio Loop 101/I-10
- Congestión vehicular de las calles arteriales en el área del proyecto
- Entrecruzado de vehículos contribuye a la congestión y a las colisiones
- Elevados índices de colisión en el área de estudio
- No hay conexión directa HOV actual entre la Loop 101 y la I-10 al este
- Acceso limitado a los vecindarios y a los grandes centros de distribución al sur de la I-10



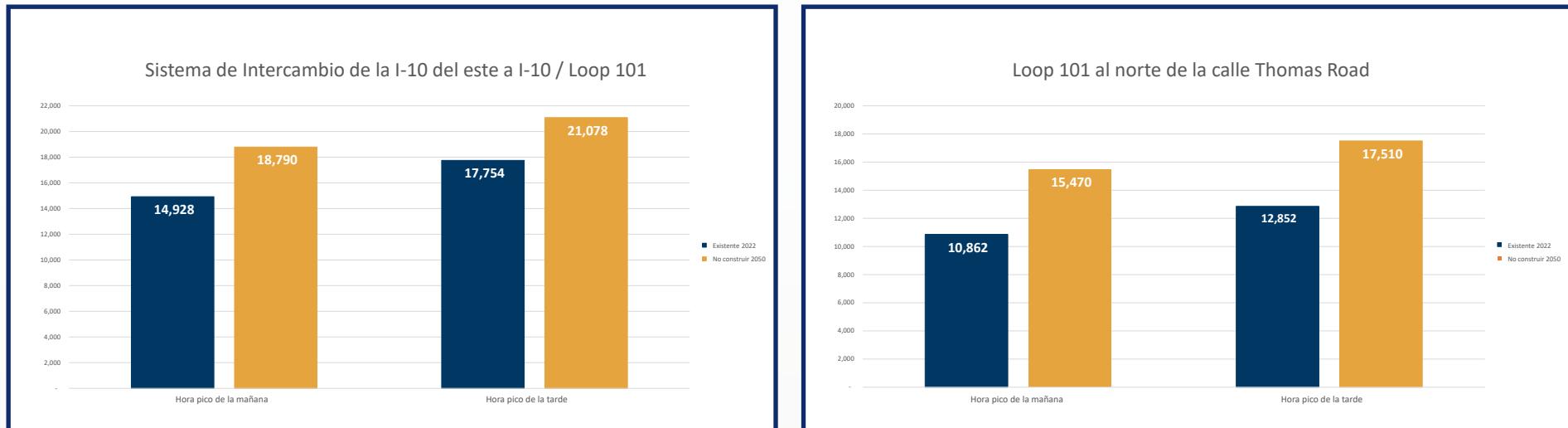
Propósito del Proyecto

- Mitigar los movimientos entrecruzados del tráfico de vehículos de alta ocupación
- Mejorar la seguridad al reducir los puntos de conflicto
- Mejorar las operaciones de tráfico principales
- Mejorar las operaciones en el intercambio y las calles
- Acomodar futuros proyectos de ampliación
- Brindar oportunidades para la gestión de incidentes

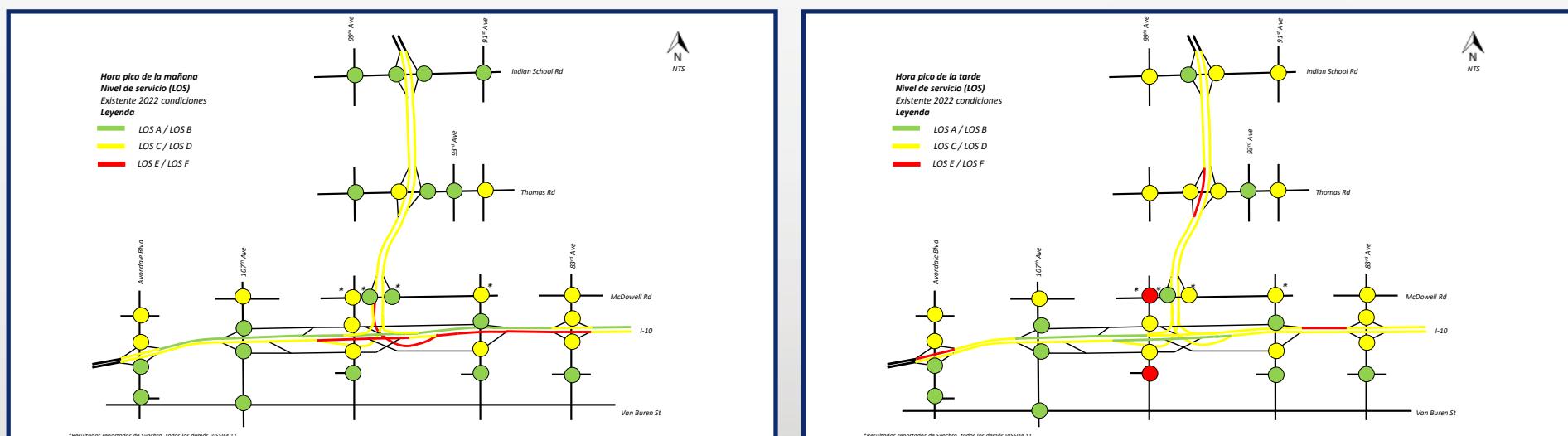


Condiciones de Tráfico Existentes y Futuras

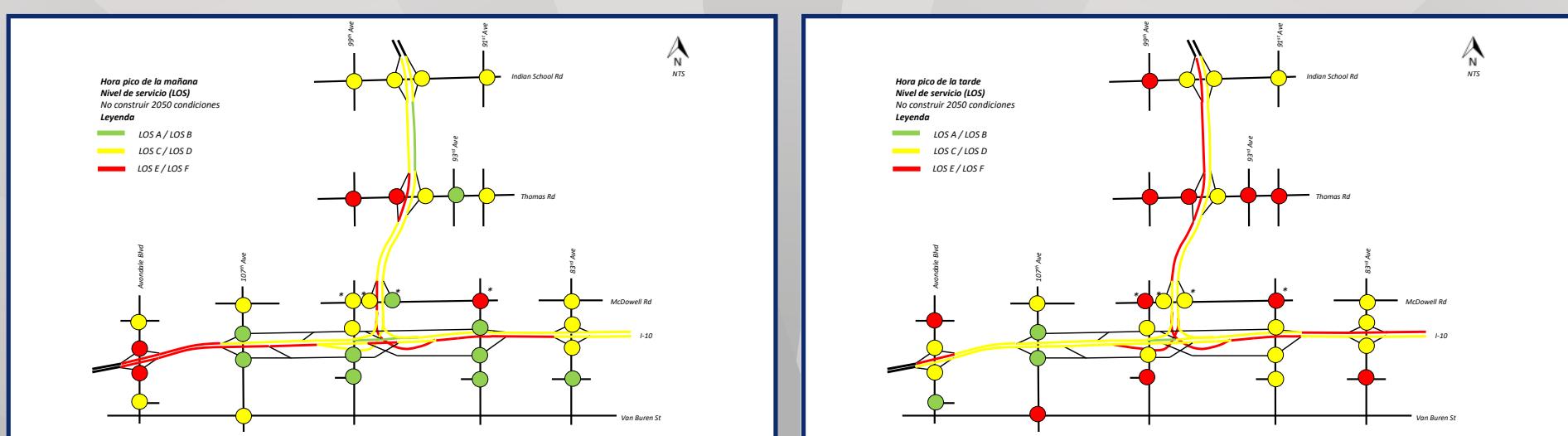
Volúmenes de Tráfico 2022



Nivel de Servicio Existente 2022

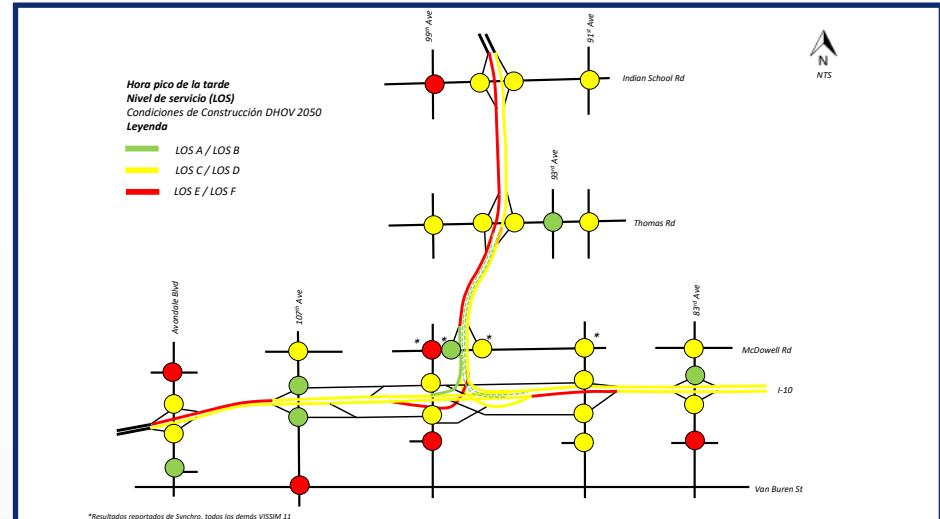
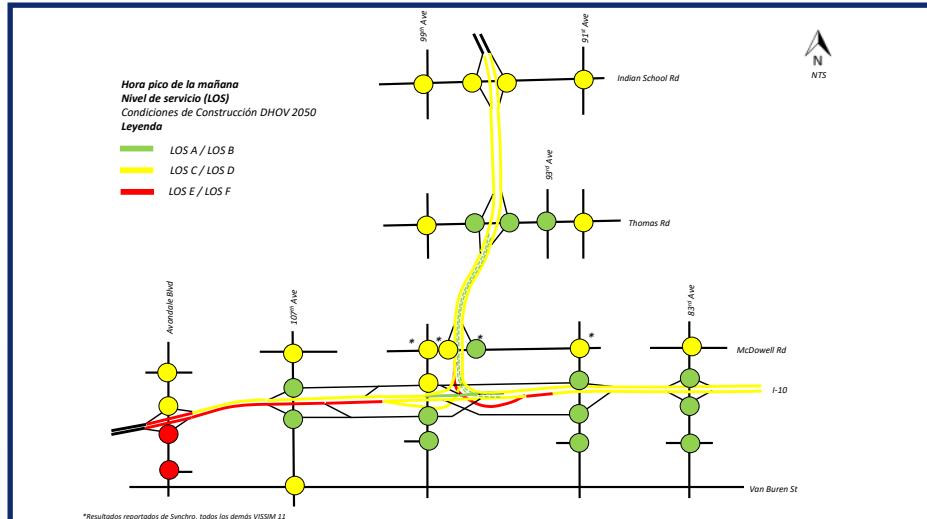


Nivel de Servicio sin Construcción 2050

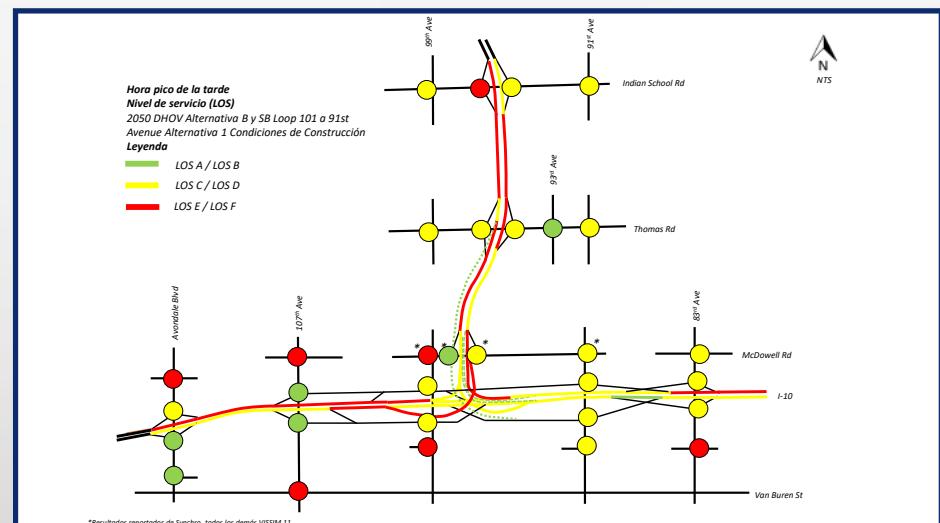
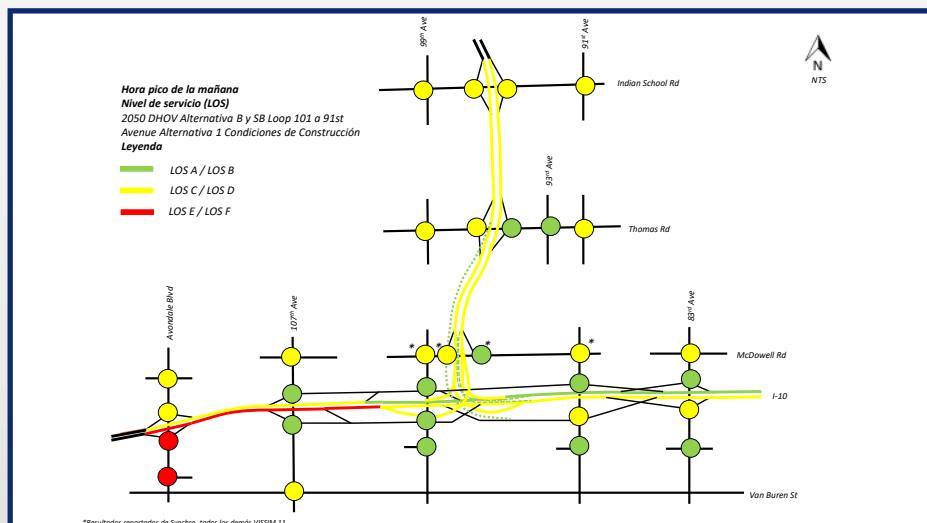


Condiciones de Tráfico Existentes y Futuras

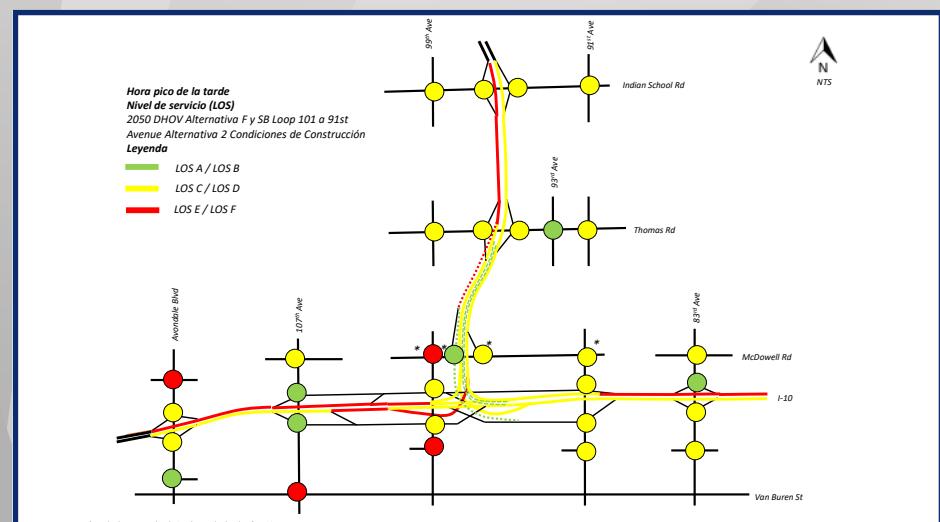
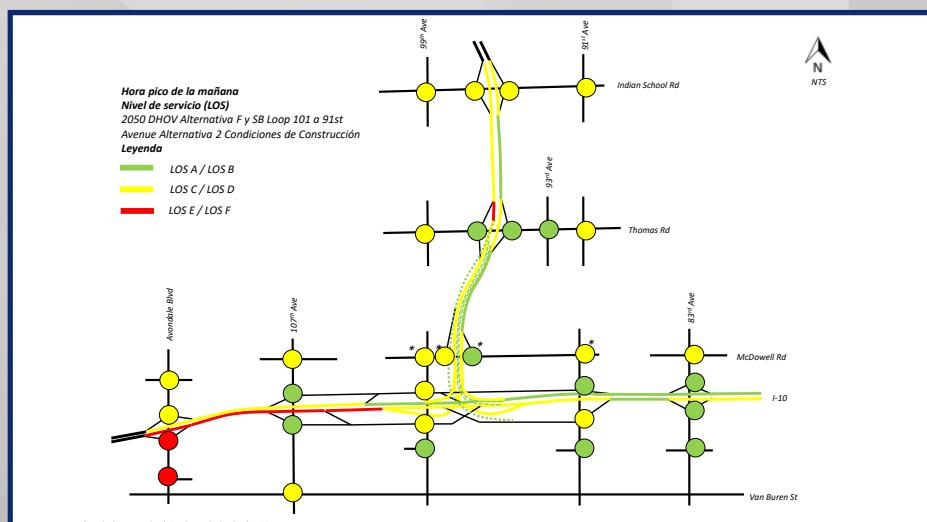
Condiciones de Construcción DHOV 2050



Nivel de Servicio de Compilación 2050 (DHOV Alternativa B y Southbound Loop 101 a 91st Avenue Alternativa 1)



Nivel de Servicio de Compilación 2050 (DHOV Alternativa F y Southbound Loop 101 a 91st Avenue Alternativa 2*)



* La Alternativa 3 del Loop 101 a la Avenida 91 en dirección Sur funcionaría con un nivel de servicio similar



Vehiculos de Alta Ocupacion Directa (DHOV) Alternativas

de rampa desde el Loop 101 hasta I-10 hacia el Este

Alternativa A



Ventajas

- No requiere la eliminación y reubicación de las rampas existentes del sistema
- Menores impactos potenciales de ruido
- Impactos mínimos de utilidad y/o derecho de paso

Desafíos

- La rampa DHOV agregaría un cuarto nivel al sistema del intercambio (el nivel mas alto)
- Costo muy alto de construcción
- La construcción del puente de rampa del Loop 101 DHOV requeriría cierres de carriles a largo plazo
- Proporciona un espacio mínimo para el futuro mantenimiento del puente de rampa DHOV
- Ancho mínimo de Loop 101 para acceso de mantenimiento en la mediana
- Diseño más bajo y velocidades de operación para el tráfico DHOV

»»» **Recomendación: Eliminar**

Alternativa B



Ventajas

- Se adapta a todos los movimientos de tráfico durante la construcción
- Costo de construcción moderado en relación con otras alternativas
- El tráfico que ingresa desde Thomas Road puede usar carriles DHOV, pero se requerirían múltiples cambios de carril (neutral)

Desafíos

- Requiere la eliminación del puente de rampa existente de la I-10 en dirección este hasta el puente de rampa Loop 101 en dirección norte, y la construcción de un nuevo puente
- La demolición del puente existente y la construcción del nuevo puente sería sobre ambas direcciones del tráfico de la I-10
- La nueva rampa hacia el este de la I-10 hasta el norte del Loop 101 se desplaza un poco más cerca de los centros comerciales
- Impactos ligeramente más altos en la utilidad y/o el derecho de paso
- Diseño más bajo y velocidades de operación para el tráfico DHOV

»»» **Recomendación: Anticipo para comentarios públicos y de agencias**

Alternativa C



Ventajas

- El tráfico que ingresa desde Thomas Road puede usar carriles DHOV, pero se requerirían múltiples cambios de carril (neutral)

Desafíos

- Costo muy alto de construcción
- Requiere la remoción y la construcción de un nuevo puente de rampa Loop 101 hacia el sur hasta la I-10 en dirección oeste
- Requiere cambios de tráfico complejos en varias fases durante la construcción
- Requiere la remoción y reconstrucción complejas de un muelle de puente de rampa existente (Columna)
- El nuevo Loop 101 a la rampa I-10 en dirección oeste se desplaza más cerca de los centros comerciales
- Mayores impactos en el derecho de paso
- Diseño más bajo y velocidades de operación para el tráfico DHOV

»»» **Recomendación: Eliminar**



Vehiculos de Alta Ocupacion Directa (DHOV) Alternativas

de rampa desde el Loop 101 hasta I-10 hacia el Este

Alternativa D



Ventajas

- Control de tráfico sencillo durante la construcción
- Proporciona más espacio para el futuro mantenimiento del puente de rampa DHOV
- Impactos mínimos de utilidad y/o derecho de paso
- La mayor parte de la construcción está lejos del tráfico de la I-10 y el Loop 101
- Diseño y velocidades de funcionamiento ligeramente superiores para el tráfico DHOV

Desafíos

- Requiere la remoción y la construcción de un nuevo puente de rampa I-10 hacia el norte a Loop 101 en dirección norte
- Puede requerir el cierre a largo plazo de la carretera frontal hacia el oeste
- Alto costo de construcción
- La rampa de la I-10 en dirección oeste a la Loop 101 en dirección norte se desplaza más cerca de los centros comerciales y residenciales

»»» **Recomendación: Eliminar**

Alternativa E



Ventajas

- Proporciona mas espacio para el futuro mantenimiento del puente de rampa DHOV
- Impactos mínimos de utilidad y/o derecho de paso
- Diseño y velocidades de funcionamiento ligeramente superiores para el tráfico DHOV

Desafíos

- Alto costo de construcción
- Requiere el cierre a largo plazo de la I-10 en dirección este a la rampa Loop 101 en dirección norte
- Puede requerir el cierre a largo plazo de la carretera frontal hacia el oeste
- Requiere la remoción y la construcción de un nuevo puente de rampa I-10 hacia el norte a Loop 101 en dirección norte

»»» **Recomendación: Eliminar**

Alternativa F



Ventajas

- No afecta a ninguna de las rampas existentes del sistema
- Requiere mínimo control de tráfico durante la construcción
- La mayor parte de la construcción está lejos del tráfico de la I-10 y el Loop 101
- Proporciona más espacio para el futuro mantenimiento del puente de rampa DHOV
- Impactos mínimos de utilidad y/o derecho de paso
- Velocidades de diseño y funcionamiento más altas para el tráfico DHOV
- El costo de construcción más bajo

Desafíos

- La rampa DHOV está un poco más cerca de los centros comerciales y residenciales centers

»»» **Recomendación: Anticipo para comentarios públicos y de agencias**





Alternativas a Loop 101 a Avenida 91

Alternativa 1



Ventajas

- No reubica el Loop 101 en dirección sur a la salida de McDowell Road
- Costo ligeramente más bajo que la Alternativa 2
- Menor impacto en la utilidad y el derecho de paso que la Alternativa 2

Desafíos

- No mejora el rendimiento operativo del tráfico en el Loop 101 en dirección sur
- El tráfico de salida de McDowell Road en dirección sur podría volver a los carriles del Loop 101
- El alto movimiento de tejido permanece entre el tráfico hacia el sur que ingresa desde Thomas Road y el tráfico que sale en McDowell Road
- Requiere construcción en ambas direcciones del tráfico de la I-10
- Costo de construcción muy alto debido al nuevo puente de rampa elevada
- Posibles problemas de ruido debido a la altura del puente elevado

»»» **Recomendación: Eliminar**

Alternativa 2



Ventajas

- Mejora el rendimiento operativo del tráfico en el Loop 101 en dirección sur
- Elimina el movimiento de tejido entre el tráfico hacia el sur que entra desde Thomas Road y el tráfico que sale en McDowell Road al trenzar las rampas
- Reduce el riesgo de que McDowell Road salga del tráfico hacia el sur hacia los carriles del Loop 101

Desafíos

- Requiere construcción en ambas direcciones del tráfico de la I-10
- Costo de construcción muy alto debido al nuevo puente de rampa elevada
- Posible impacto acústico debido a la altura del puente elevado
- Impacto ligeramente mayor en la utilidad y el derecho de paso que la Alternativa 1

»»» **Recomendación: Presentar para comentarios públicos y de agencias**

Alternativa 3



Ventajas

- Costo de construcción significativamente menor
- Mejora el rendimiento operativo del tráfico en el Loop 101 en dirección sur
- Elimina el movimiento de tejido entre el tráfico hacia el sur que entra desde Thomas Road y el tráfico que sale en McDowell Road al trenzar las rampas
- Reduce el riesgo de que McDowell Road salga del tráfico hacia los carriles Loop 101
- Elimina la necesidad de un nuevo puente de rampa elevada
- Elimina la construcción sobre la I-10
- Menor costo de futuro mantenimiento

Desafíos

- Agrega más tráfico al Loop 101 en dirección sur a la rampa I-10 en dirección este
- Puede requerir un cierre de carril a corto plazo en la rampa Loop 101 en dirección sur a la I-10 en dirección este durante la construcción
- El tráfico de salida de la Avenida 91 podría regresar a la rampa de la I-10 en dirección sur en caso de un incidente en la intersección de la rampa de la Avenida 91 en dirección sur

»»» **Recomendación: Presentar para comentarios públicos y de agencias**





Otras Mejoras



Ubicación



Recomendación

I-10 en Avondale Boulevard → Agregar mejoras de capacidad/carril de giro

I-10 en 107th Avenue → Agregar mejoras de capacidad/carril de giro

I-10 en 99th Avenue → Agregar mejoras de capacidad/carril de giro

I-10 en 91st Avenue → Extender carriles de giro a la izquierda

I-10 en 83rd Avenue → Extender carriles de giro a la izquierda

Loop 101 / McDowell Road → Agregar mejoras de capacidad/carril de giro

Loop 101 en Thomas Road → Agregar mejoras de capacidad/carril de giro

Loop 101 en Indian School Road → Sincronización y fase de la señales



Consideraciones Medioambientales



Documentar los posibles impactos en el entorno social, económico y natural

- Socio-Económico (Justicia Ambiental/Título VI)
- Calidad del aire
- Uso del suelo
- Ruido
- Biología
- Parques, Senderos, Refugios de Vida Silvestre de propiedad pública; y Sitios Históricos
- Recursos culturales
- Propiedades históricas
- Materiales peligrosos



Documentar el alcance público y de las agencias



Disminución de ruido

- Análisis preliminar de ruido en curso
- El análisis de ruido final estará disponible en el sitio web de ADOT una vez que se complete

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para esto están siendo, o han sido, llevadas a cabo por ADOT en conformidad con el 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 04/16/2019, y ejecutado por FHWA y el ADOT.



Calendario, Financiación y Programación



Calendario del estudio

- Obtener comentarios
- Confirmar las recomendaciones
- Desarrollar Plan de Implementación
- Finalizar el Informe



Próximos pasos

- Diseño final, incluyendo una reunión pública
- Construcción



Financiación

- Financiación actual programada de la Asociación de Gobiernos de Maricopa (MAG)
 - \$194 millones para la construcción (FY 2025)
- Conexión de Loop 101/Avenida 91
 - \$25 millones (financiación parcial a través de créditos estatales)
- El DCR inicial incluye estimaciones preliminares de costos; se refinará en DCR final
- El plan de implementación determinará la secuencia y el momento de las mejoras
- Las recomendaciones pueden implementarse como múltiples proyectos, dependiendo de la financiación.



Formas de Comentar

**Maneras de proporcionar comentarios hasta el
9 de Marzo, 2023:**



**Formulario de comentarios en la
reunion de esta noche**



Formulario de Comentarios en Linea:
azdot.gov/I10Loop101-CommentForm



Correo Electronico:
klarson@azdot.gov



Llamar por Telefono:
480-589-4366



Correo:
Kimberly Larson,
ADOT Community Relations
1655 W. Jackson Street
Room 179, MD 126F
Phoenix, AZ 85007

Loop 101 and Interstate 10 System Traffic Interchange Public Meeting Comment Form --- Comentarios sobre la reunión pública acerca la Intersección de la Loop 101 y la Interestatal 10

Please submit comments by **March 9, 2023** to have them included in the project record./ Comparta sus comentarios antes del **9 de marzo de 2023** para que se incluyan en el registro del proyecto.

Email / Correo electrónico *

Short answer text

Name/NOMBRE *

Short answer text

Address/Domicilio

Short answer text

City/Ciudad

Short answer text

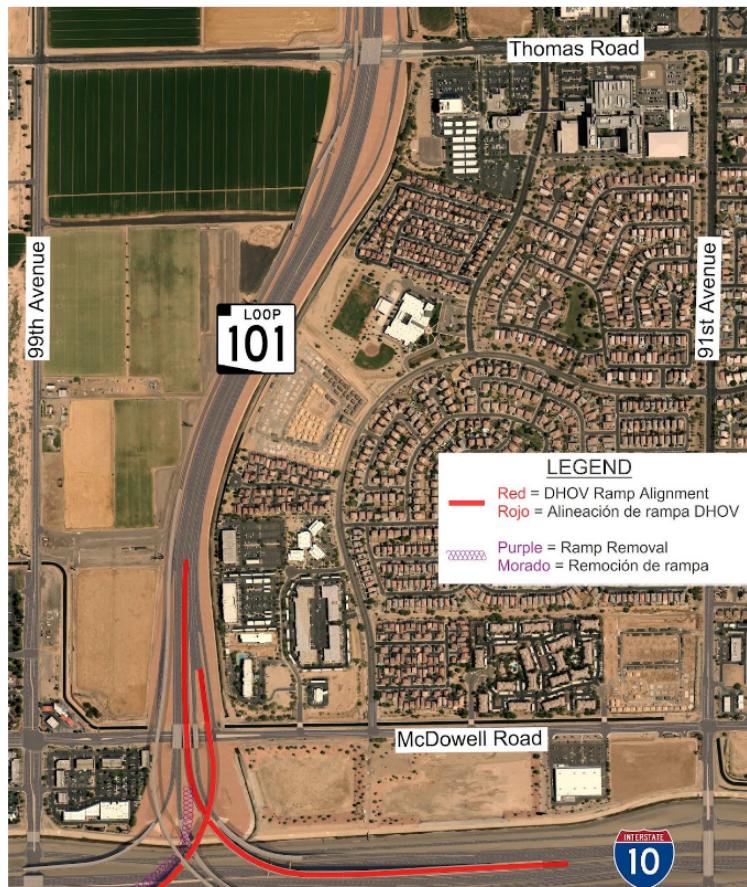
Zip code/Código postal *

Short answer text

How did you hear about this public meeting? / ¿Cómo se enteró de esta reunión pública? *

- Webpage / Página web
- ADOT email / Correo electrónico
- Social Media / Medios de comunicación social
- ADOT Mailer / Correo
- Other / Otro

If you have comments about the **Direct High Occupancy Vehicle (HOV) ramp Alternative B** (pictured below), please provide them here. / Si tiene comentarios sobre la **alternativa B de la rampa directa para vehículos de alta ocupación (HOV, por sus siglas en inglés)** (que se muestra a continuación), indíquelos aquí.



If you have comments about the **Direct High Occupancy Vehicle (HOV) ramp Alternative F** (pictured below), please provide them here. / Si tiene comentarios sobre la **alternativa F de la rampa directa para vehículos de alta ocupación (HOV, por sus siglas en inglés)** (que se muestra a continuación), indíquelos aquí.



If you have comments about the **91st Avenue connector ramp Alternative 2** (pictured below), please provide them here. / Si tiene comentarios sobre la **alternativa 2 de la rampa conectora de 91st Avenue** (que se muestra a continuación), indíquelos aquí.



If you have comments about the **91st Avenue connector Ramp Alternative 3** (pictured below), please provide them here. / Si tiene comentarios sobre la **alternativa 3 de la rampa conectora de 91st Avenue** (que se muestra a continuación), indíquelos aquí.



If you have any other comments about the study, please provide them below. / Si tiene otros comentarios sobre el estudio, indíquelos a continuación.

Long answer text

AFTER SUBMISSION

Confirmation message:

Thank you for your comments on the Loop 101, I-10 System Traffic Interchange Study. Please help us out by completing a voluntary, one question self-ID survey below.

The Arizona Department of Transportation's goal is to ensure that every effort will be made to prevent discrimination through the impact of its programs, policies, and activities. ADOT will take reasonable steps to provide accommodations based on language or disability. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation. By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

Title VI of the 1964 Civil Rights Act, as amended, 42 USC 2000d, and U.S. Department of Transportation regulations provide that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Gracias por sus comentarios sobre el Estudio de Intercambio de Tráfico del Sistema Loop 101, I-10. Ayúdenos completando una encuesta voluntaria de autoidentificación de una pregunta a continuación.

El objetivo del Departamento de Transporte de Arizona es asegurar que cada esfuerzo se llevara a cabo para prevenir discriminación en el desarrollo de sus programas, políticas y actividades. ADOT también tomará todas las medidas razonables para ofrecer el acceso a servicios y actividades para personas con limitaciones ya sea por el idioma o por discapacidad. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios. Con su participación en esta encuesta voluntaria, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías.

La encuesta también le ayudará a ADOT a cumplir con requisitos federales.

El Título VI del Acto de Derechos Civiles, la ley 42 USC 2000d y otros reglamentos del Departamento de Transporte de los Estados Unidos, aseguran que “ninguna persona en los Estados Unidos será negada los beneficios de o será discriminado de cualquier programa o actividad que recibe asistencia de fondos federales por su raza, color de su piel u origen nacional”.

Completing this survey is voluntary.

Completar esta encuesta es voluntario.

English Self ID Survey: azdot.gov/I10Loop101-SelfIDSurveyENG

Encuesta de autoidentificación en español: azdot.gov/I10Loop101-SelfIDSurveySPA

Loop 101 / I-10 System Interchange Public Information Meeting

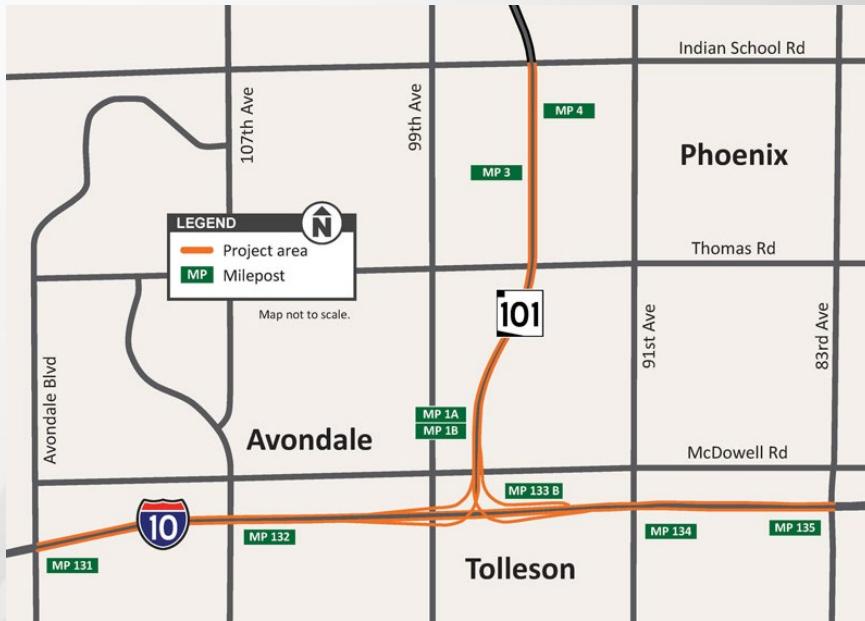
**February 23, 2023
5 - 7 p.m.**

Purpose of Public Meeting

- Gather feedback on alternatives and preliminary recommendations
- Share concepts for a potential new Direct High Occupancy Vehicle (DHOV) ramp
- Discuss other system-wide improvements
 - Loop 101 to 91st Avenue ramp alternatives
 - Improvements at traffic interchanges
- Present study timeline and next steps
- Provide opportunity to ask questions and provide comments

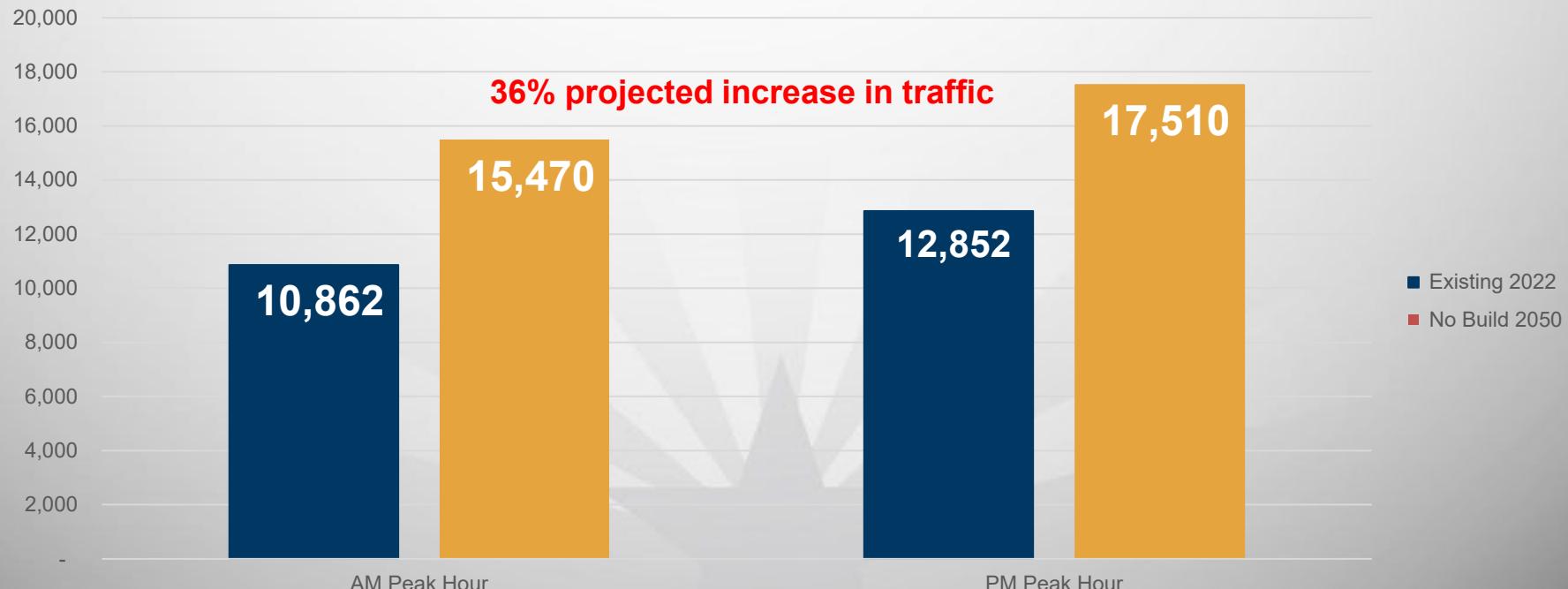
Project Need

- Traffic congestion approaching the Loop 101/I-10 interchange
- Arterial street traffic congestion within the project area
- Traffic weaving contributes to congestion and crashes
- High crash rates within the study area
- No current direct HOV connection between Loop 101 and I-10 to the east
- Limited access to neighborhoods and large distribution centers south of I-10

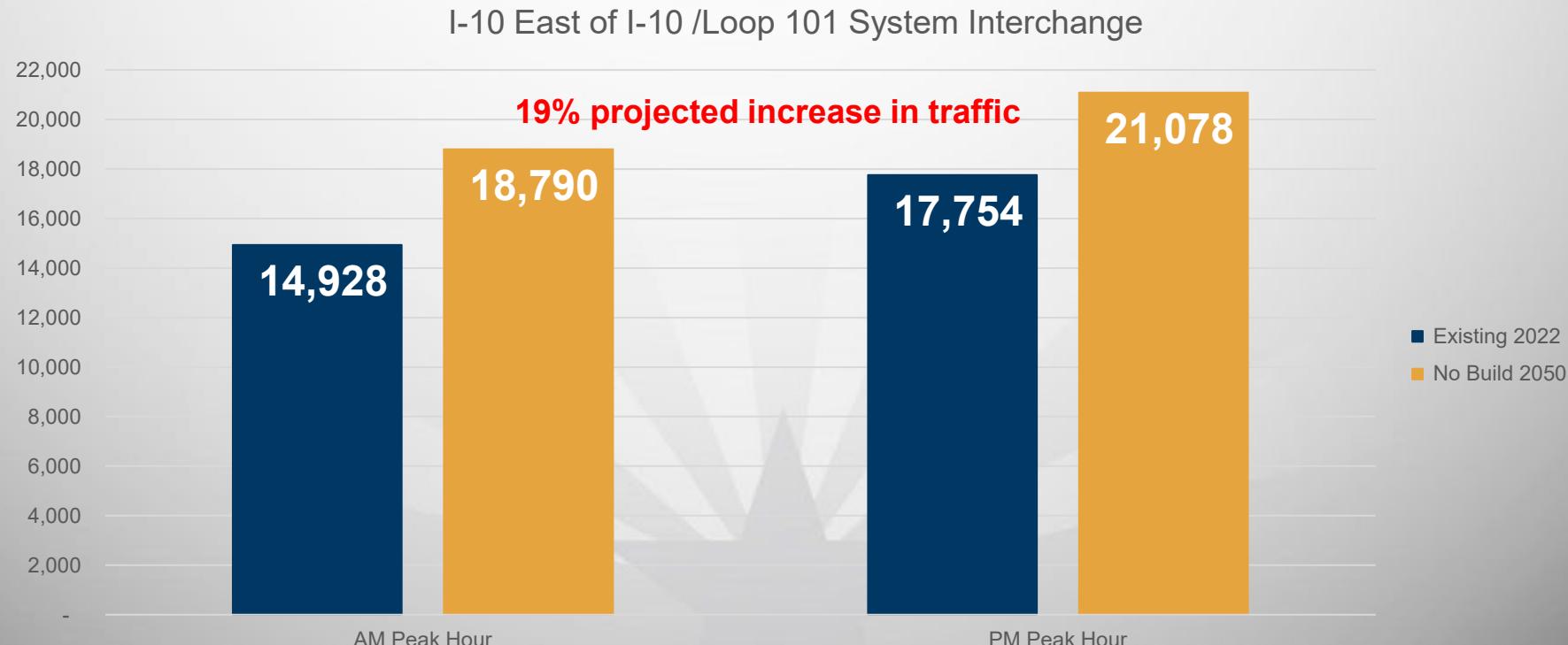


Existing and Future Traffic Conditions

Loop 101 North of Thomas Road

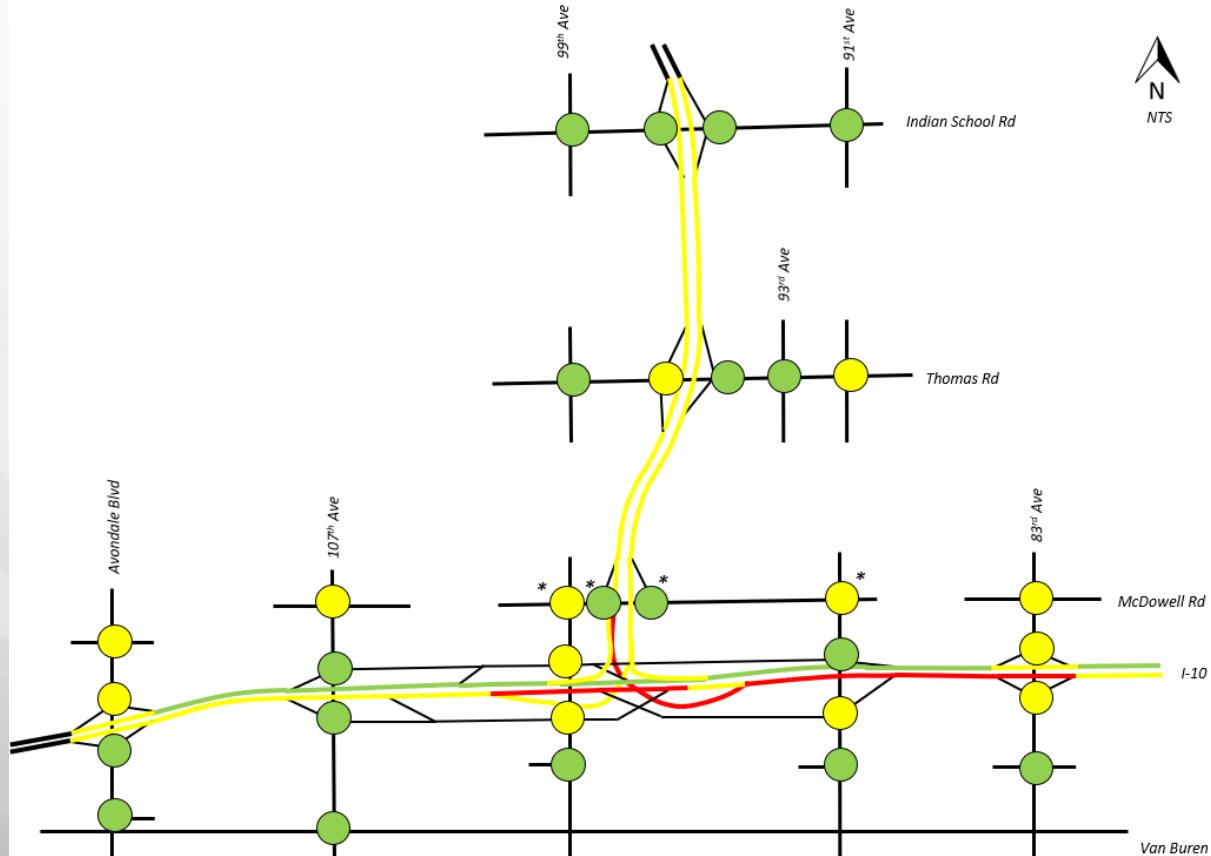


Existing and Future Traffic Conditions



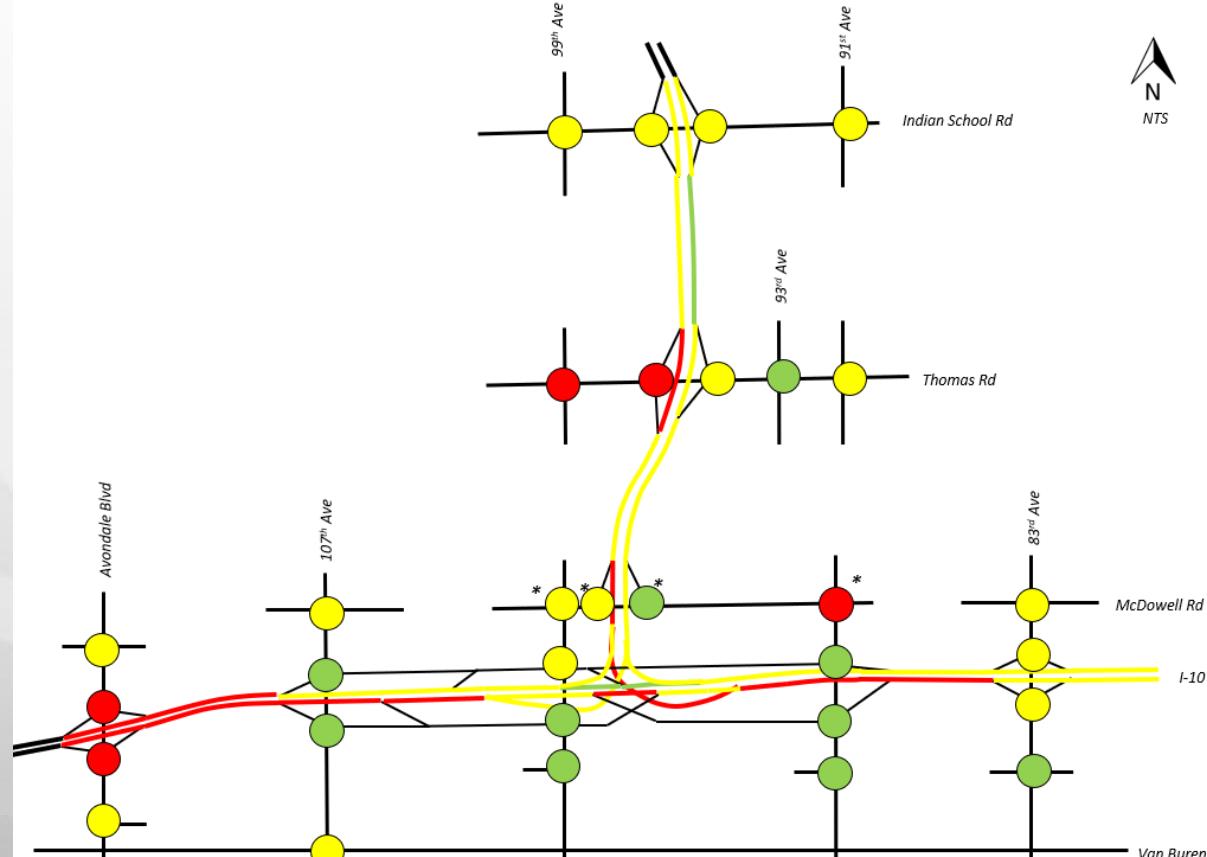
Existing AM Peak Traffic Conditions

- Level of Service A or B
- Level of Service C or D
(moderate congestion)
- Level of Service E or F
(high congestion)



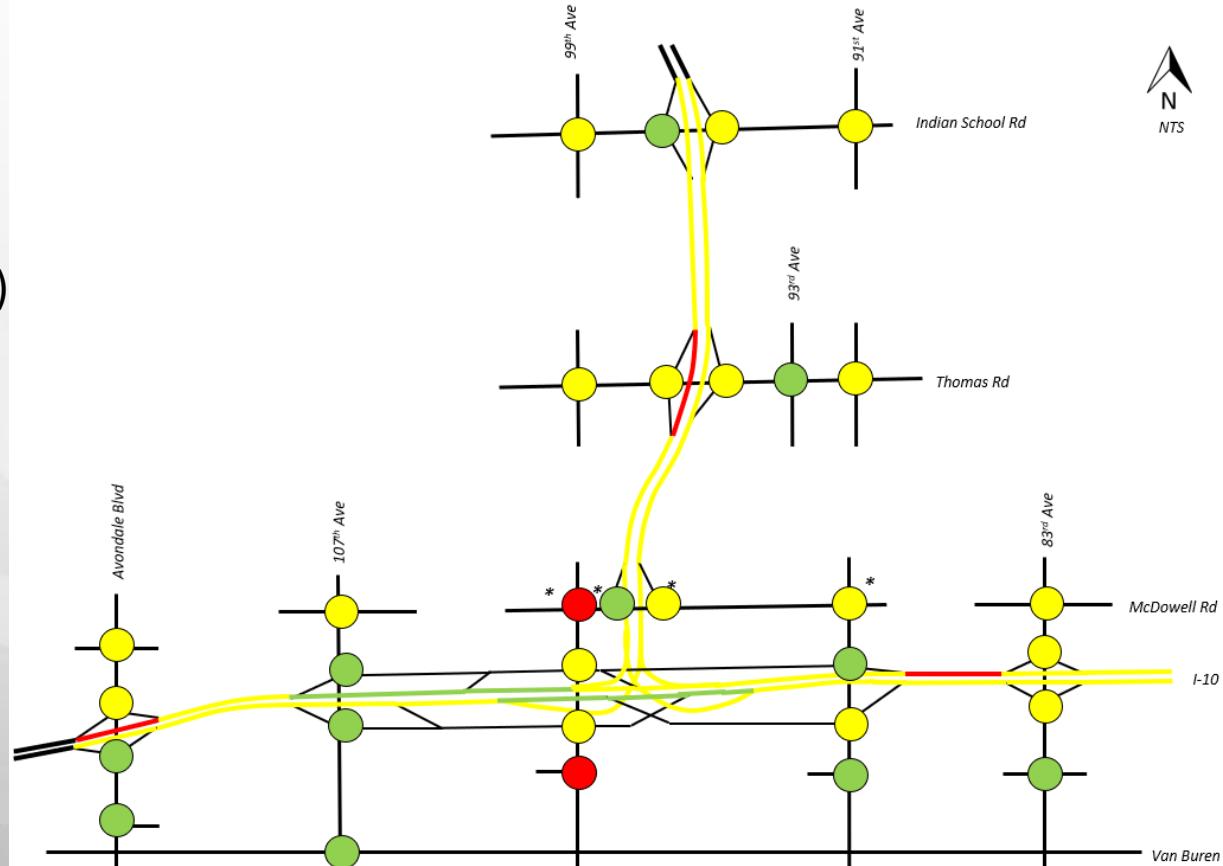
2050 AM Peak Traffic Conditions

- Level of Service A or B
- Level of Service C or D
(moderate congestion)
- Level of Service E or F
(high congestion)



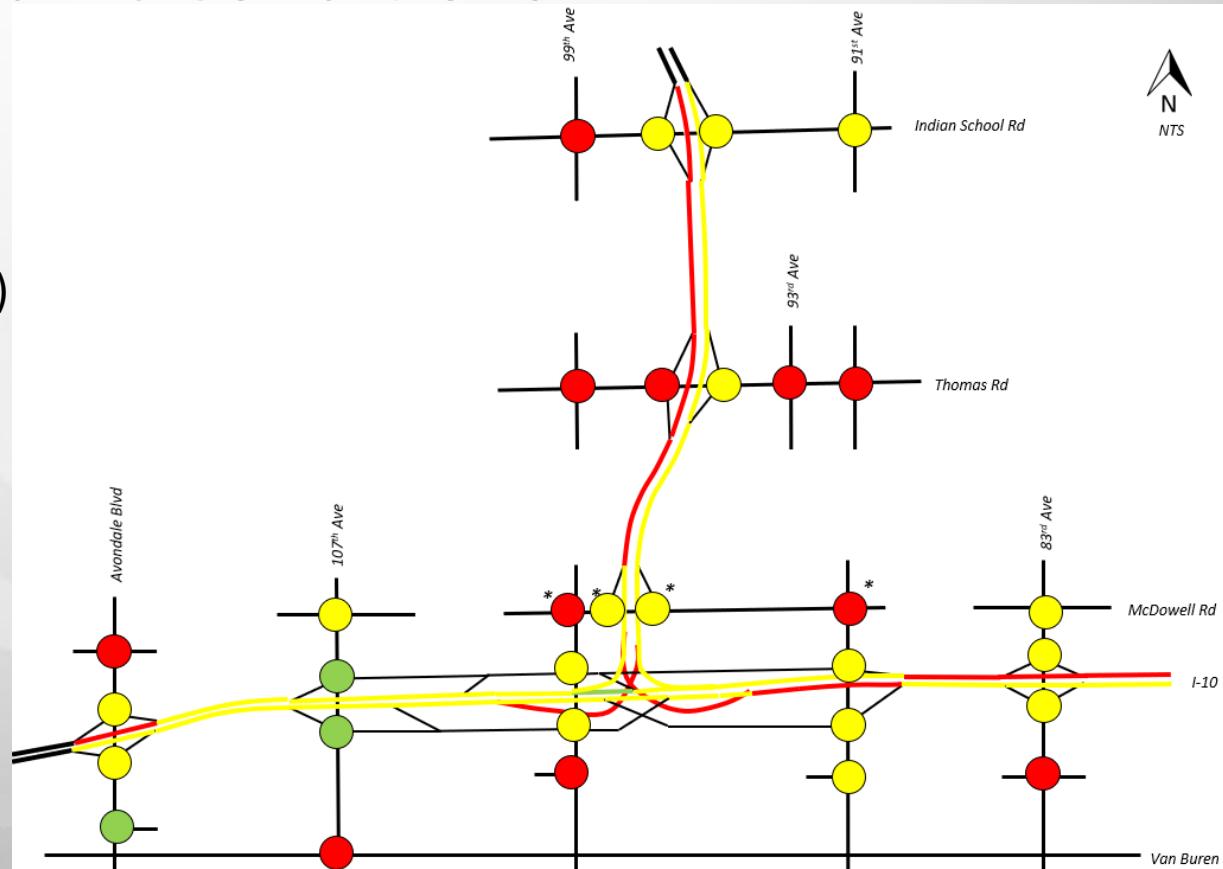
Existing PM Peak Traffic Conditions

- Level of Service A or B
- Level of Service C or D
(moderate congestion)
- Level of Service E or F
(high congestion)



2050 PM Peak Traffic Conditions

- Level of Service A or B
- Level of Service C or D
(moderate congestion)
- Level of Service E or F
(high congestion)



Project Purpose

- Mitigate weaving movements for HOV traffic
- Improve safety by minimizing traffic conflict points
- Improve mainline traffic operations
- Improve operations at traffic interchanges and surface streets
- Accommodate future widening projects
- Provide opportunities for incident management

No Build Alternative



Overview of Potential Improvements

- Direct HOV (DHOV)
 - Southbound L101 to eastbound I-10
 - Eastbound I-10 to northbound L101
- 91st Avenue Connector
- Traffic interchange improvements



DHOV Alternative B



DHOV Alternative B

Advantages

- Accommodates all traffic movements during construction
- Traffic entering from Thomas Road may be able to use DHOV lanes, but multiple lane changes would be required (neutral)

Challenges

- Requires removal of existing EB I-10 to NB Loop 101 ramp & construction of new ramp
- New EB I-10 to NB Loop 101 ramp is shifted slightly closer to adjacent properties
- Construction required over both directions of I-10 traffic
- Slightly higher utility and/or right-of-way impacts
- Lower design and operating speeds for DHOV traffic

Recommendation: Advance for Public and Agency Comment

DHOV Alternative F



DHOV Alternative F

Advantages

- Does not affect any of the existing system ramps
- Minimal traffic control requirements during construction
- Most construction is away from I-10 and Loop 101 traffic
- Provides more room for future maintenance of the DHOV ramp
- Minimal utility and/or right-of-way impacts
- Highest design and operating speeds for DHOV traffic
- Lowest construction cost

Challenges

- DHOV ramp is closer to adjacent properties

Recommendation: Advance for Public and Agency Comment

SB Loop 101 Ramp to 91st Ave Alternative 1



Advantages

- Does not relocate southbound Loop 101 to McDowell Road exit
- Lower utility and right-of-way impacts

Challenges

- Does not improve traffic operational performance on southbound Loop 101
- Requires construction over both directions of I-10 traffic
- Very high construction cost due to the new flyover ramp bridge
- Possible noise concerns due to the height of the flyover bridge

Recommendation: Eliminate

SB Loop 101 Ramp to 91st Ave Alternative 2



Advantages

- Improves Loop 101 traffic operational performance
- Reduces risk of McDowell Road exit traffic backing onto Loop 101

Challenges

- Requires construction over both directions of I-10 traffic
- Very high construction cost due to the new flyover ramp bridge
- Possible noise concerns due to the height of the flyover bridge
- Slightly higher utility and right-of-way impacts

Recommendation: Advance for Public and Agency Comment

SB Loop 101 Ramp to 91st Ave Alternative 3



Advantages

- Significantly lower construction cost
- Improves Loop 101 traffic operational performance
- Reduces risk of McDowell Road exit traffic backing onto Loop 101
- Eliminates the need for construction of a new flyover ramp

Challenges

- Adds traffic to existing Loop 101 to eastbound I-10 ramp
- May require a short-term lane closure during construction
- 91st Avenue exiting traffic could potentially back into the southbound Loop 101 to eastbound I-10 ramp in the event of an incident at the 91st Avenue Ramp intersection

Recommendation: Advance for Public and Agency Comment

Recommended Traffic Interchange Improvements

Location	Recommendation
I-10 at Avondale Blvd	Add Capacity/Turn Lane Improvements
I-10 at 107th Ave	Add Capacity/Turn Lane Improvements
I-10 at 99th Ave	Add Capacity/Turn Lane Improvements
I-10 at 91st Ave	Extend Left Turn Lanes
I-10 at 83rd Ave	Extend Left Turn Lanes
Loop 101 / McDowell Rd	Add Capacity & Turn Lane Improvements
Loop 101 at Thomas Rd	Add Capacity & Turn Lane Improvements
Loop 101 at Indian School Rd	Signal Timing and Phasing

Environmental Considerations

- Document potential impacts to social, economic and natural environments
 - Socio-Economic (Environmental Justice/Title VI)
 - Air Quality
 - Land Use
 - Noise
 - Biology
 - Cultural Resources
 - Section 4(f) - Publicly owned Parks, Trails, and Wildlife Refuges; Historic Sites
 - Historic Properties
 - Hazardous Materials
- Document public and agency outreach
- Noise Abatement
 - Preliminary Noise Analysis underway
 - Final Noise Analysis will be available on the ADOT website once complete

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 04/16/2019, and executed by FHWA and ADOT.

Project Funding

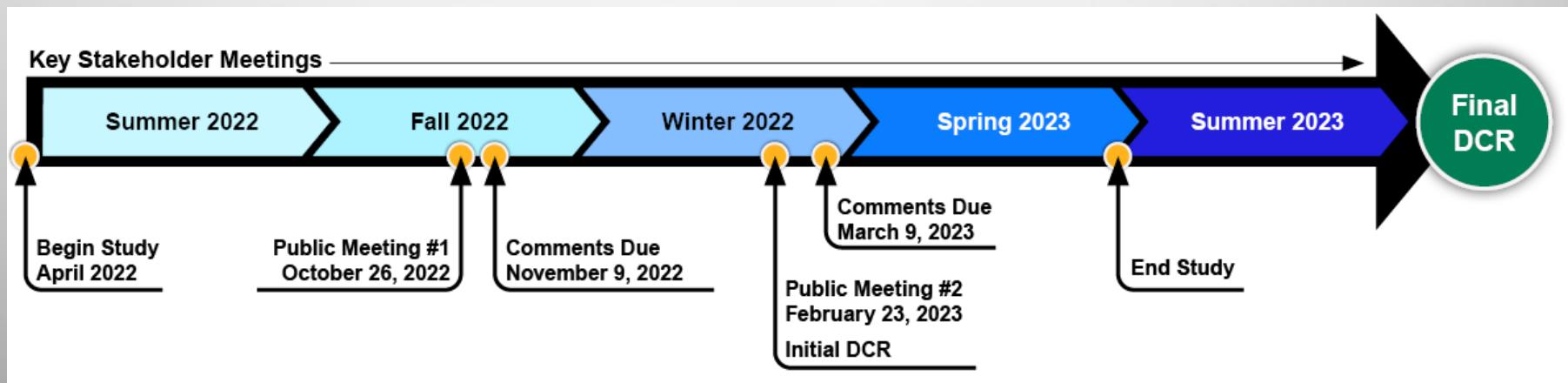
- Current Maricopa Association of Governments (MAG) programmed funding
 - \$194 million for construction (FY 2025)
- Loop 101/91st Avenue connection
 - \$25 million (partial funding provided through state appropriations)
- Initial DCR includes preliminary cost estimates; will be refined in Final DCR
- Implementation plan will determine sequence and timing of improvements
- Recommendations may be implemented as multiple projects, depending on funding

Study Timeline

- Gather feedback
- Confirm recommendations
- Develop implementation plan
- Finalize Report

Next Steps

- Final Design, including a public meeting
- Construction



Provide Input / Contact Us

Ways to provide comments through March 9, 2023:

- Tonight's meeting
- Online Comment Form: azdot.gov/I10Loop101-CommentForm
- Email: klarson@azdot.gov
- Phone: 480-589-4366
- Mail: Kimberly Larson, ADOT Community Relations, 1655 W. Jackson St, Room 179, MD 126F, Phoenix, AZ 85007

Website: www.azdot.gov/I10_Loop101_TI

- More information, sign up for mailing list, comment or watch recording of tonight's meeting

Thank you for attending!

Study team staff are available to answer
any questions you may have.

Reunión de Información Pública Sistema de Intercambio de la Loop 101 y I-10

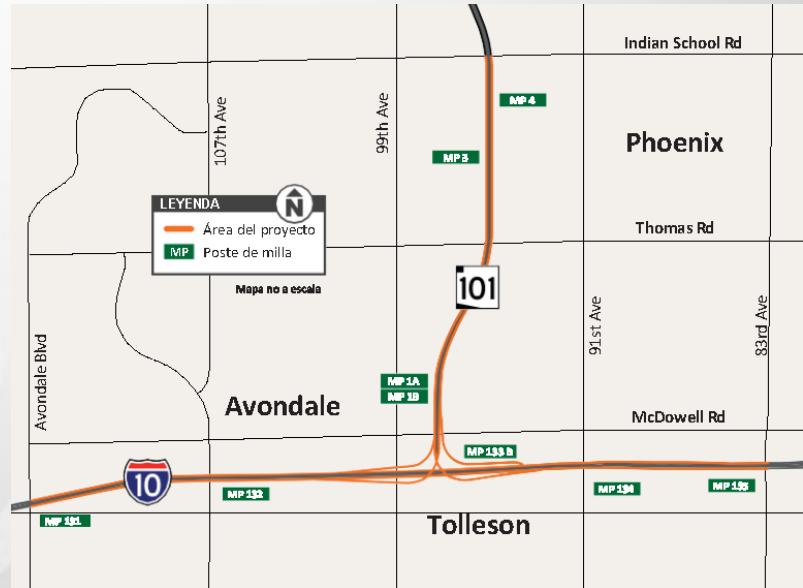
23 de febrero de 2023
5 - 7 p.m.

Objetivo de la reunión de esta noche

- Obtener comentarios del público sobre alternativas y recomendaciones preliminares
- Compartir conceptos para una posible nueva rampa directa para vehículos de alta ocupación (DHOV)
- Discutir otras mejoras en todo el sistema
 - Alternativas de la rampa del Loop 101 a la Avenida 91,
 - Mejoras en los intercambios de tráfico
- Presentar el calendario del estudio y los próximos pasos
- Ofrecer la oportunidad de hacer preguntas y proveer comentarios

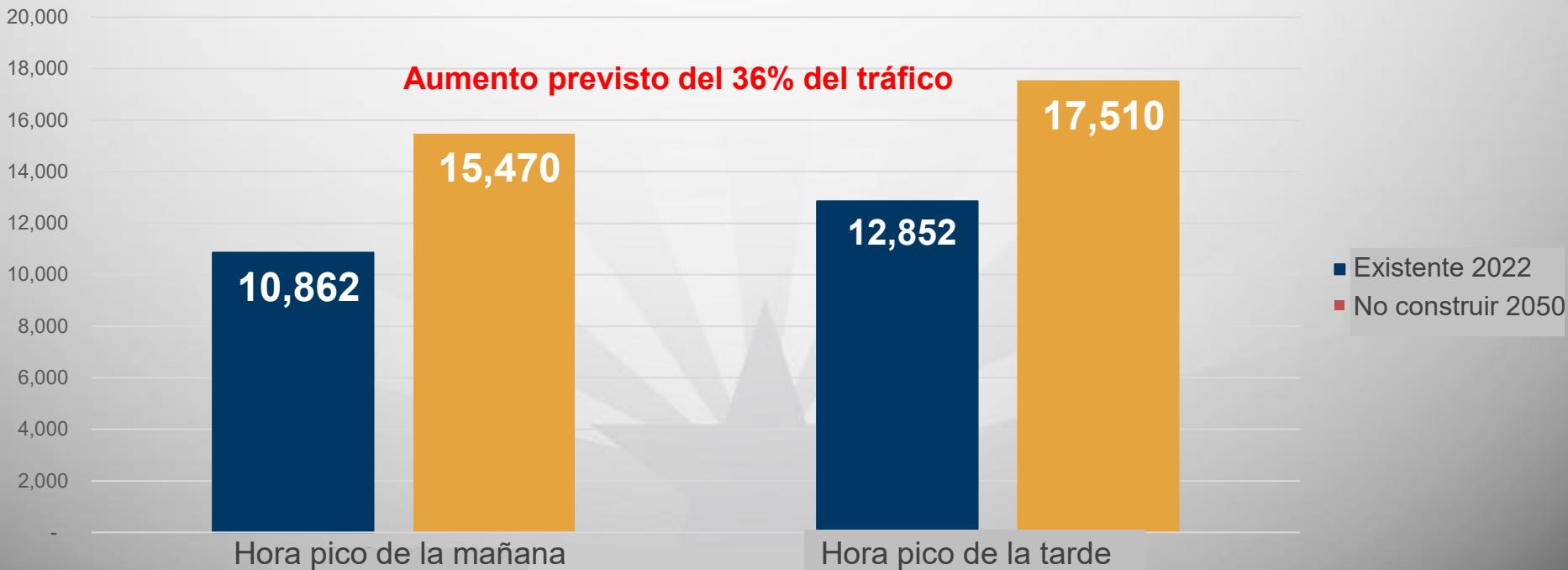
Necesidad del proyecto

- Congestión vehicular al acercarse al intercambio Loop 101/I-10
- Congestión vehicular de las calles arteriales en el área del proyecto
- El zigzag de vehículos contribuye a la congestión y a las colisiones
- Elevados índices de colisión en el área de estudio
- No hay conexión directa HOV actual entre la Loop 101 y la I-10 al este
- Acceso limitado a los vecindarios y a los grandes centros de distribución al sur de la I-10

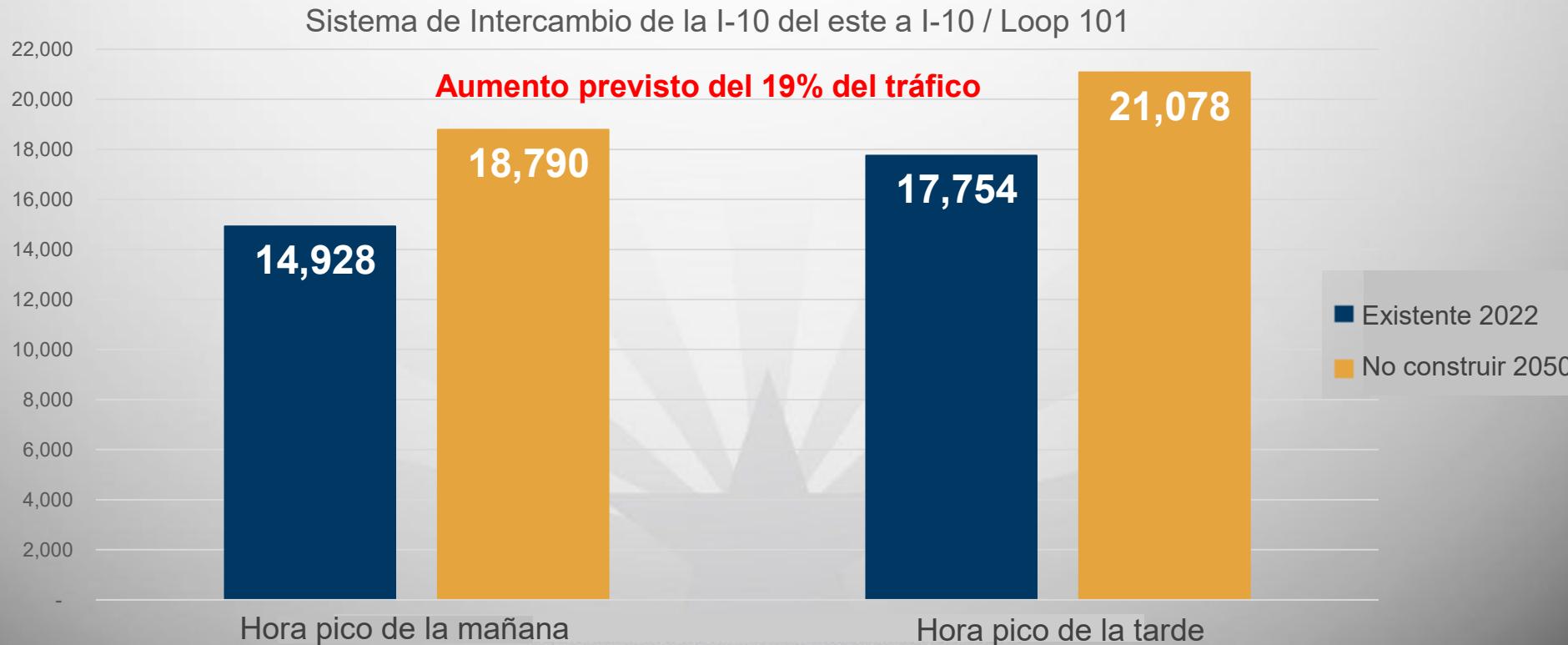


Condiciones de tráfico actuales y futuras

Loop 101 al norte de la calle Thomas Road

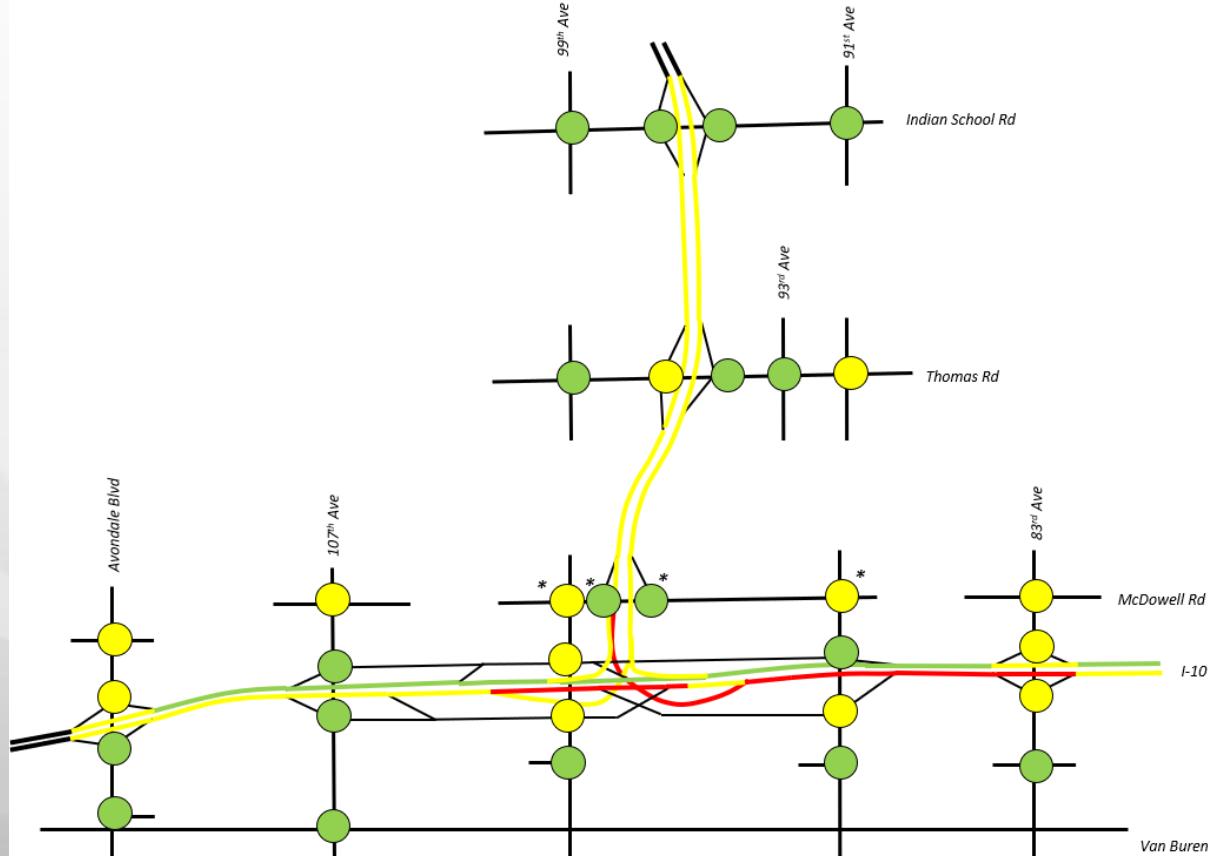


Condiciones de tráfico actuales y futuras



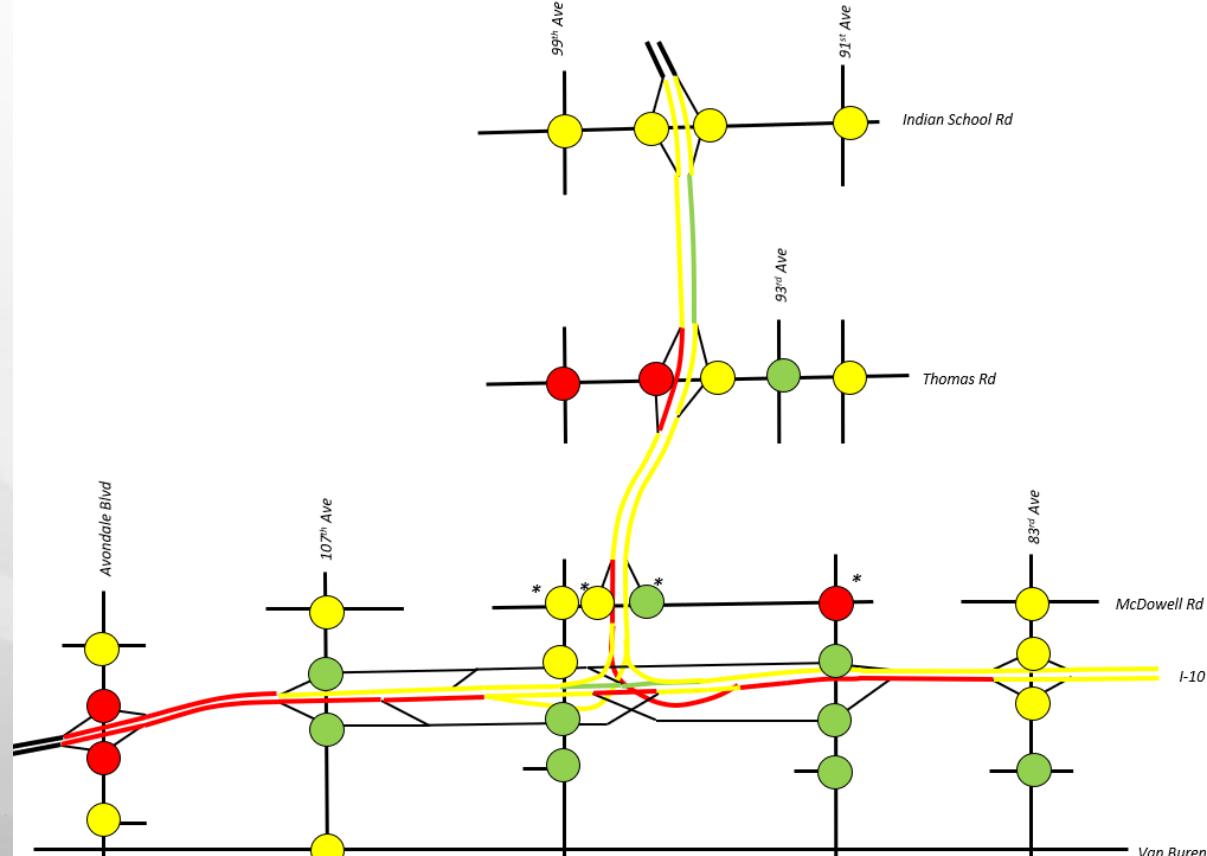
Condiciones de tráfico existentes en hora pico de la mañana

- Nivel de servicio A o B
- Nivel de servicio C o D
(congestión moderada)
- Nivel de servicio E o F
(congestión alta)



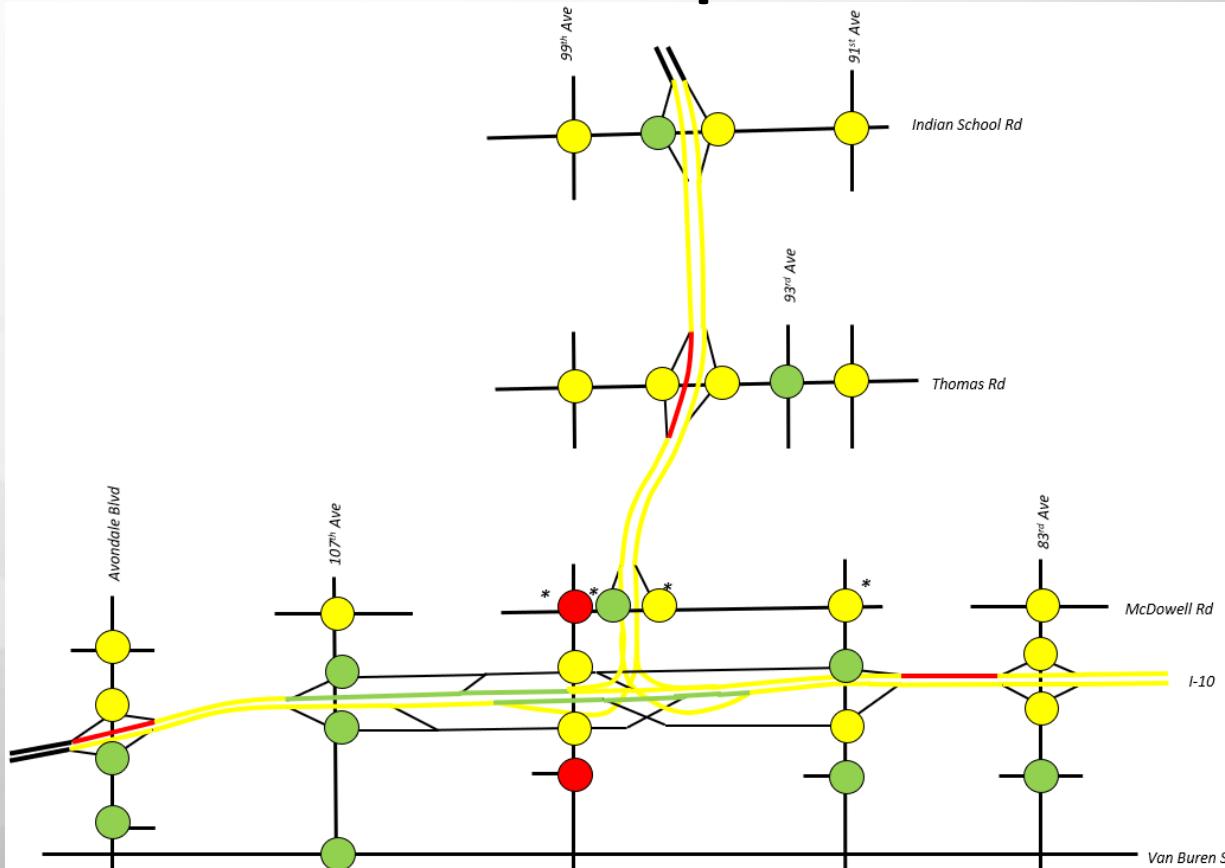
Condiciones de tráfico en 2050 en hora pico de la mañana

- Nivel de servicio A o B
- Nivel de servicio C o D
(congestión moderada)
- Nivel de servicio E o F
(congestión alta)



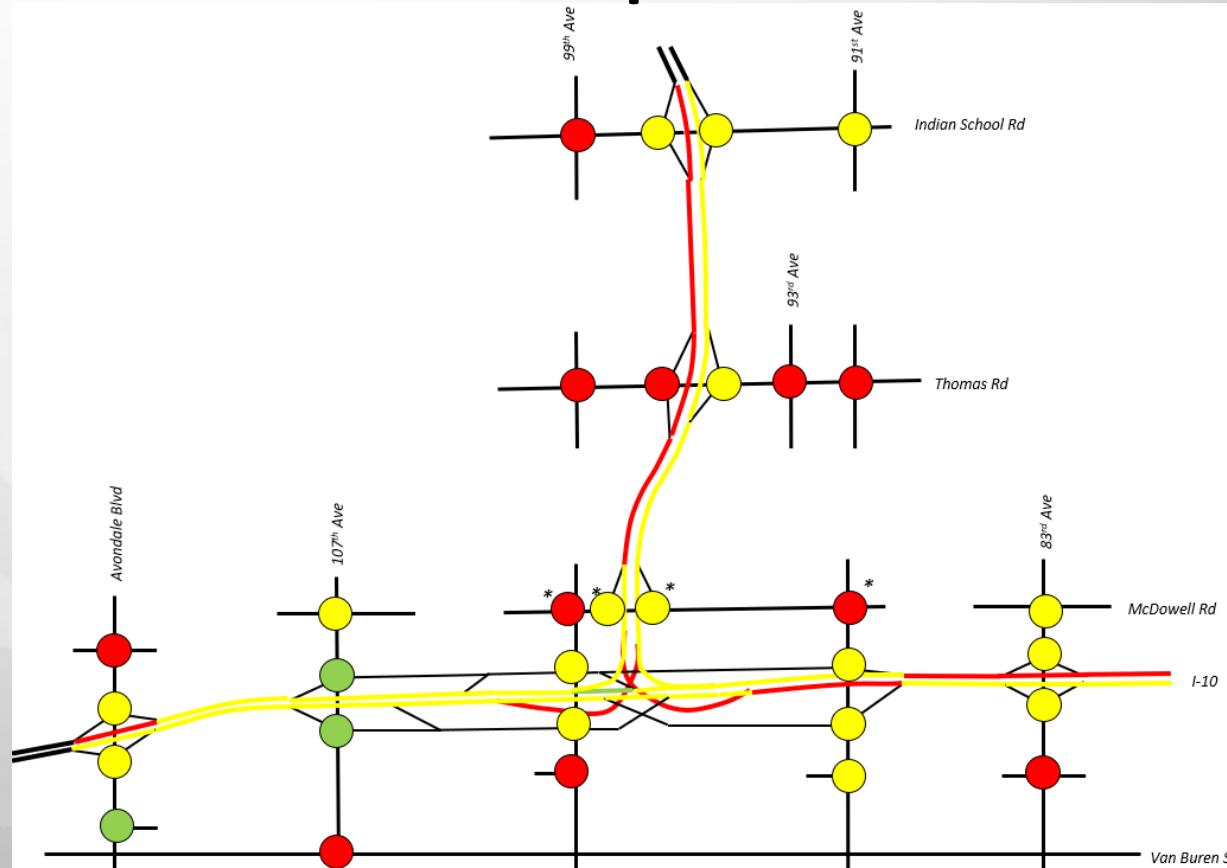
Condiciones de tráfico existentes en hora pico de la tarde

- Nivel de servicio A o B
- Nivel de servicio C o D
(congestión moderada)
- Nivel de servicio E o F
(congestión alta)



Condiciones de tráfico en 2050 en hora pico de la tarde

- Nivel de servicio A o B
- Nivel de servicio C o D
(congestión moderada)
- Nivel de servicio E o F
(congestión alta)



Propósito del proyecto

- Mitigar los movimientos entrecruzados del tráfico de vehículos de alta ocupación
- Mejorar la seguridad al reducir los puntos de conflicto
- Mejorar las operaciones de tráfico principales
- Mejorar las operaciones en los intercambiadores de tráfico y calles superficiales
- Acomodar futuros proyectos de ampliación
- Y brindar oportunidades para la gestión de incidentes

Sin alternativa de compilación



Resumen de las posibles mejoras

- HOV Directo (DHOV)
 - Dirección sur L101 a dirección este I-10
 - Dirección I-10 a dirección norte L101
- Conector de la Avenida 91
- Mejoras en los intercambios de tráfico vial



Alternativa B de DHOV



Alternativa B de DHOV

Ventajas

- Acomoda todos los movimientos de tráfico durante la construcción
- El tráfico que ingresa desde la calle Thomas Road podría utilizar los carriles directos de alta ocupación (DHOV), pero se requerirían múltiples cambios de carril (neutral).

Desafíos

- Requeriría la eliminación de la rampa existente de la I-10 en dirección este a la rampa de la Loop 101 en dirección norte y la construcción de una nueva rampa de este a norte.
- La nueva rampa de la Interestatal-10 en dirección este a la rampa de la Loop 101 en dirección norte se trasladaría un poco más cerca de las propiedades adyacentes.
- Se requiere construcción en ambas direcciones del tráfico de la I-10
- Impactos levemente mayores a los servicios y/o en el derecho de paso
- Velocidades operativas y de diseño más bajas para el tráfico DHOV

Recomendación: Anticipo para comentarios públicos y de agencias

Alternativa F de DHOV



Alternativa F de DHOV

Ventajas

- No afecta a ninguna de las rampas existentes del sistema.
- Requisitos mínimos de control de tráfico durante la construcción
- La mayor parte de la construcción está lejos del tráfico de la I-10 y el Loop 101
- Brinda más espacio para el mantenimiento futuro de la rampa DHOV
- Impactos mínimos a los servicios y/o el derecho de paso
- Máxima velocidad de diseño y operación para tráfico DHOV
- El costo de construcción más bajo

Desafíos

- La rampa DHOV está más cerca de las propiedades adyacentes

Recomendación: Presentar para comentarios públicos y de agencias

Rampa dirección sur de Loop 101 a la rampa de la Avenida 91

Alternativa 1



Ventajas

- No reubica el Loop 101 en dirección sur a la salida de McDowell Road
- Menores impactos a los servicios y el derecho de paso

Desafíos

- No mejora el rendimiento operativo del tráfico en el Loop 101 en dirección sur
- Requiere construcción en ambas direcciones del tráfico de la I-10
- Costo de construcción muy alto debido al nuevo puente de rampa elevada
- Posibles problemas de ruido debido a la altura del puente elevado

Recomendación: Eliminar

Rampa dirección sur de Loop 101 a la rampa de la Avenida 91

Alternativa 2



Ventajas

- Mejora el rendimiento operativo del tráfico en la Loop 101
- Reduce el riesgo de que el tráfico de salida de McDowell Road retroceda hacia Loop 101

Desafíos

- Requiere construcción en ambas direcciones del tráfico de la I-10
- Costo de construcción muy alto debido al nuevo puente de rampa elevada
- Posibles problemas de ruido debido a la altura del puente elevado
- Impactos ligeramente mayores en los servicios y el derecho de paso

Recomendación: Presentar para comentarios públicos y de agencias

Rampa dirección sur de Loop 101 a la rampa de la Avenida 91

Alternativa 3



Ventajas

- Costo de construcción significativamente más bajo
- Mejora el rendimiento operativo del tráfico de la Loop 101
- Reduce el riesgo de que el tráfico de salida de McDowell Road retroceda hacia Loop 101
- Elimina la necesidad de construir una nueva rampa elevada

Desafíos

- Agrega tráfico al Loop 101 existente a la rampa I-10 en dirección este
- Puede requerir un cierre de carril a corto plazo durante la construcción
- El tráfico que sale de la Avenida 91 podría retroceder a la Loop 101 en dirección sur a la rampa de la I-10 en dirección este en caso de un incidente en la intersección de la rampa de la Avenida 91

Recomendación: Presentar para comentarios públicos y de agencias

Otras Mejoras

Ubicación	Recomendación
I-10 en el bulevar Avondale	Agregar mejoras de capacidad/carril de giro
I-10 en la Avenida 107	Agregar mejoras de capacidad/carril de giro
I-10 en la Avenida 99th	Agregar mejoras de capacidad/carril de giro
I-10 en la Avenida 91st	Extender carriles de giro a la izquierda
I-10 en la Avenida 83rd	Extender carriles de giro a la izquierda
Loop 101 / McDowell Rd	Agregar mejoras de capacidad/carril de giro
Loop 101 at Thomas Rd	Agregar mejoras de capacidad/carril de giro
Loop 101 at Indian School Rd	Sincronización y fase de la señal

Consideraciones Medioambientales

- Documentar los posibles impactos en el entorno social, económico y natural
 - Socio-Económico (Justicia Ambiental/Título VI)
 - Calidad del aire
 - Use del terreno
 - Ruido
 - Biología
 - Sección 4(f) - Parques, Senderos, Refugios de Vida Silvestre de propiedad pública; y Sitios Históricos
 - Recursos culturales
 - Propiedades históricas
 - Materiales peligrosos
- Documentar el alcance público y de las agencias
- Disminución de ruido
 - Análisis preliminar de ruido en curso
 - El análisis de ruido final estará disponible en el sitio web de ADOT una vez que se complete

La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para esto están siendo, o han sido, llevadas a cabo por ADOT en conformidad con el 23 U.S.C. 327 y un Memorando de Entendimiento de fecha 04/16/2019, y ejecutado por FHWA y el ADOT.

Financiación del proyecto

- Financiación actual programada de la Asociación de Gobiernos de Maricopa (MAG)
 - \$194 millones para la construcción (FY 2025)
- Conexión de Loop 101/Avenida 91
 - \$25 millones (financiación parcial a través de créditos estatales)
- La DCR inicial incluye estimaciones preliminares de costos; se refinará en DCR final
- El plan de implementación determinará la secuencia y el momento de las mejoras
- Las recomendaciones pueden implementarse como múltiples proyectos, dependiendo de la financiación.

Calendario del estudio

- Obtener comentarios
- Confirmar las recomendaciones
- Desarrollar Plan de Implementación
- Finalizar el Informe

Próximos pasos

- Diseño final, incluyendo una reunión pública
- Construcción



Proporcione sus comentarios / Contáctenos

Formas de proporcionar comentarios hasta el 9 de marzo de 2023:

- La reunión de esta noche
- Formulario de comentarios en línea: azdot.gov/I10Loop101-CommentForm
- Correo electrónico: klarson@azdot.gov
- Teléfono: 480-589-4366
- Correo: Kimberly Larson, ADOT Community Relations, 1655 W. Jackson St, Room 179, MD 126F, Phoenix, AZ 85007

Página web del proyecto: www.azdot.gov/I10_Loop101_TI

- Más información, regístrese en la lista de correo, comente o vea la grabación de la reunión de esta noche

¡Gracias por asistir!

El personal del equipo del estudio está disponible para responder cualquier pregunta que pueda tener.

APPENDIX B

EMAIL NOTIFICATIONS AND NEWS RELEASE

From: ADOT News <news@azdot.gov>

Date: Wed, Feb 15, 2023 at 2:58 PM

Subject: Correction - ADOT News: Public meeting on Loop 101/I-10 interchange ramps set for Feb. 23

To: news@azdot.gov <news@azdot.gov>

This bulletin was sent to the following groups of people:

Subscribers of I-10 Papago Freeway (SR 85 to I-17), Loop 101 Agua Fria Freeway, or News Releases, (49088 recipients)

Editors: This version of the news release has a corrected link for the study/project website (second to last paragraph).

Newsrooms: Attached is a map of the Loop 101/I-10 interchange study area in the West Valley and 2 ADOT file photos of I-10 and Loop 101. Credit ADOT or Arizona Department of Transportation.

For Immediate Release: Feb. 15, 2023

Contact: ADOT Public Information Office

news@azdot.gov

Public meeting on Loop 101/I-10 interchange ramps set for Feb. 23

Improvements being studied include new HOV lane connections

PHOENIX – A public meeting about potential future changes at the Loop 101/Interstate 10 interchange in the West Valley will be held on Thursday evening, Feb. 23.

The Arizona Department of Transportation and its project partners will hold the meeting to provide information about alternatives under consideration for new High Occupancy Vehicle (HOV) ramp connections at the Loop 101/I-10 interchange.

The public is invited to attend the open house meeting to learn more as well as ask questions and provide comments about project recommendations. The meeting is scheduled as follows:

What: Loop 101/I-10 Interchange Public Meeting

When: Thursday, Feb. 23 from 5 p.m. to 7 p.m.

Where: Sheely Farms Elementary School, 9450 W. Encanto Blvd, Phoenix 85037

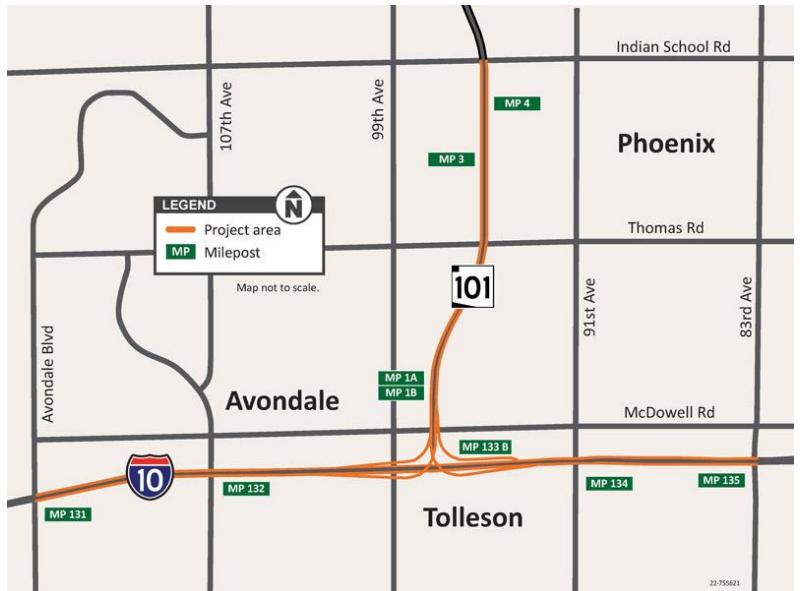
ADOT's study team has been studying options for HOV ramp connections to and from the north along Loop 101 (Agua Fria Freeway) and to and from the east along I-10. Construction of the new HOV ramp structure could begin as soon as 2025. The project is identified in Maricopa Association of Governments' Regional Transportation Plan, and is funded in part by Proposition 400, a half-cent sales tax approved by Maricopa County voters in 2004.

The public meeting also will provide information about a potential connection that would provide access from southbound Loop 101 to 91st Avenue.

Those who can't attend the meeting in person can learn more about the proposed improvements and get information about submitting comments by visiting the ADOT project website at azdot.gov/I10_Loop101_TI. Public comments will be received through March 9, 2023.

The ongoing study's purpose is to evaluate alternatives for changes at the Loop 101/I-10 interchange with a goal of improving safety, reducing traffic congestion and improving regional connectivity.

#





ADOT hosting Loop 101 and I-10 interchange public meeting Feb. 23

Email (HTML) Email (Plain Text) Text Message

From: Arizona Department of Transportation <adot@info.azdot.gov>
Subject: ADOT hosting Loop 101 and I-10 interchange public meeting Feb. 23

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3486607>



ENVELOPE

ADOT hosting Loop 101 and I-10 interchange public meeting Feb. 23
Will feature recommendations for new ramp connections



The Arizona Department of Transportation and its project partners will hold an in-person open house meeting on proposed improvements to the Loop 101 and Interstate 10 system interchange on Thursday, Feb. 23.

The meeting will feature:

- Alternatives being considered for a new Direct High-Occupancy Vehicle ramp
- Alternatives for a possible new connection between southbound Loop 101 and 91st Avenue
- Environmental considerations

The project team will share project details and be on hand to discuss preliminary recommendations and answer questions. The meeting will be held in an open house format with no formal presentation.

OPEN HOUSE PUBLIC MEETING INFORMATION:

Thursday, Feb. 23, 2023, 5–7 p.m.

Sheely Farms Elementary School
9450 W. Encanto Blvd., Phoenix, AZ 85037

CAN'T ATTEND?

The meeting materials will be posted to the project website prior to the open house.

COMMENTS/QUESTIONS

The public is invited to provide comments at the in-person open house or through one of the ways listed below through **March 5, 2023**:

- **Online Comment Form:** www.azdot.gov/I10Loop101-CommentForm
- **Phone:** 480.589.4366
- **Email:** K.Larson@azdot.gov
- **Mail:** Attn: Loop 101 and I-10, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

PROJECT EMAIL LIST

Visit the project website at www.azdot.gov/I10_Loop101 for more information and to subscribe to project updates by email.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 04/16/2010, and executed by FHWA and ADOT.

Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race,

Email (HTML) Email (Plain Text) Text Message

From: Arizona Department of Transportation <adot@info.azdot.gov>
Subject: Reminder: ADOT hosting Loop 101 and I-10 Interchange public meeting Feb. 23

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Reminder: ADOT hosting Loop 101 and I-10 interchange public meeting this Thursday (Feb. 23)

Open house will feature recommendations for new ramp connections

ADOT is hosting an in-person, open house meeting on proposed improvements to the Loop 101 and Interstate 10 system interchange this Thursday, Feb. 23.

The meeting will feature:

- Alternatives being considered for a new Direct High-Occupancy Vehicle ramp
- Alternatives for a possible new connection between southbound Loop 101 and 91st Avenue
- Environmental considerations

The project team will share project details and be on hand to discuss preliminary recommendations and answer questions. The meeting will be held in an open house format with no formal presentation.

OPEN HOUSE PUBLIC MEETING INFORMATION:

Thursday, Feb. 23, 2023, 5-7 p.m.

Sheely Farms Elementary School

9450 W. Encanto Blvd., Phoenix, AZ 85037

CAN'T ATTEND?

The meeting materials will be posted to the project website prior to the open house.

COMMENTS/QUESTIONS

The public is invited to provide comments at the in-person open house or through one of the ways listed below through March 9, 2023:

- **Online Comment Form:** www.azdot.gov/I10Loop101-CommentForm
- **Phone:** 480.589.4368
- **Email:** KLarson@azdot.gov
- **Mall:** Attn: Loop 101 and I-10, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

Visit www.azdot.gov/I10_Loop101_TI for more information.



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 04/16/2019, and executed by FHWA and ADOT.

[Email \(HTML\)](#) [Email \(Plain Text\)](#) [Text Message](#)

From: Arizona Department of Transportation <adot@info.azdot.gov>
Subject: Missed the meeting? Loop 101 and I-10 Interchange Study Feb. 23 public meeting materials online

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/34b821c>



Missed the meeting? Loop 101 and I-10 Interchange Study Feb. 23 public meeting materials online

If you missed the Feb. 23 public meeting for the Loop 101 and I-10 System Interchange Study, please visit the study [webpage](#) to learn more, view a recording of the meeting presentation and provide comments.

All of the meeting materials are posted online, including: exhibits of all alternatives being considered for a new Direct High-Occupancy Vehicle ramp and a possible new connection between southbound Loop 101 and 91st Avenue; flyover videos of proposed improvements in [English](#) and [Spanish](#); a recorded presentation from the public meeting in English and Spanish; as well as the initial Design Concept Report.

The study team is accepting comments from the public through Thursday, March 9, in the following ways:

- Online Comment Form: www.azdot.gov/I10Loop101-CommentForm
- Phone: 480.589.4366
- Email: KLarson@azdot.gov
- Mail: Attn: Loop 101 and I-10, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

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For more information, visit azdot.gov

APPENDIX C

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Save the Date!

Join us for an open house meeting on Feb. 23 about proposed improvements for the Loop 101/I-10 System Interchange . The meeting will be held at Sheely Farms Elementary School, 9450 W. Encanto Blvd. in Phoenix between 5 and 7 p.m.

MORE: bit.ly/3HOgQxS.



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City of Avondale, AZ @AZAvondale · 7m

Join @ADOT this Thursday, Feb. 23, from 5-7 PM at Sheely Farms Elementary School to learn more about proposed improvements to the Loop 101 and I-10 interchange! Can't make it? Meeting materials will be posted to the project website prior to the open house. **#ADOT #Loop101 #I10**

...

Arizona DOT @ArizonaDOT · Feb 15

We want to hear from you!

Join this public meeting about potential future changes at the Loop 101/Interstate 10 interchange in the West Valley on Thursday evening, Feb. 23.

MORE: azdot.gov/adot-news/publ...



19





...

Intro

Official Facebook page of the Arizona Department of Transportation.

Page · Government organization

(602) 712-7355

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azdot.gov

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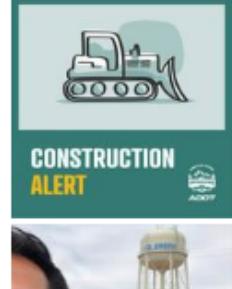
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Stacey Bryan
Daniel Wood ok

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Arizona Department of Transportation [•](#)

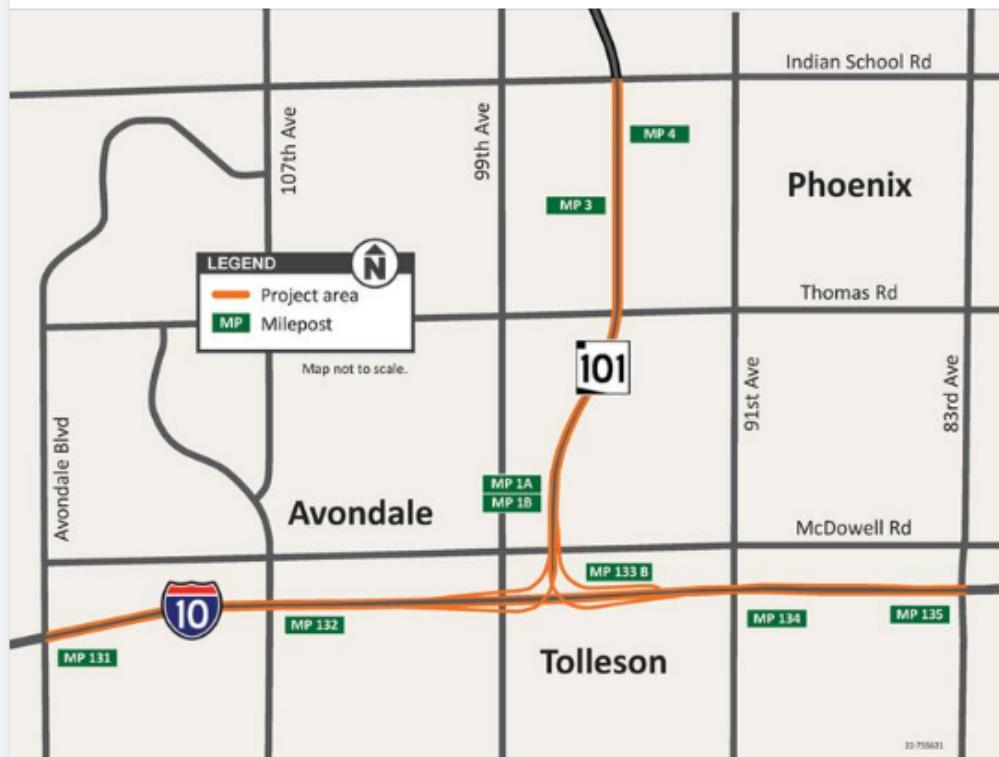
6d

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We want to hear from you! 🎤

Join this public meeting about potential future changes at the Loop 101/Interstate 10 interchange in the West Valley on Thursday evening, Feb. 23.

MORE: <https://bit.ly/3lFyHIB>



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Bill Robertson

Please come to Maricopa for a public SR347 listening meeting. Come hear the horror stories.

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ADOT Communications Office of Community Relations • 15 Feb

LEGEND
Project area (Orange line)
MP (Milepost) (Green boxes)

Map not to scale.

Phoenix
Thomas Rd
91st Ave
83rd Ave
McDowell Rd
Tolleson
Avondale
107th Ave
99th Ave
101
MP 3
MP 4
MP 1A
MP 1B
MP 112B
MP 134
MP 135
MP 136
MP 137
I-10
Avondale Blvd
N

ADOT hosting Loop 101 and I-10 interchange public meeting Feb. 23
Will feature recommendations for new ramp connections

Join ADOT and its project partners for an in-person open house meeting on proposed improvements to the Loop 101 and Interstate 10 system interchange on Thursday, Feb. 23.

The meeting will feature:

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- Phone: 480.589.4366
- Email: Larson@azdot.gov
- Mail: Attn: Loop 101 and I-10, ADOT Community Relations, 1655 W. Jackson St, MD 126F, Phoenix, AZ 85007

PROJECT EMAIL LIST
Visit the project website at www.azdot.gov/I10_Loop101_TI for more information and to subscribe to project updates by email.

Posted to Subscribers of State of Arizona in 4 areas

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City of Glendale, Arizona - Government

5d ·

...

Mark your calendars! On Thursday, Feb. 23, [Arizona Department of Transportation](#) is hosting a public meeting about potential future changes at the Loop 101/Interstate 10 interchange in the West Valley.

For more information, visit: <https://bit.ly/3lFyhlB>



Arizona Department of Transportation

6d ·

...

We want to hear from you!

Join this public meeting about potential future changes at the Loop 101/Interstate 10 interchange in the West Valley on Thursday eve... See more

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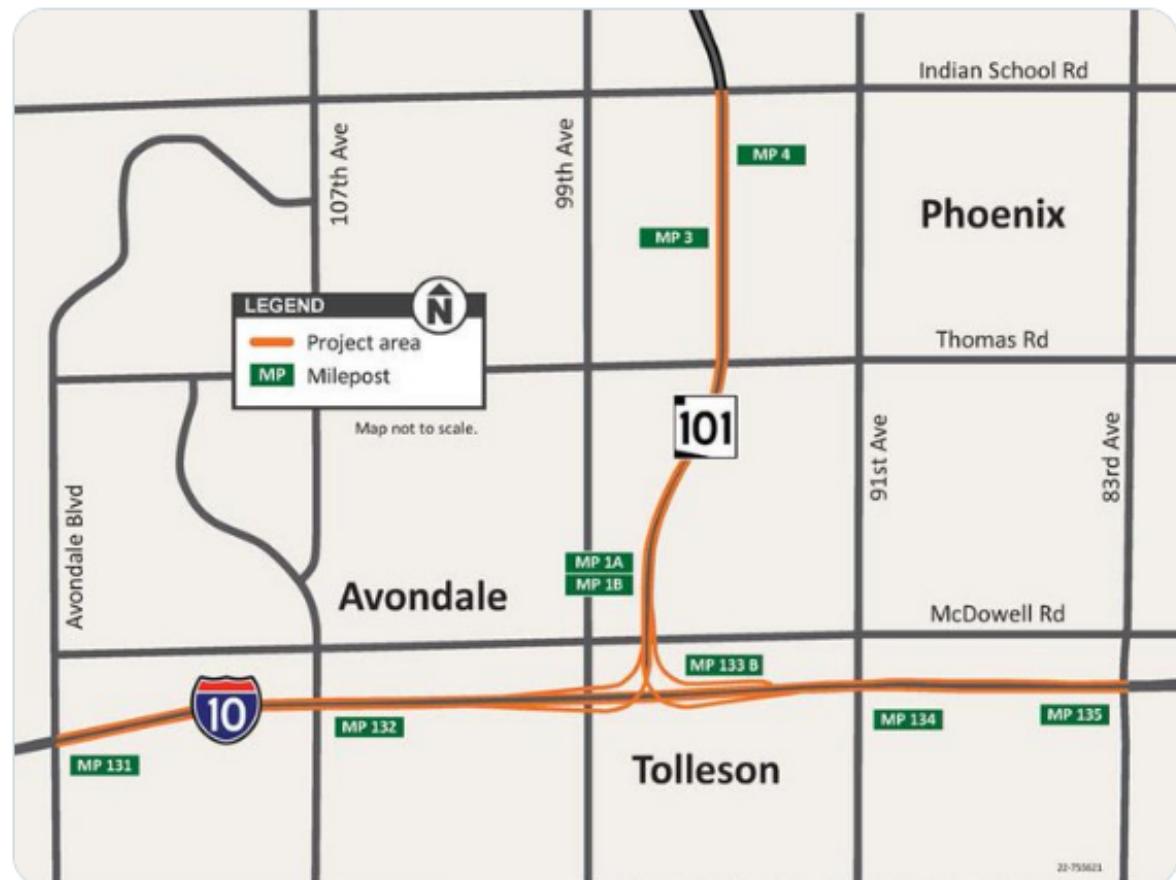
Arizona DOT @ArizonaDOT

...

REMINDER: ADOT is hosting public meeting this Thursday (Feb. 23) on the Loop 101 and I-10 interchange improvements.

Come to learn about the project and share your thoughts!

MORE: bit.ly/3XWL1rr



2:30 PM · Feb 21, 2023 · 2,811 Views



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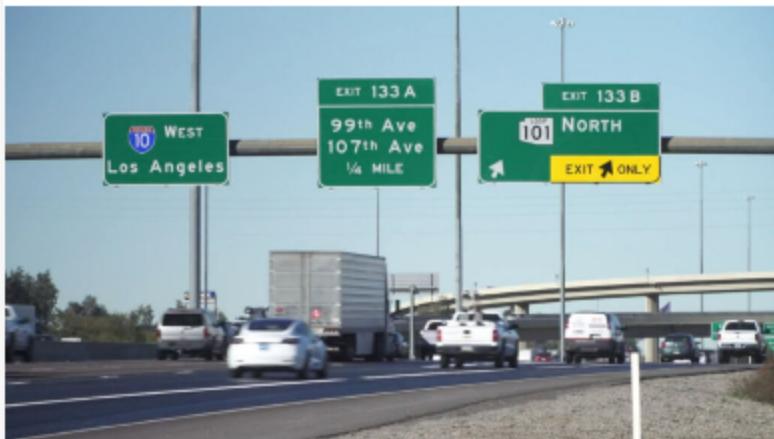
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State of Arizona 

ADOT Communications Office of Community Relations • Edited 21 Feb

...



Reminder: ADOT hosting Loop 101 and I-10 interchange public meeting this Thursday (Feb. 23)

Open house will feature recommendations for new ramp connections

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- Mail: Attn: Loop 101 and I-10, ADOT Community Relations, 1655 W. Jackson St, MD 126F, Phoenix, AZ 85007

PROJECT EMAIL LIST

Visit the project website at www.azdot.gov/I10_Loop101_TI for more information and to subscribe to project updates by email.

www.azdot.gov/I10_Loop101_TI

Posted to Subscribers of State of Arizona in 6 areas



5 · 9,312 Impressions





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← **Arizona DOT** 327.7K Tweets

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Arizona DOT @ArizonaDOT · 13h

Were you unable to attend the public meeting about the L-101 and I-10 Interchange study? Watch a recording of the entire thing – including flyover videos of proposed improvements – here: bit.ly/3mdvxt2

#Aztraffic #phxtraffic

The map illustrates the interchange area between Interstate 10 (I-10) and Loop 101 (L-101) in the Avondale, Tolleson, and Phoenix regions. Key features include:

- Highways:** I-10, L-101, Indian School Rd, Thomas Rd, McDowell Rd, 83rd Ave, 91st Ave, 99th Ave, 107th Ave, and Avondale Blvd.
- Interchanges:** The map shows the complex interchange where I-10 splits into L-101 and continues as a flyover.
- Mileposts:** Mileposts (MP) are indicated along the routes, including MP 131, MP 132, MP 1A, MP 1B, MP 3, MP 4, MP 133A, MP 133B, MP 134, and MP 135.
- Project Area:** A large orange line highlights the "Project area" between the two interchanges.
- Legend:** A legend box defines the orange line as the "Project area" and the green boxes as "Milepost".
- Notes:** A note states "Map not to scale."

Map not to scale.

Legend: Project area, MP Milepost.

Map ID: 23-795621

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327.7K Tweets



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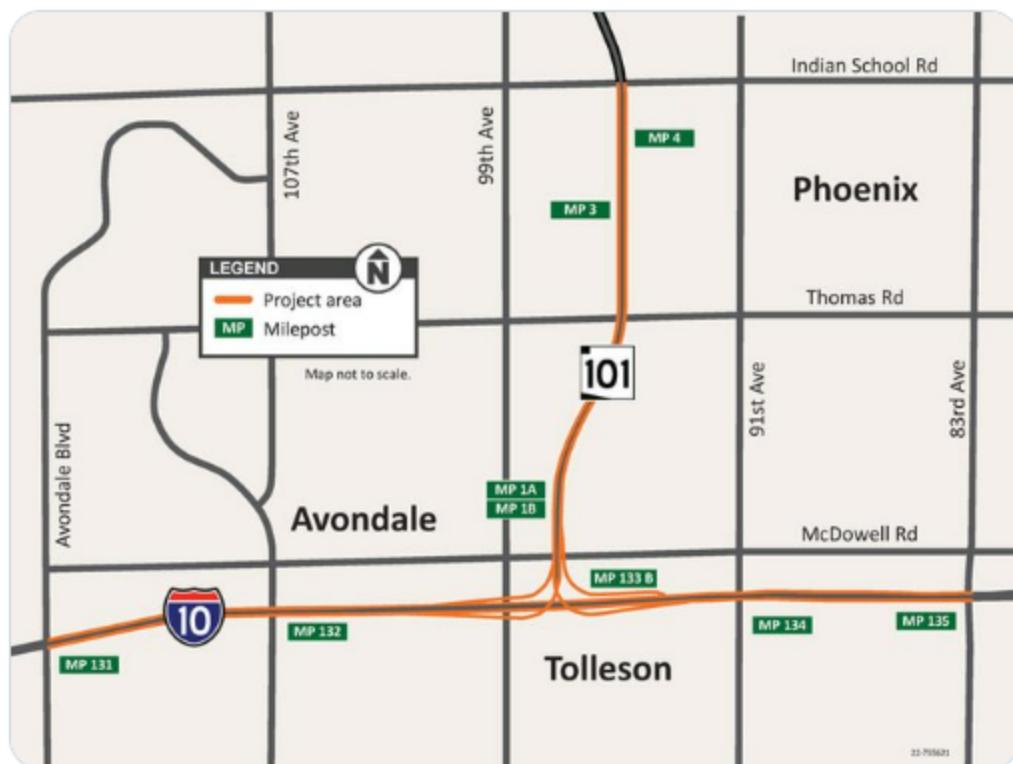


Arizona DOT @ArizonaDOT · 19h

...

Unable to attend the public meeting about the L-101 and I-10 Interchange study? Watch a recording of the entire thing – including flyover videos of proposed improvements – here: bit.ly/3mdvxT2

#Aztraffic #phxtraffic



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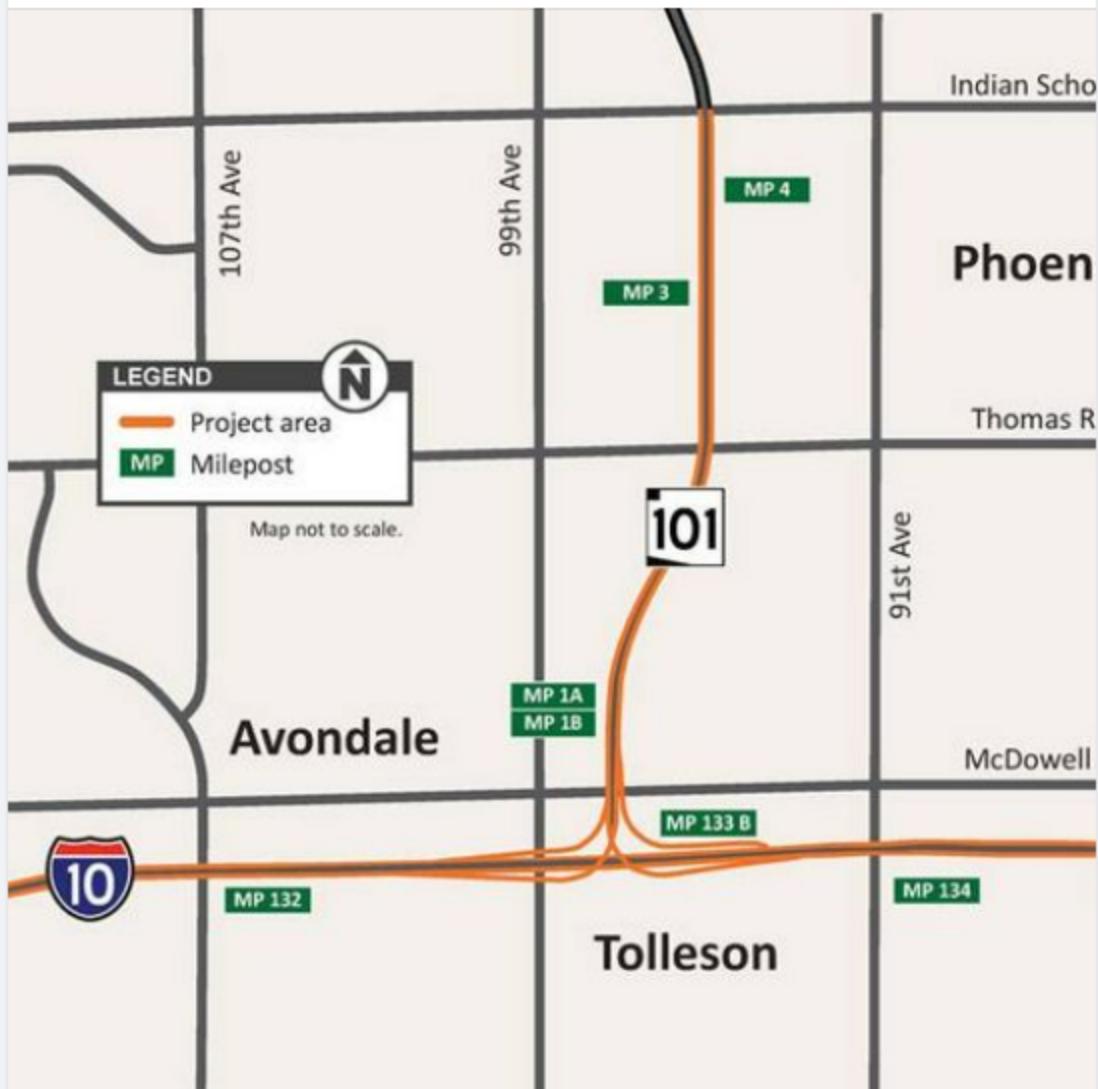
Arizona Department of Transportation

22h ·

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Did you miss the public meeting about the L-101 and I-10 Interchange study? Watch a recording of the presentation – including flyover videos of proposed improvements – here:
<https://bit.ly/3mdvxt2>



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Missed the meeting? Loop 101 and I-10 Interchange Study Feb. 23 public meeting materials online

If you missed the Feb. 23 public meeting for the Loop 101 and I-10 System Interchange Study, please visit the study webpage to learn more, view a recording of the meeting presentation and provide comments:

<https://azdot.gov/planning/transportation-studies/i-10-loop-101-system-interchange/documents-i-10-loop-101-system>

All of the meeting materials are posted online, including: exhibits of all alternatives being considered for a new Direct High-Occupancy Vehicle ramp and a possible new connection between southbound Loop 101 and 91st Avenue; flyover videos of proposed improvements in English and Spanish; a recorded presentation of from the public meeting in English and Spanish; as well as the initial Design Concept Report.

The study team is accepting comments from the public through Thursday, March 9, in the following ways:

- Online Comment Form: www.azdot.gov/I10Loop101-CommentForm
- Phone: 480.589.4366
- Email: KLarson@azdot.gov
- Mail: Attn: Loop 101 and I-10, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007



Documents - I-10 / Loop 101 System Interchange | ADOT
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Posted to Subscribers of State of Arizona in 5 areas



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APPENDIX D

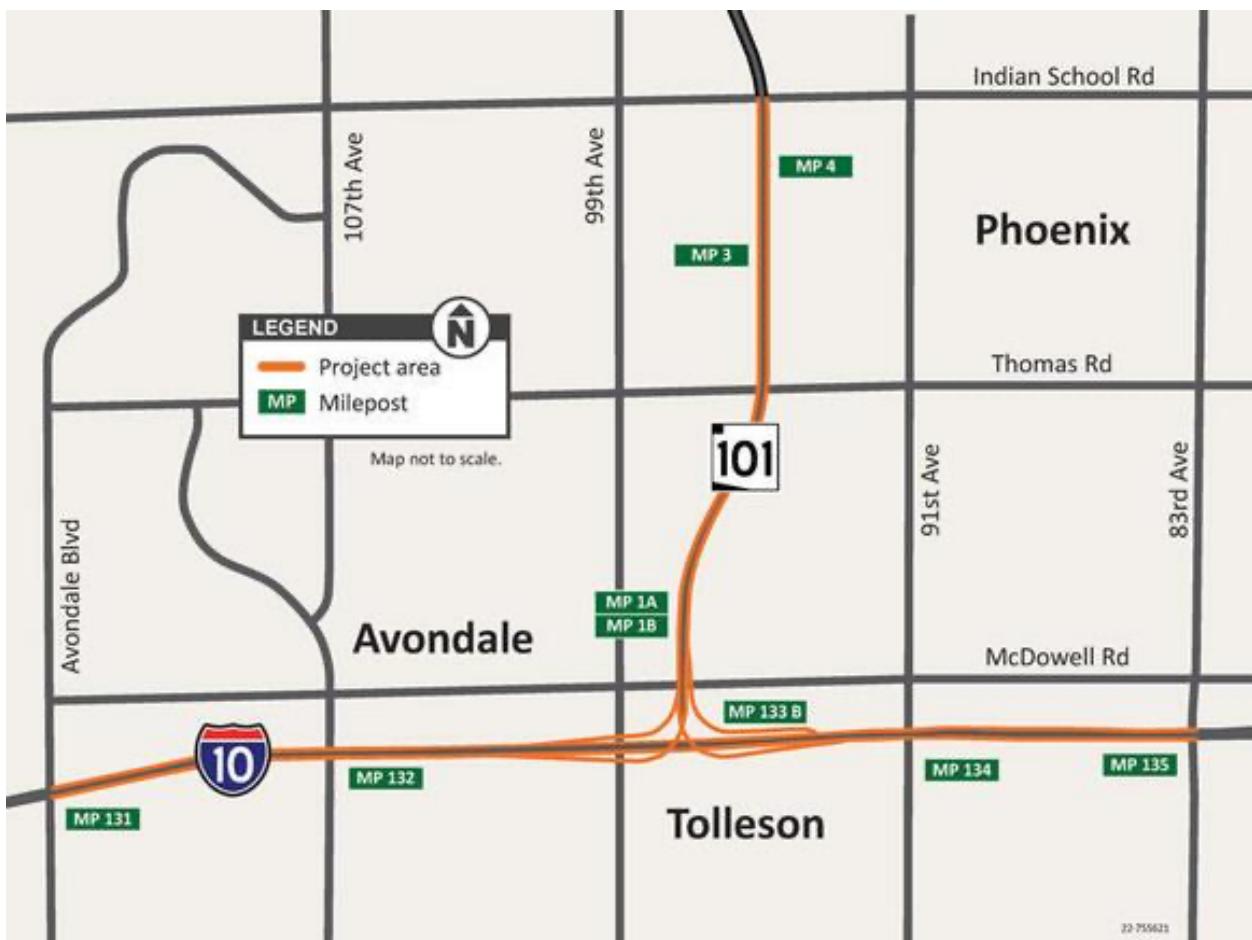
EARNED MEDIA



Phoenix Independent

Potential Loop 101/I-10 changes up for discussion at Phoenix meeting

13 days ago



State transportation officials will lead a public meeting next week about possible options for interchanges in the West Valley.

The session will be 5-7 p.m. Thursday, Feb. 23, at Sheely Farms Elementary School, 9450 W. Encanto Blvd., Phoenix.

ADOT and its project partners will provide information about alternatives under consideration for new High Occupancy Vehicle ramp connections at the Loop 101/I-10 interchange.

The public is invited to attend the open house meeting to learn more, ask questions and comment about project recommendations.

ADOT's study team has been examining options for HOV ramp connections to and from the north along Loop 101 and to and from the east along I-10, state officials said in a release.

Construction of the new HOV ramp structure could begin as soon as 2025, they said.

The public meeting also will provide information about a potential connection that would provide access from southbound Loop 101 to 91st Avenue.

Public comments will be received through March 9, according to ADOT.

"The ongoing study's purpose is to evaluate alternatives for changes at the Loop 101/I-10 interchange with a goal of improving safety, reducing traffic congestion and improving regional connectivity," officials said in the release.

For more: azdot.gov/I10_Loop101_TI .

We'd like to invite our readers to submit their civil comments, pro or con, on this issue. Email AZOpinions@iniusa.org .

Meeting about Loop 101, I-10 interchange ramp changes set for next week

Feb 18, 2023, 4:00 PM



(ADOT Photo)

[Share](#)

BY KTAR.COM

PHOENIX – The Arizona Department of Transportation will hold a public meeting next week regarding potential changes to the Loop 101 and Interstate 10 interchange in the West Valley.

The meeting on Thursday from 5 p.m. to 7 p.m. at Sheely Farms Elementary School in Phoenix will provide information to attendees about alternatives being considered for new HOV ramp connections at the interchange.

"ADOT's study team has been studying options for HOV ramp connections to and from the north along the Loop 101 Agua Fria Freeway and to and from the east along I-10," ADOT said in a press release. "Construction of the new HOV ramp structure could begin as soon as 2025."

ADOT said the goal of the study is to improve safety and regional connectivity, as well as reduce traffic congestion.

Those who attend the meeting will be able to ask questions and provide comments about the recommendations proposed.

Information about a potential connection providing access from southbound Loop 101 to 91st Avenue will also be presented at the meeting, ADOT said.

Those who can't attend in person can learn more and find out how to provide comments about the recommendations on the project's [website](#). Comments on the project will be accepted until March 9.

The project is funded in part by a half-cent sales tax approved by Maricopa County voters nearly two decades ago, ADOT said.

LOCAL NEWS

ADOT: Public meeting on Loop 101/I-10 interchange ramps set for Feb. 23



CITYSunTimes Published on Feb 21, 2023



- Source: Arizona Department of Transportation



- Source: Arizona Department of Transportation

A public meeting about potential future changes at the Loop 101/Interstate 10 interchange in the West Valley will take place this week.

The Arizona Department of Transportation (ADOT) and its project partners will host the meeting to provide information about alternatives under consideration for new High Occupancy Vehicle (HOV) ramp connections at the Loop 101/I-10 interchange.

The public is invited to attend the open house meeting to learn more as well as ask questions and provide comments about project recommendations. The meeting is scheduled for Thursday, Feb. 23 from 5 to 7 p.m. at Sheely Farms Elementary School, located at 9450 W. Encanto Blvd. in Phoenix.

ADOT's study team has been studying options for HOV ramp connections to and from the north along Loop 101 (Agua Fria Freeway) and to and from the east along I-10. Construction of the new HOV ramp structure could begin as soon as 2025. The project is identified in Maricopa Association of Governments' Regional Transportation Plan, and is funded in part by Proposition 400, a half-cent sales tax approved by Maricopa County voters in 2004.

The public meeting also will provide information about a potential connection that would provide access from southbound Loop 101 to 91st Avenue.

Those who can't attend the meeting in person can learn more about the proposed improvements and get information about submitting comments by visiting the ADOT project website at azdot.gov/I10_Loop101_TI. Public comments will be received through March 9.

The ongoing study's purpose is to evaluate alternatives for changes at the Loop 101/I-10 interchange with a goal of improving safety, reducing traffic congestion and improving regional connectivity.

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APPENDIX E

PUBLIC COMMENTS

Date received	Name	email	address	phone	comment/question	initial response	responder	date	any additional comments
2/15/23	Barbara Macnider	zeneda@yahoo.com			significant westbound traffic. Once again ADOT is Westbound access to I 10 from south bound 101	about the Loop 10 and I-10	Larson	3/2/23	I would appreciate that, thank you
2/22/23	Charles Michael Wurth	mike1twirth@gmail.com			one_1_412@yahoo.com 9621 W Coolidge St, Phoenix, AZ 85016	about the Loop 10 and I-10	Larson	2/23/23	Regarding my suggestion: please know that
2/24/23	Michele Rosenberg	one_1_412@yahoo.com	9621 W Coolidge St, Phoenix, AZ 85016		unable to attend. My home is just east of the Loop 101 EB ramp to 83rd Ave exit is missing. I strongly feel	about the Loop 10 and I-10	Larson	3/2/23	Thank you! :)
2/28/23	Eric Johnson	itsericaz@gmail.com				about the Loop 10 and I-10	Larson	3/2/23	

Timestamp	Email / Correo electrónico	Name/Nombre	Address/Domicilio	City/ Ciudad	Zip code/Código postal	Comments about the Direct High Occupancy Vehicle (HOV) ramp Alternative B (pictuered below), please provide them here. Si tiene comentarios sobre la alternativa B de la rampa directa para vehículos de alta ocupación (HOV, por sus siglas en inglés) (que se muestra a continuación), indiquelos aquí.	If you have comments about the Direct High Occupancy Vehicle (HOV) ramp Alternative F (pictured below), please provide them here. Si tiene comentarios sobre la alternativa F de la rampa directa para vehículos de alta ocupación (HOV, por sus siglas en inglés) (que se muestra a continuación), indiquelos aquí.	If you have comments about the 91st Avenue connector ramp Alternative 2 (pictured below), please provide them here. Si tiene comentarios sobre la alternativa 2 de la rampa conectora de 91st Avenue (que se muestra a continuación), indiquelos aquí.	If you have comments about the 91st Avenue connector ramp Alternative 3 (pictured below), please provide them here. Si tiene comentarios sobre la alternativa 3 de la rampa conectora de 91st Avenue (que se muestra a continuación), indiquelos aquí.	If you have comments about the 91st Avenue connector ramp Alternative 4 (pictured below), please provide them here. Si tiene comentarios sobre la alternativa 4 de la rampa conectora de 91st Avenue (que se muestra a continuación), indiquelos aquí.
2/8/2023 18:07:56	Marwellching@gmail.com	Maxwell	10933 W Palm Ln	Avondale	85392	I have several comments. You need to consider alternate traffic routes when construction begins. You never consider the possibility of traffic being rerouted and when there are activities this causes a problem for local residents, there are no local roads to go around because of local streets, causing accidents. You also do not consider the cost to local companies who have to deal with dust issues. Valley fever is a big factor I'm aware if approximately 200 plus individuals have been diagnosed with valley fever when dirt was moved in one of the last projects. The huge trucking company dirt, I would like to think they do not respect the local traffic they drive fast and care less about the environment and they expect cars to move out of their way. There are many other factors that come up with new construction on freeways.	Please see my response above two alternatives. There are also 10pm/11pm schools off of this construction maybe if you could delay closing school there, dust, noise, traffic to passenger employees bus route should have been considered when you built the initial route years ago, the same for the HOV route could have been built without considering the routes in and out, traffic and traffic to local community.	This looks like limited destruction which might be best but doesn't appear to be as useful.	With the dust in traffic, is there a possibility of installing sound barrier/walls west of the I10 along the northern highway? The road noise has become unbearable over the past few years and it is becoming unbearable to sit outside during certain times of day when traffic is heavy.	
2/24/2023 10:23:56	Rachellopez@asu.edu	Rachel Gom Lopez	8701 W Palmhurst Ave	Phoenix	85037	ADOT Mailer / Correo	I didn't attend the public meeting but had an emergency in the family, I have lived in this community for 68 years and my father for 93 years. I wish you could hear his comments. He worked at ASU for 35 years and worked at Arizona state university and taught for 25 years. He is a very important person. I didn't have the privilege of attending ASU when attending ASU or freeway when attending ASU.	I didn't attend the meeting, but why are you messing with 91st Avenue. We don't need more traffic on 91st Avenue, new apartment complexes are already increasing traffic, and it is already not maintained as it should be.		
2/25/2023 13:23:27	dcocke557@gmail.com	Debra Locke	9243 W Ranson Loop	Phoenix	85037	ADOT Mailer / Correo	I believe this is the most practical plan presented and seems to accomplish the most for traffic decongestion.	This will be solution is badly needed in this area since I've seen many close calls between exiting Thomas Rd and exiting McDowell Rd. I would like to see 91st Ave remove a fair amount of traffic currently exiting at McDowell and is a wise thing to do.	91st Ave EB ramp to 83rd Ave exit is missing the aux lane and needs to be added too.	
2/28/2023 8:24:48	kendall@protonmail.com	Kendall D Eskew	4748 N 212th Ave	Buckeye	85396	electrónico	ADOT email / Correo	n/a	n/a	I would use it for my commute. It is currently dangerous to cross the lanes of traffic to and from 91st Ave and the merge onto I10 is crowded and slow. I take my life in my hands on my commute!
2/28/2023 9:30:16	itamiricaz@gmail.com	James Eric Johnson	14761 W Ashcroft Dr	GOODYEAR	85395	electrónico	I support this alternative because Alternative B will reduce weaving movements resulting from the existing I-10 to 91st Avenue ramp to Loop 101 Northbound HOV Ramp.	I approve and support Alternative 2 because Alternative 2 will improve safety and reduce weaving movements resulting from the existing Loop 101 Southbound to I-10 Eastbound Ramp.	n/a	Thank you for all the cool improvements that ADOT does!
3/1/2023 8:31:20	msalsbury2@gmail.com	Rebecca Salsbury	1345 N Villa Nueva Drive	Litchfield Park	85340	electrónico	I support this alternative because Alternative B will reduce weaving movements resulting from the existing I-10 to 91st Avenue ramp to Loop 101 Northbound HOV Ramp.	I support this alternative because Alternative B will reduce weaving movements resulting from the existing I-10 to 91st Avenue ramp to Loop 101 Northbound HOV Ramp.	n/a	I would suggest considering installing/ implementing diamond like off miller and being done off Watson roads for some of the HOV ramps.
3/1/2023 18:40:27	ghostlightmater@yahoo.com	Jackson Hurst	4216 Cornell Crossing	Kennesaw, Georgia	30144	electrónico	ADOT email / Correo	I don't care which alternative, just please do add an HOV ramp from the 10 to the 101.	n/a	Also would say if there would be any way to do 1 additional regular ramp in all directions plus 1-2 lane dedicated HOV ramp in each direction that would be great for future growth, or existing pain points due to high profile events that generate significant traffic increases.
3/2/2023 7:14:12	grandjamboree@outlook.com	Laurie Ann Behling	13807 N Crown Pt	Sun City, AZ	85351	de comunicación social	Social Media / Medios	I don't care which alternative, just please do add an HOV ramp from the 10 to the 101.	n/a	Clear HOV lanes to and from I10 to 101 in all directions would be very nice.
3/6/2023 18:30:24	Ryan.monterusso@gmail.com	Ryan Monterusso	30631 W Osborn Rd	Buckeye	85396	de comunicación social	ADOT email / Correo	I think this would be best build. Would be nice if it also had HOV lane from I10 westbound. BUT WOULD BE A LOT SAFER than driving across all lanes to get back a HOV.	n/a	Would like to see HOV lanes to exit at Indian School and feed down to Thomas. It would reduce all the last minute merging and the HOV lanes would help traffic exit but the additional traffic would need more room to merge into I-10 or Loop 101 or you would still have a pinch point.
3/7/2023 14:29:53	discastvince@gmail.com	VINCENT SHUMAKER	9935 N B2ND LN	PEORIA	85345	electrónico	ADOT email / Correo	I think this would be best build. Would be nice if it also had HOV lane from I10 westbound. BUT WOULD BE A LOT SAFER than driving across all lanes to get back a HOV.	n/a	We should not use this option. With all of the warehouse construction in the area just south of I-10, and traffic already stalled, adding an additional ramp in the middle of the I101 to I10E ramp, that ramp will be further backed up when traffic is backed up at the 91st Ave traffic light, bringing the entire transition ramp to a standstill.
3/7/2023 17:03:21	hemlap3@cox.net	Harold	2278 N 157th Drive	Goodyear	85395	electrónico	ADOT email / Correo	This would be a major improvement as we frequently make trips from Buckeye to destinations north along the 303.	Tavel I-10 daily and would prefer to see this option. Reduces traffic coming off the 303 to the 101 and vice versa. It doesn't effect E10 to N101 traffic, which is very heavy during AM rush hour.	Prefer this alternative to reduce truck traffic between 91ave to 83rd Ave.
3/7/2023 21:00:26	phlevenson@gmail.com	Phil Evenson	20820 WestWestern Drive	Buckeye AZ	85396	Mailer / Correo	ADOT email / Correo	I feel this is the best option.	I do not prefer this option.	We should not use this option. With all of the warehouse construction in the area just south of I-10, and traffic already stalled, adding an additional ramp in the middle of the I101 to I10E ramp, that ramp will be further backed up when traffic is backed up at the 91st Ave traffic light, bringing the entire transition ramp to a standstill.
3/8/2023 11:50:06	wct492@hotmail.com	Wayne Cunningham	Phoenix	85035	electrónico	ADOT email / Correo	I feel this is the best option.	I do not prefer this option.	Tavel I-10 daily and would prefer to see this option. Reduces traffic coming off the 303 to the 101 and vice versa. It doesn't effect E10 to N101 traffic, which is very heavy during AM rush hour.	Prefer this alternative to reduce truck traffic between 91ave to 83rd Ave.
3/8/2023 18:37:12	Kgjuby@gmail.com	Kenneth Judd	150 South 225th Avenue	Buckeye	85326	electrónico	ADOT email / Correo	I think this would be best build. Would be nice if it also had HOV lane from I10 westbound. BUT WOULD BE A LOT SAFER than driving across all lanes to get back a HOV.	n/a	Would like to see HOV lanes to exit at Indian School and feed down to Thomas. It would reduce all the last minute merging and the HOV lanes would help traffic exit but the additional traffic would need more room to merge into I-10 or Loop 101 or you would still have a pinch point.