L101-75th Avenue Traffic Interchange Alternatives Public Outreach Summary Report

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1. Background

In 2020, the Maricopa Association of Governments (MAG) completed a feasibility analysis to identify possible alternatives to improve traffic flow and mitigate safety issues at the Loop 101/75th Avenue traffic interchange. That study recommended adding a third left turn lane on southbound 75th Avenue approaching eastbound Loop 101 and included alternative concepts for further study and evaluation. MAG asked the Loop 101/75th Avenue to I-17 widening project team to incorporate the Loop 101/75th Avenue Traffic Interchange improvements as part of the Loop 101 widening project.

Three possible design concept alternatives were developed to accommodate the additional left turn lane at the interchange:

- **Alternative 1** is the 67th Avenue/75th Avenue Braided Ramp Concept
- **Alternative 2** is the 67th Avenue Off-Ramp Consolidated with the 75th Avenue Off-Ramp Concept
- **Alternative 3** is the 75th Avenue/67th Avenue Ramp Widening and Extended 75th Avenue On-Ramp Concept

The design alternatives will impact 75th Avenue and the eastbound on-ramp at 75th Avenue, as well as the eastbound off-ramp at 67th Avenue. The alternatives could also potentially impact the eastbound off-ramp at 75th Avenue, the eastbound frontage road and right of way between 75th and 67th avenues.

Interchange improvements at 75th Avenue will be designed and constructed in conjunction with the planned Loop 101 widening project between 75th Avenue and Interstate 17, which is currently in the design phase and anticipated to begin construction in late 2023 or early 2024. Funding for the 75th Avenue interchange improvements is currently identified in Fiscal Year 2025 in the MAG program; however, ADOT is working with MAG to advance funding for interchange improvements to coincide with construction of the Loop 101 general purpose lanes beginning Fiscal Year 2024.

The Arizona Department of Transportation (ADOT), in cooperation with the city of Glendale and MAG, conducted public outreach to determine the community's preference among the three alternatives. This document identifies the public outreach activities and public input received during the initial public outreach phase of this project. The outreach goals of this study phase were to identify community preferences, concerns and desires regarding the proposed improvements at the interchange and alternative design concepts.

2. Executive Summary

ADOT and its project partners conducted outreach to seek public input on three design alternatives to improve traffic flow and mitigate safety issues at the Loop 101 and 75th Avenue interchange.

The three alternatives are:

- **Alternative 1: 67th Avenue/75th Avenue Braided Ramp**. This option would relocate the eastbound off-ramp at 67th Avenue east of the 75th Avenue exit and have the new 67th Avenue exit cross under a new 75th Avenue eastbound three lane on-ramp.
- **Alternative 2: 67th Avenue Off-Ramp Consolidated with the 75th Avenue Off-Ramp**. This option would remove the existing 67th Avenue eastbound exit ramp and consolidate the 67th Avenue exit with the existing 75th Avenue exit, requiring drivers accessing 67th Avenue to exit at the new combined 67th/ 75th Avenue exit. The 75th Avenue off-ramp would be widened to two lanes. Drivers accessing 67th Avenue would continue onto the eastbound frontage road, which would be widened from two to three lanes to accommodate additional traffic.
- **Alternative 3: 75th Avenue/67th Avenue Ramp Widening and Extended 75th Avenue On-Ramp**. This option would widen the existing 67th Avenue off-ramp to two lanes and add an additional lane to eastbound Loop 101 between the eastbound 75th Avenue three lane on-ramp and the eastbound 67th Avenue on-ramp.

The project team used a variety of methods to provide information to the public about the alternatives and seek their input. These included

- A virtual public meeting held Feb. 10, which was attended by 73 people, 18 of whom made comments or asked questions.
- An online survey of the alternatives, which received 1,418 responses (91 percent identified as residents).
- A project website, which included information, graphics and video simulations of the alternatives and comment methods.
- Emails, which were sent to local businesses, HOAs, community facilities and others on the project mailing list, as well as Loop 101 GovDelivery email list.
- A direct mailer was mailed first class to all residents and businesses within a half-mile of Loop 101 between 75th and 67th avenue (9,296 total)
- A news release was emailed to local media and social media posts were provided on Nextdoor, Facebook and Twitter.
- Information was provided to the city of Glendale to share through its communications channels.
- Cholla District Councilmember Tolmachoff included information about the alternatives and links to the online survey tool and project website in several online newsletters to constituents. She also actively sought comments from constituents, which resulted in 43 comments that her office shared with the project team.

The public was encouraged to share its preferences on each alternative during the formal comment period which began Jan. 28, 2021 and ended March 10, 2021. The comment period was originally scheduled to end February 24, 2021 but was extended, due to significant community interest.

2.1 Input Received

Community members favored Alternative 3 over the two other alternatives. Reasons for their preference include lower cost to construct, the shorter timeframe for construction, fewer overall impacts to the community (no right-of-way and fewer impacts during construction) and a simpler and more straightforward design, similar to what drivers are already used to.

The largest source of public feedback came through the online survey, which was completed by 1,418 participants. The 11-question survey asked participants to rate each alternative on a scale of 1 to 5, with 5 being the highest rating.

- Alternative 3 received an average score of 4.19.
- Alternative 1 received a score of 1.85.
- Alternative 2 received the lowest score of 1.54.

Participants who preferred **Alternative 1** cited factors such as improved traffic flow, a better long-term solution, and a safer option than the other alternatives. Reasons given for not favoring Alternative 1 included the high cost, the amount of time it would take to build and a perceived negative impact on 67th Avenue businesses and area residents due to the additional time to construct.

Respondents provided several reasons for not favoring **Alternative 2** including the belief that consolidating the 75th and 67th Avenue off-ramps would cause delays and congestion for those exiting at 67th Avenue, and that it would disrupt local businesses and residents through additional traffic on the frontage road and right-of-way acquisition to widen the frontage road. Participants who supported Alternative 2 mentioned its lower cost and simplicity compared to Alternative 1.

3. Virtual Public Meeting

ADOT held a virtual public meeting on Feb. 10, 2021. The purpose of the meeting was to present the three design alternatives being considered for the project and to seek public comments on the alternatives, as well as to provide information about the project purpose and need and anticipated timeline for design and construction. The meeting was hosted using WebEx Events. Attendees could participate by computer and/or phone. A Spanish interpreter was available to read the non-discrimination notice in Spanish and interpret during the question and answer period. No Spanish interpretation services were requested during the meeting. A total of 67 community members participated in the public meeting, along with project team members from ADOT, MAG, and the city of Glendale. Public meeting materials are included in Appendix B.

3.1 Public Meeting Notification

3.1.1 Study Website

Information about the Loop 101/75th Avenue interchange alternatives being considered and opportunities to provide comments on the alternatives was posted on the project web page at azdot.gov/75th Ave Interchange. The 75th Avenue interchange project web page is connected to the broader Loop 101 Agua Fria, 75th Avenue to I-17 widening project web pages. The web page provided an overview of the three alternatives, a map and animation for each alternative, an online survey, the public meeting information, and instructions on how to provide feedback.

All materials related to the public meeting and alternatives presented were posted to the project website, including:

- Meeting Presentation (PowerPoint)
- Meeting Recording
- Title VI/Civil Rights Discrimination Notice to the Public
- The MAG Feasibility Analysis that prompted the interchange improvement designs.

Screen shots of the 75th Avenue interchange web page content are included in Appendix C.

3.1.2 News Release

A news release providing information about the public meeting and opportunities on how to provide input via the online survey and other methods was distributed by ADOT on Feb. 2, 2021, via GovDelivery. An email notice for the extension of the public commenting period (from Feb. 24 to March 10, 2021) was sent via GovDelivery on Feb. 24, 2021.

Copies of the news releases and notices can be found in Appendix A.

3.1.3 Email

An email inviting stakeholders to the Feb. 10, 2021 online public meeting was distributed on Jan. 28, 2021 to the project stakeholder list, which included 105 local businesses, residents, nonprofits, public agencies and community organizations, including HOAs within the project area. The HOA contacts were asked to help spread the word about the meeting and online survey with residents and share information on how to participate. See Appendix A for an email example.

3.1.4 Social Media

ADOT posted messages on Nextdoor, Facebook and Twitter notifying community members about the public meeting, online survey and other opportunities for input. Four notices were posted to Nextdoor on Jan. 29, Feb. 9, Feb. 17 and Feb. 24. Several additional notices were posted on Facebook and Twitter.

Copies of the Nextdoor posts can be found in Appendix A.

3.1.5 Direct Mailers

Direct mailers were sent to all residential and business properties (9,296, addresses) in proximity to the Loop 101/75th Avenue Interchange. The distribution boundary for the mailer was one half mile north and south of Loop 101 between 83rd and 67th avenues. The direct mail large format postcard included information about the three alternatives, public meeting and commenting opportunities. The mailers included the Title VI nondiscrimination and accommodation notice in English and Spanish, with additional information on how to request Spanish materials. The mailers were mailed via the U.S. Postal Service on Jan. 29, 2021. The mailing list of property owners and businesses was obtained directly by the mailing house.

Copies of the direct mailer can be found in Appendix A.

3.1.6 Poster

The mailer copy was translated into Spanish and converted into an 11 x 17 poster (also available in English), which was hand-delivered to six multi-family complexes within the same boundaries as the direct mail piece (83rd to 67th avenues one half mile north and south of Loop 101.

3.1.7 Stakeholder Database

Community Relations staff developed a project stakeholder database contact list, which included businesses, apartments, schools, community organizations, HOAs and other neighborhood contacts in the project area. The list was developed using Google Search, city of Phoenix and Glendale contacts, as well as contact information gathered directly from stakeholders during calling and canvassing efforts.

3.2 Virtual Public Meeting Format

The meeting was hosted virtually through the WebEx Events meeting platform. Participants could also call into the meeting if they did not have the ability to participate online. The meeting featured a presentation by the study team, followed by a question and answer period. Participants were provided information on how to ask questions or provide comments. Participants could ask questions verbally or submit questions through the online chat feature.

A panel of study team members and a Spanish-speaking ADOT Community Relations Project Manager participated in the meeting. Panelists included: ADOT Project Manager Rashidul Haque, Stanley Consultant Project Manager Gary Melita, and ADOT Assistant Communications Director, Community Relations Daina Mann. Additional ADOT, MAG and consultant staff was present to assist in facilitating the online meeting and Q&A session. Participants were notified that comments and questions about the project could also be submitted during the formal public comment period through email, telephone, USPS mail or online. Participants were notified that all project related materials, including the presentation, were available online.

3.3 Virtual Public Meeting Materials

A variety of meeting materials were made available to the public online via the study website. These public meeting materials are available in Appendix B and include:

- Meeting Presentation (Link)
- Meeting Recording (Link)
- Fact sheet
- Online Survey (See Appendix D.)

3.3.1 Presentation

The presentation can be found in Appendix B. The following topics were covered:

- Project Overview
- Alternatives Being Considered
- Schedule

- How to Provide Input
- Q & A

4. Online Survey

An online survey was conducted using the SurveyMonkey surveying tool to determine the public's preferences and opinions about the three design alternatives. The survey included an introduction with background information about the planned improvements at the 75th Avenue interchange and the three design concepts being considered to accommodate the improvements.

Respondents were asked to individually rate each of the three alternatives on how much they preferred or did not prefer the alternative on a 1 to 5 scale, with 1 being Strongly Oppose, 2 being Somewhat Oppose, 3 being Neutral, 4 being Somewhat Support and 5 being Strongly Support.

Respondents were also able to provide an open-ended comment about each of the alternatives, and were also able to submit any questions to the study team. The survey asked for the respondent's interest in the project (e.g., resident, driver, business, HOA representative, etc.) and for email and address information if the person wanted to be added to the project mailing list.

A total of 1,418 survey responses were received. Most respondents (95%) were residents in the project area.

- Alternative 3 received an average score of 4.19
- Alternative 1 received a score of 1.85.
- Alternative 2 received the lowest score of 1.54.

The Online Survey may be found in Appendix D.

5. Public Comments

This section presents a summary of the comments received during the formal public comment period that ran from Jan. 27 through Feb. 24, 2021. Due to significant public interest, the public comment period was extended two weeks to March 10. During the comment period, formal comments for the study record could be submitted through the following methods: during the Feb. 10 public meeting, telephone, email, and an online survey. Comments were received from 1,512 individuals through the following methods:

- Comments via online survey: 1,418
- Community comments shared with Glendale City Councilmember Tolmachoff: 43 comments
- Emails to ADOT Community Relations Central District: 24 comments
- Feb. 10 Virtual Public Meeting: 19 comments
- Phone calls to ADOT Project Information Line: 8 comments
- Mail: No comments received

Community Relations staff worked with the study team to provide responses to each of the comments and questions. All comments, questions and responses are included in the 75th Avenue/L101 Interchange Comment Log found in Appendix E.

5.1 Summary of Comments

Stakeholder comments focused on the benefits and possible impact of the Loop 101/75th Avenue Interchange improvement alternatives. Other comments related to the timeline for constructing improvements at 75th Avenue and the overall widening project, signal timing, traffic volumes and congestion, freeway noise, landscaping, air quality, pedestrian and bike safety and others. There were also 20 respondents that stated they would prefer a "no build" option. Similar comments were received from multiple respondents. Comments were classified into the following topics:

- 67th Avenue Exit
- Alternative 1
- Alternative 2
- Alternative 3
- No Build
- Project Timeline
- Noise
- Landscaping
- Traffic Volume/Traffic Congestion
- Signals/Signage
- Design Concepts
- Widen 75th Avenue
- Lengthen Left Turn Lanes
- Improvements Needed at 35th and 43rd Avenues
- Improvements Needed at 59th and 67th Avenues
- Beardsley Road Connector/Union Hills Interchange/83rd Ave. Improvements needed
- Air Quality
- Project Cost / Funding
- Pedestrians/Bicyclists/Public Transit
- Driver Safety
- Communications

A sample of comments from each topic are provided below

5.1.1 Alternative 1

Pros:

- Some community members liked the benefits of completely separating traffic entering Loop 101 at 75th Avenue and exiting at 67th Avenue, indicating they believe it will best improve traffic flow, versus other alternatives. Specifically, those who favored this option wanted to avoid traffic merging and weaving entering and exiting the freeway.
- Separating traffic entering and exiting the freeway was also perceived to be safer.

- Several mentioned they believe this is a better long-term solution for addressing the future traffic flows in the area with additional residential growth to the north, and the initial cost may outweigh having to update the interchange in the future.

Cons:

- The cost of this alternative was a major drawback for many, who felt the benefits weren't worth the cost.
- The longer construction duration, complexity of construction and temporary removal of the 67th Avenue off-ramp during construction were also significant concerns for residents and businesses.
- Some community members did not understand the proposed design concept and believed the 67th Avenue eastbound on-ramp or off-ramp would be permanently removed with this option.
- The single lane exit ramp at 67th Avenue was a concern, with some concerned whether this would handle the volume of traffic and how traffic would be affected if an accident occurred.
- The complexity of the design was felt to be potentially confusing for drivers.

Sample Comments Supporting Alternative 1

- I am the president of the HOA in Arrowhead Ranch Phase V (Sierra Verde). 75th Avenue to 67th Avenue, Beardsley to Deer Valley. The vast majority of our residents prefer option 1. They strongly oppose option 2.

- In reviewing the three (3) alternates for the interchange project, the cost is certainly more but #1 Alternate makes the most sense in clearing congestion at the 75th on ramp/67th off ramp lane.

- This option (Alternative 1) makes the most sense of the three. No added congestion at the east bound 75th Avenue off ramp. Flow will be much better than the other two options below.

- This (Alternative 1) would eliminate the conflict of both exit and entering traffic at the point of merging flows during peak usage.

- I like this option (Alternative 1). My concern is the length of construction time.

- This alternative (1) appears to be the best option. Proper setup for the existing traffic is a must because of the increased flow and mergers between the EB 101 traffic and traffic from the Texas U-Turn. This option maintains traffic flow for those attempting to exit for either 67th Avenue or 75th Avenue and will not result in a bottleneck at 75th Avenue. Well worth the extra cost!!!

- After reviewing all the options, I think the choice that will have the greatest impact with the least downside would be option #1. Although it wouldn't hurt if you could bring the price tag down a little.

- Just please select alternative 1. I know it's more expensive, but it's the better solution.

- It's cool and elegant. Too bad it is expensive.

- Benefit of (Alternative 1): keeping on and off traffic separate - keeping off traffic to the intended exit only - more simple merging of on traffic Consider moving the sound wall at 67th Avenue back (west) to allow more room for off traffic to merge to the right for right turns. Comment:

Though this survey is specific to 75th Avenue, I noted on the analysis and the appendices that changes may be planned for 67th Avenue. It appears that the braiding of the eastbound ramps is a possibility here also. This would further support the braided ramps at 75th Avenue for user consistency.

- I like this approach (it will greatly assist merging traffic), but not sure of the need for the cost.
- This is the most logical/safest & responsive to community needs i.e. fire and police response times. Cost effective in that 5 years after completion won't need to be redesigned.
- This (Alternative 1) is the best option for continued traffic flow for people who need to access 67th Avenue. It would prevent traffic backing up at a light for the frontage road once the freeway is exited. With the continued growth northbound on 67th Avenue this is the best option to accommodate future traffic. There is no access to the new neighborhoods north of Deer Valley from 75th Avenue.
- Realizing the cost... and cost aside; as a frequent user of the 101, 75th and 67th Avenues, I prefer the braided version rather than crisscrossing with 67th Avenue exit traffic while trying to get on the 101. I see this as the future even if you start out doing #3... I'd rather have option 1 from the start.
- Retired Highway Patrol Officer, option 1 will result in less accidents and congestion in this junction area.
- I support this proposal (Alternative 1) because I believe it is the only one that eases morning traffic congestion on southbound 75th Avenue.
- I like this option the best because with 3 lanes merging onto the 101 headed eastbound, it would be a mess with traffic already on the 101 trying to merge onto the off-ramp to exit at 67th Avenue. It already is a mess and with 3 lanes merging it would be even worse. This is the most creative, and in my opinion best solution.
- Braided ramps are the best option because it increases capacity and eliminates weaving sections. It does the best job taking care of two problems: mobility and weaving. It will also eliminate the need to do this in 15 years when costs will certainly be higher than they are today.
- Of your three alternatives, this (Alternative 1) offers the best solution (but should remain one lane (plus safety lane) instead of two until it gets close to 67th. I would keep the frontage road separate from off-ramp and merge the lanes similar to where they are now. I would also slow 67th off-ramp traffic to 40 MPH (match frontage) with warnings otherwise you will have some bad rear-end accidents (current ramp up helps slow drivers).
- In reviewing the three (3) alternates for the interchange project, the cost is certainly more but #1 Alternate makes the most sense in clearing congestion at the 75th on ramp/67th off ramp lane. Additional lane(s) on the 101 would be welcoming. There's major congestion from the 75th Avenue on ramp through 59th Avenue. Many accidents along that stretch.

Sample Comments Opposing Alternative 1

- I don't understand the benefit of Alternative 1 enough to justify the price tag being double of either of the other 2 alternatives. In addition, I believe this work will cause additional congestion during construction.
- In Alternative 1 and 2, why is it even necessary to remove the east bound 67th Avenue off ramp? How does it benefit 75th Avenue traffic?
- The most complicated and most expensive of your options that inconveniences the most people for the greatest amount of time. A bad idea from many perspectives.
- Option 1 and 2 will make 67th and east bound Deer Valley worse than they are now.
- I do not like option 1, eliminating the 67th Avenue ramp. Most obnoxious idea ever!
- Alternative 1 comment - We need 67th Avenue off ramp. Already a nightmare there and would make it worse to take away.
- Alternative 1 comment - 67th Avenue feeds north and south as much as 75th does! Cutting that off is a horrific idea and would actually make 75th and 59th worse.
- Alternative 1 comment - 67th Avenue access to 101 is critical and should not be removed. 67th Avenue goes farther north than 75th Avenue, that means those residents off 67th, or even 67-83 north of deer valley would be significantly harmed/delayed. This would put further traffic on Happy Valley/I-17 onramp.
- Alternative 1 comment - I use the 67th on ramp every day and it is convenient off of 67th which is a busy road. Please don't remove!
- I strongly object to alternative 1 as it creates a new single lane from 75th to 67th Avenue which will be prone to wrecks and traffic nightmares. It also looks complex and very expensive.
- (Alternative 1) Overkill, over engineered. Way too expensive.
- This looks like such an unnecessary and confusing change. And the fact that it is double the cost of the other options makes the whole idea awful. I am not for this.
- Looks like it would be a disaster if something happened on that very long, boxed in off ramp.
- Too complicated and too expensive!
- Too complicated. Too disruptive. So much construction adds to much pollution to our air. Why are we not considering climate change? Encouraging telecommuting. Alternatives to cars such as rail?
- We oppose this Alternative 1. We don't believe the expense of building a 75th Avenue on ramp over the new 67th Avenue off ramp would justify the reduced ingress and egress traffic to the 101 between 75th and 67th Avenues. Plus, the cost of $30 million is exorbitant.
- Cost too high. I do not like nor agree that the 67th exit ramp should be close to 75th Avenue. Eastbound frontage road should be kept and the 67th exit should not be combined.

- So disruptive to our community! Removing/adding on ramps/off ramps? The COST!!!
- Alternative 1: Looks like you're exiting 101 traffic for 67th Avenue a mile early on its own exit ramp just so that the 75th to 101 entry traffic has no conflicts. That's a nice solution but is hugely expensive according to your estimates. Given that you offer two other alternatives I would not choose this one.

5.1.2 Alternative 2

Pros:

- Some favored the lower cost of this alternative.
- Others indicated it seemed like a relatively easy alternative to implement.

Cons:

- Many community members expressed significant concerns about eliminating a dedicated exit ramp for 67th Avenue, perceiving it would create additional traffic congestion at the 67th Avenue interchange.
- There was concern about the ability of this option to accommodate the travel demand of future residential development occurring to the north on 67th Avenue.
- There were concerns from nearby residents about added traffic and noise in their neighborhoods.

Sample Comments Supporting Alternative 2

- Benefit of (Alt. 2): lower cost - ease of merging on traffic - allows for traffic intending to turn right at 67th Avenue to prepare early and not have to struggle with other eastbound traffic. Rear end collisions are common at 75th and at 67th (and everywhere else) combining off ramps will more than double the traffic intersecting at 75th Avenue and will likely have the same volume intersecting at 67th Avenue. This, in my opinion, may result in additional rear end collisions.
- I do not like option 1, eliminating the 67th Avenue ramp. Most obnoxious idea ever! Option 2 seems to be the best.
- If this project must be incurred, please note my vote would be for #2 – definitely NOT #3!
- This (Alt. 2) seems to make good changes and is half the money of number 1.

Sample Comments Opposing Alternative 2

- I am the president of the HOA in Arrowhead Ranch Phase V (Sierra Verde). 75th Avenue to 67th Avenue, Beardsley to Deer Valley. The vast majority of our residents prefer option 1. They strongly oppose option 2.
- With the growth off of 67th and Happy Valley/Jomax it would be ridiculous to remove the 67th off ramp entirely, and a waste of tax dollars.
- Additional sound walls and/or heightened would be imperative in order to buffer noise. The worst option would #2 Alternate.

- I don't think it would be practical to try and merge 3 lanes down to 1 lane as in methods 1 and 3. It would just cause a backup trying to merge.
- Looks like you're exiting 101 traffic for 67th Avenue a mile and a quarter early on the 75th Avenue exit so that the 75th to 101 entry traffic has no conflicts. This means that all eastbound traffic bound for 67th Avenue will have to take Beardsley Road. This will slow down the 67th Avenue-bound traffic having to drive 45MPH on Beardsley and having to wait through two lights (75th and 67th). The traffic volume will jump at least a magnitude on Beardsley causing an increase in noise level for those residents along Beardsley Road. Also, you should've kept Beardsley two lanes at the on-ramp split. This alternative is trading one problem for another making this a clear non-starter.
- I HATE the options that eliminate the dedicated eastbound off-ramp at 67th Avenue. Those of us who live off of 67th Avenue take this exit exclusively to arrive at our home. Having to take an exit at 75th Avenue will be a huge dissatisfaction and may actually result in more traffic accidents in an area already prone to more accidents than most other areas.
- We are not in favor of any option that closes the 67th Avenue off ramp and puts the traffic on the frontage road. We live on that stretch of road and the noise and commotion is already bad enough. People also go WAY, WAY, WAY too fast on that section of road causing a dangerous situation for people on the golf course.
- I object to alt. 2 as it eliminates the 67th Avenue exit and makes you exit at 75th Avenue.
- You shouldn't have to get off at 75th Avenue just to exit on to 67th a mile later.
- Plan 2 is the worst option, adding a traffic control light for those traveling to the 67th Avenue exit.
- This is too risky considering the hospital access that would be impaired.
- Option 1 and 2 will make 67th and east bound Deer Valley worse than they are now.
- Alternatives 1 and 2 are a waste of money and I see no need for either of them.
- (Alt. 2) Negative impact on existing business areas at the SW corner of 67th & Beardsley for those who need to go north on 67th.

5.1.3 Alternative 3

Pros: Reasons for favoring Alternative 3 include: the lower cost to construct, the shorter timeframe for construction, fewer overall impacts to the community and a simpler and more straightforward design.

Cons: Others raised safety concerns. Some indicated that it would be a stop-gap measure that would not improve traffic flow for the long term.

Sample Comments Supporting Alternative 3

- This option seems to better support the goal of increased capacity eastbound from 75th Avenue, allows two lanes for the merge onto Loop 101, and costs less than half as much.
- We were a little late for the survey but wanted to voice our support for option 3 on this project. I would opt for Alternative #3 because it has two metered on-ramp lanes onto Eastbound Loop

101. With 3 lanes turning left into 3 lanes eastbound, cars turning from northbound 75th Avenue onto the on ramp would need a right turn on arrow only. Otherwise, a ripe situation for an accident or road rage.

- I support Option #3 only.
- Alternative 3, which retains the 67th Avenue. Exit ramp off the EB 101, is the only option that we support. We object to any plan that would eliminate the 67th Avenue EB exit ramp. Financially, it makes the most sense as well.
- Alternative 3 is the only viable solution. I do have a concern with three lanes of traffic turning left off of 75th Avenue onto Eastbound 101. Today we have two lanes and I have seen drivers in the very left hand lane trying to go straight onto the service road rather than onto the freeway wherein they have to cross the right hand lane to do so, which is very dangerous. I can see this happening, a driver in the left lane trying to cross two lanes of traffic to get onto the service road to the right. If this is the proposal that is accepted, I would like to see signage clearly indicating that access to the service road has to be from the right turning lane only, far enough in advance to prevent the crossing of lanes after they turn on 75th Avenue.
- I approve of Alternative 3 as it preserves the 67th Avenue exit, preserves the existing traffic flow, and appears to be simple and much cheaper as well.
- Support Alt 3 - absolutely keep off-ramp open at 67th Avenue.
- In my opinion Alternative 3 is the best option. However, the idea of three lanes merging onto the 101 (on ramp) sounds terrifying. I'd hate to be the car in the middle lane trying to merge onto the freeway with vehicles on both sides trying to push ahead to beat others on the freeway. I can just imagine the middle car being the sandwich getting squashed. Dangerous!
- I believe this alternative would be the best option due to the cost, impact on the community during construction, and even after construction as the 67th Avenue off ramp would still be available to use.
- (Alternative 3) Best use of freeway time, best access to 67th, least amount of time spent on surface streets.
- This (Alternative 3) is the best choice, because of cost is lower, time to finish project will be faster, the current traffic at the 75th exit will not be impacted, 3 lanes can be added to the 75th EB entrance, 2 lanes can be added 67th EB exit, extra lanes can be added to the EB 101 freeway and later down the line if this project needs to be expanded to alternative 1 it won’t be to too far from this choice.
- This is the least expensive option. The traffic pattern is similar to most entrances and exits on the freeway. It does not change traffic flow onto 67th Avenue.
- Best bang for the buck. It loosens up the bottlenecks that currently exist, doesn't take anything away, will take the least amount of time to complete, and is the least expensive. This is a no brainer.
- This (Alternative 3) makes better sense and is much more cost effective. Plus, it's only needed for the traffic loads during the EB morning commute. This alternative wouldn't penalize drivers that use the EB 67 Avenue off ramp anytime. An additional lane might be beneficial but would jamb up off ramp traffic at the intersection. It would be difficult to navigate in the short distance to

the intersection. Especially with the traffic coming from the EB access road and traffic exiting the AJ's shopping center.

- I would prefer it remain the same but if not-option 3 would be the easiest to live with. There needs to be clear signs showing drivers that they must stay in their chosen lane for the entire turn.
- This is by far the most practical solution that would achieve the same goal as alternatives 1 & 2 but would cost quite less than the other two alternatives. This is by far the most practical solution that would achieve the same goal as alternatives 1 & 2, but would cost quite less than the other two alternatives.
- We don't need any of these, however if we have no choice this is the better option. We would get to keep the 67th Avenue off-ramp AND residents won't be subjected to 2+ years of construction. Plus, it's the cheapest option. I would rather the money be spent on fixing the stop lights that never seem to sync up.
- It's simple, but the on-ramp interchange is already easily congested and seems to cause accidents as traffic tries to merge. I'm curious if this approach has been successful in other areas.
- Does not negatively impact the local neighborhoods and businesses like the other two options do. In general though, the problem is 101. If you add a dedicated extra lane between 75th and 67th and then also 67th and 59th, you can have both left turn lanes empty more quickly onto 101, reducing the backup on 75th and 67th. I would argue 67th is just as bad as 75th in the morning with traffic coming.
- Cheapest and easiest. This is the best option by far and is the most intuitive and convenient for drivers.
- Least expensive and most practical solution. (Alternative 3) Will require safety education through merge. Still NONE of the solutions adequately address the traffic backup on 75th Avenue prior to the interchange. Also putting in merge lights at the entrance light will increase traffic backup. All traffic lights will need to be synchronized to assist in traffic flow.

Sample Comments Opposing Alternative 3

- Although this is the least cost, it will cause more accidents for the on/off ramps using the same lane... not designed for long term growth.
- Alternative Method 3 is the only method that takes 3 lanes of traffic merging into 2 lanes for the greatest distance. I don't think it would be practical to try and merge 3 lanes down to 1 lane as in methods 1 and 2. It would just cause a backup trying to merge.
- Compared to the other 2 options, this (Alternative 3) might be the least invasive but could also be ineffective in the long run. With all the building going on north of Deer Valley Road and between 67th Avenue and 83rd Avenue, I think more attention needs to be given to 67th Avenue's on-ramp issues as well. With all that development going on, the traffic on 67th Avenue is only going to become heavier and while we are addressing the 83rd Avenue traffic that enters the 101 on the 75th Avenue interchange, nothing is being done about the additional traffic that will continue to be added to the 67th Avenue interchange. I think we may be premature in solving the 75th Avenue issues if we overlook 67th Avenue as that will eventually bleed into the 75th Avenue issue.

- (Alternative 3) This really does nothing and would really not solve any congestion issues and may create more issues.
- This (Alternative 3) increases the hazard for those exiting the 101 (x2). The red triangle states to yield to ramp traffic is often ignored by frontage road drivers and drivers exiting the 101 do so while maintaining a high rate of speed. Plus, this reminds me of the 101 and Broadway/Southern while attempting to get to the AZ60. What a mess!!!
- Doesn't really help the problem of traffic turning right onto 67th.
- This (Alternative 3) is a band-aid approach that doesn't begin to take our long-term growth into account. In the long run, we'll spend more money by implementing alternative #3, then paying to fix its problems in a few years. To add insult to injury, it costs almost as much as option #2.
- This (Alternative 3) is likely the "most dangerous option" trying to create an onramp with 3 lanes of traffic merging with freeway off ramp traffic for 67th Avenue is a recipe for disaster - and would have to be "fixed" over time, costing more $$$ and most likely immense damage to wrecked vehicles and possibly lives.
- People have a hard enough time trying to figure out how to enter and exit via one lane as it is. Too much traffic volume. Not thinking about future consequences.
- This choice (Alternative 3) requires merging and given the issues I see daily with people refusing to merge and follow the signs this is an accident waiting to happen - additional growth in the NW part of Peoria may be too much for this extra lane to handle.
- I strongly oppose this option (Alternative 3). It is already difficult to get over to take the 67th exit. Increasing the 75th on ramp by one lane and shortening the 67th off ramp will make this worse. Please do not consider this option!
- This option does nothing to get cars off of the freeway in fact it allows more cars to be in a potentially dangerous place. The light at the intersection of 67th Avenue is the real culprit and I would suggest a nonstop lighted flyover that would merge N and S bound traffic on 67th to keep it moving albeit probably slower but moving nonetheless.

5.1.4 No Build

- I travel this route routinely and I do not see the need for the expansion, which will be an ineffective use of taxes. Traffic hardly queues in this area, if anywhere it is at 59th Avenue and 101 that needs attention.
- Actually I do not know the reasons for doing anything.
- Don't understand the necessity for this project at all!
- Please explain to me why we need to do more road work? You just finished screwing up the Union Hills exit. Are you that desperate to screw up another one?
- This project is not needed!
- Why can't you just leave it like it is and just do a better job with traffic lights? The way everything backs up is definitely due to the way the traffic lights are set up. The way you hold traffic on the overpass on 67th Avenue, not letting traffic move, and the traffic backs up on 67th going onto the ramp doesn't make any sense.

- Seriously do you really have to do this?!?! Take out the metered lights, stop building apartments on top of the freeways and roads and expand out to the desert! My goodness!!!
- Please consider NOT doing any construction in this area. The disruption isn't worth whatever perceived advantage.
- Leave as is and spend money to fix or improve areas that need it like Bell Road and 75th Avenue. P83 district is a nightmare at rush hour.
- I do not understand why you would make these changes when they appear to be working just fine.
- I question why this is necessary - I live off 75th Avenue and never see any traffic build-up.
- How necessary are these changes? Not aware there was a huge problem and never heard anyone complain about the current configuration.
- Have you considered the "No Action" alternative? Is there really a problem that needs fixing??
- Yes, leave it alone!!!
- There's gotta be a better way to get all the people moving into the north west onto the 101. It's half the reason we moved down here from West Wing. It was just getting too hard to commute.

5.1.5 Project Timeline

- Time to complete project and alternative routes during construction?
- How long is the construction period for proposed option three?
- When is the current planned starting date? What is the current time frame of this project?
- How long is project #3 or #1 going to take?
- Project timelines? When will the improvements at 75th Avenue be constructed? What is the proposed start date and completion? How long will construction take for each of the alternatives? What are the differences in construction disruption/completion timelines between each of the alternatives?
- How long would this project take? How long will the freeway widening take?
- How long will each take to develop?
- What is the timing of the effort - start on and target completion?
- One question: what are the differences in construction disruption/completion timelines between each of the alternatives? Can a timeline estimate be provided for each alternative at this early stage? I suspect the length and scope of the disruption will impact perspectives on the desired alternatives.
- What is the proposed start date and completion?

5.1.6 Noise

- Yes, please increase the wall height facing the street to help with the added noise.
- Be sure to heighten the wall along the 75 Avenue eastbound exit from the 101. This is the wall along the Arrowhead Ranch Phase II neighborhood.
- Please take measures to mitigate the sound pollution that afflicts the nearby neighborhoods by erecting taller walls and planting mature trees. Thank you!

- Regardless of the decision on the interchange, I implore the team to also raise the height of the current wall in order to reduce the added noise pollution.
- Please tell me how noise will be addressed. As it is the freeway noise is unbearable at times.
- Are the retaining walls going to be raised? What are you planning to do with the increased noise level? Are mature plants & landscaping part of the plan to absorb some of the noise?
- The current wall needs to be raised in order to mitigate the noise nuisance that will be created. This is the most solid approach to helping with the noise nuisance in the community.
- Just a general comment about the walls and hope there's consideration for increasing the height to accommodate all the extra noise.
- Please tell me what will be done in each alternative to mitigate freeway noise for residents in Arrowhead Phase 2 that live close to the freeway near 75th Avenue? The noise from the freeway is already an issue. Was noise even taken into consideration when developing the three alternatives?
- What is the project team doing to reduce noise?
- Are there any plans to raise the height of the walls along 76th Avenue south of the 101 to help alleviate the increased traffic noise due to these changes?
- Are there any plans to raise the height of the walls along 76th Avenue south of the 101 to help alleviate the increased traffic noise due to these changes?
- I am a resident of Arrowhead Phase II in Glendale, AZ, near the 101 and 75th Avenue. On behalf of my community, I would like to see the wall raised on the south side of the 101, as well as many large trees planted against the 101 from union hills to 75th Avenue. I am concerned that the noise will get worse in my neighborhood.
- I am writing this in regard to the expansion of the 101 feat. I have lived and owned my home for 15 years and the noise from the 101 is now quite disturbing as it was not when I moved here in 2004. This expansion will only make it worse. Whatever can be done to mitigate the noise will be needed. If mature trees will do this, I would like to see this done as anything that helps would be welcome.

5.1.7 Landscaping

- Below is of great urgency as it will have a negative impact on our community. 1205 homeowners in Arrowhead Ranch Phase II are requesting ADOT to work in conjunction with the City of Glendale and our community to plant mature trees of sufficient height and canopy to mitigate light pollution that will be generated by the planned signage at Banner Health Center at Aspera, and address the visual, light and noise/air pollution that will build along the loop 101, between Union Hills and 75th Avenue. (She attached an aerial map). We believe that our quality of life will suffer as well as our property values. We request thoughtful consideration and immediate action. We appreciate your attention to this concern. Please take measures to mitigate the sound pollution that afflicts the nearby neighborhoods by erecting taller walls and planting mature trees. Thank you!

- What plans for landscaping to reduce noise and light pollution? Will mature trees be used? Please provide detailed plans/visuals.
- Are mature plants & landscaping part of the plan to absorb some of the noise?
- Are higher walls and the planting of mature trees being considered?
- Please requesting additional mature trees are needed for noise and pollution reduction.
- This is an appeal to please consider planting mature trees all around the corridor to maintain the appearance, property value, noise pollution and to help with the lighting/signage that affect our Arrowhead Ranch (Phase II) community from neighboring businesses.
- As I'm a resident of this community (Arrowhead Ranch Phase II), I am appealing to you to plant mature trees as part of this project. Besides reducing noise, these mature trees add such an attractive and aesthetic aspect to our community. Thank you for respecting the views of our community.

5.1.8 Traffic Volume/Congestion

- How many additional cars will enter the freeway per min in the morning rush hour? And will this do anything to keep the traffic from slowing to a crawl at 51st Avenue? (other than just moving the start of the backup to 67th Avenue?)
- Clearly, the residential building north of Pinnacle Peak Road has significantly increased the volume of traffic on 67th Avenue, as 75th Avenue. Basically ends at Deer Valley. And since 83rd Avenue is essentially accessed at Union Hills from the south off of 101, the obvious choice is using 75th, or, more likely 67th if one is headed north of Pinnacle Peak.
- Why are your solutions for people who DO NOT LIVE IN THE AREA, so inconsiderate and detrimental to people who DO LIVE IN THE AREA? You are going to create a traffic issue northbound on 75th Avenue, backing up traffic at the two intersections of the freeway that will extend southward into the Arrowhead Ranch neighborhood.
- Given historic and projected growth rates for the area, how long will the expansion of the 75th Crossroad to three lanes alleviate the issue?
- The backup that would occur if the 67th eastbound exit is closed would be a nightmare in the making. What possible reason could there be to decrease traffic flow to 67th Avenue. I would also bet that the frontage road from 75th to 67th might become a real racetrack.

5.1.9 Signals/Signage

- Something surely needs to be done and 75th Avenue needs to be repaved and the lights need to be timed better approaching 101 coming from north heading south on 75th.
- Could you also fix the lights at 67th while you are at it? They do not process like any other 101 overpasses in the city. When N/S lights turn green, the lights for 101 access are still red. This causes backups and often ends up with people blocking the intersection.
- Why can’t you just leave it like it is and just do a better job with traffic lights?

- The way everything backs up is definitely due to the way the traffic lights are set up. The way you hold traffic on the overpass on 67th Avenue, not letting traffic move, and the traffic backs up on 67th going onto the ramp doesn't make any sense.
- The timing of traffic lights at 59th and 101 is ghastly. Mid-day northbound on 59th to westbound 101 backs up so much that it blocks the left lane through lane to the point where through traffic sits through 2, 3, and sometimes 4 light changes. Mid-day.
- Better improve the timing of the stop lights at the interchanges.
- When the project is completed adjust traffic signals at-north bound lanes, so you don't wait FOREVER!
- If all the lights are properly synchronized and the on-ramp expansion would allow the traffic to enter the freeway. A third lane that still merges into the first two accomplishes nothing.
- Have there been studies looking into adjusting the traffic signals at the 101W off ramp to 75th Ave North to provide a green arrow to the right two lanes of traffic when the traffic going from 75th south to 101E has green arrows?
- Sync the traffic signals such that when one light turns green at the 101 intersection, they both turn green. This is a real problem on southbound 67th Avenue which results in cars hanging into the intersection because the first signal is green, but the actual left turn signal is still red. There are numerous accidents at this intersection due to this.
- What is more frustrating is the traffic lights going southbound from Deer Valley to the 101. They are NOT calibrated. Sometimes only one light is green, and there are NO CARS in those lanes!! THAT would save some money if the lights were in sync.
- As stated, just re-stripe with 3 lanes entering the eastbound 101 at 75th Avenue. Change stop light sequence north of 101 using demand study data to operate lights. Find another way to get traffic to and from the 101 other than the 75th Avenue interchange. Put more traffic on the Beardsley exchange. Change Bell Road westbound into a freeway to West Wing. Save the money under the three proposals for a real solution.
- Has the project team considered improvements to the west-bound off-ramp and northbound 75th traffic at the intersection? Many drivers fail to come to a complete stop when the light is red. Between my wife and me, we've been rear-ended three times because drivers look south and fail to pay attention to drivers ahead of them who come to a complete stop at the red light. I strongly feel that we need a stop light at 75th and Arrowhead Clubhouse Drive. This corner is very dangerous and with children walking home from school, people trying to walk to the business on the North side of the freeway. I'm not sure why there is no police there after school or at rush hour to slow this traffic down. I would ask that if you change this you also consider a stop light to slow the traffic down.

5.1.10 Design Concepts

- The best solution would be a diverging diamond interchange like the one on Happy Valley Road at the I-17. Turning traffic would only have to deal with one light, no need to take away lanes on the northbound side or add lanes on the southbound side of 75th Avenue.

- I think a diverging diamond road system would work much better and at a less cost than the proposals. Design is promoted by The Federal Highway Administration. There are now 123 in the USA with 29 under construction. Worth considering as it works.
- Why do a triple turn lane for 75th? Would a conversion to a diverging diamond work? Works great at Happy Valley Road. Space, cost, other limitations here?
- Diverging Diamond PLEASE!
- Alternative solution: Make the existing middle lane a Flex purpose lane (like on 7th Avenue & 7th St): a turn only lane during rush hour and a southbound lane during other hours. Back this flex lane up to at least the first light @ Aspera. This will increase the flow of traffic from further down 75th Avenue. Traffic is now backed up prior to the Deer Valley Road intersection.
- Why not include an option to just add the extra lane to eastbound 101 between 75th and 67th and then also 67th and 59th to allow both left turn lanes dedicated access to an eastbound lane and possibly eliminate the need for a third left turn lane on 75th?
- Have you considered that by moving the 67th Avenue eastbound exit to the braiding pattern that you could move the merge point of the existing on-ramp further down to facilitate additional traffic flow WITHOUT rebuilding the bridge to support a three lane on-ramp? Problem is that southbound 75th Avenue traffic fills the on-ramp area since it has limited merge due to 67th off-ramp traffic causing backup. Without the 67th crossing traffic and additional space, much smoother merge. Move 67th exit and build braiding point before you decide to make a new bridge.

5.1.11 Widen 75th Avenue

- Wanted to know if there are plans to widen 75th Avenue to 3 lanes on each side from Bell Road to Highway 101 as well. With there being a "dedicated" right turn lane on each side.
- Widen the 75th Avenue roadway at 101. I back track to get on 101W due to 2 lanes.
- How is the ADOT partnering with Glendale to widen southbound 75th? Not too uncommon to see backup all the way to Rose Garden in the AM peak.
- 75th Avenue already has traffic backup issues on the north side, the added traffic from people turning north, either accidently or just for another route, will make it unconscionable. Especially since they are doing a medical complex and increasing traffic already, this extra would put it over the top. Something would have to be done to widen 75th Avenue to the north if you do this and something should be done to make access to the northwest corner of 75th and the 101. The recent changes in the past few years have increased traffic back up and there are more accidents.

5.1.12 Lengthen Left Turn Lanes

- The short length of the southbound turning lanes north of Beardsley is the real problem. If you remove the median and lengthen those further north, more cars can queue there and then you might not even need the third turn lane if you increase the period of green light for turn left. They need to be as long as the left turn lanes at 75th turning left to Deer Valley Road.

- Why are you not looking at the true issue, which is the limited length of the current two turning lanes at 75th Avenue and 101?
- Extend the two lanes on 75th for eastbound 101. Just like 75th and Deer Valley.
- I drive that route every day and the issue is not needing a third turning lane, it's that the current two turning lanes are two short and can't hold enough cars when the light is red at the 101 bridge.
- Has anyone considered reconstructing southbound 75th Avenue to remove the median congestion at Laguna and creating a longer two-lane turning lane just like on 67th Avenue? It backs up at peak times, but nothing like the 75th Avenue area. With retiming the stop lights it could be way cheaper and less disruptive.
- I strongly suggest that you look into expanding the capacity of the turn bays for south bound 75th Avenue. (S to E movement) as it approaches the TI. Making them longer.
- Although it is probably not ADOT's jurisdiction, I believe that just lengthening the two turn lanes on 75th north of the 101 would make a big difference without the tree options. There already are two lanes to enter the 101.

5.1.13 Improvements Needed at 59th and 67th Avenues

- In my experience I have not seen the amount of traffic on 75th that would warrant the changes. In my opinion the 67th Avenue interchange is busier.
- Why aren't three turn lanes being added to the 67th Avenue ramp as well? It seems 67th Ave is busier than 75th getting onto the 101 eastbound.
- Need to do something to redirect or create better flow for 67th between Happy Valley and 101. Like a crowded freeway morning rush hour and 2:30 through rush hour Monday to Friday.
- Why not make 67th Avenue a 3 lane eastbound on ramp and a west bound 3 lane exit? 67th Ave is traveled more than 75th Ave.
- Remove right of way and entrances to all adjacent parking areas from off ramps... Especially 67th westbound.
- Please use the existing routes on or near rush hour. 67th Ave needs way more attention to expansion as opposed to 75th. But that's just an observation. Routing more traffic down 75th Ave would overload Pinnacle Peak, 75th to 67th, causing severe issues at an already terrible intersection. Pinnacle Peak and 67th Ave. Please reconsider more attention to the 67th Ave 101 intersection.
- I don't see the need for 75th Avenue improvements. 67th Avenue is where the southbound-to-eastbound congestions are. 67th avenue is used like a highway, for people going south from Arrowhead, Terramar, and the new north Jomax residential area.
- 75th isn't the problem, 67th Avenue is but that's part of the ADOT not using common sense to fix the traffic problems on 67th Avenue and no traffic on 75th Avenue but yeah widen the one with less traffic! Very smart!
- With all these changes affecting 67th Avenue, is there a plan to widen the 67th Avenue bridge going northbound?

- Need to do something to redirect or create better flow for 67th between Happy Valley and 101. Like a crowded freeway morning rush hour and 2:30 through rush hour M to F.
- Why aren't three turn lanes being added to the 67th Avenue ramp as well? It seems 67th Avenue is busier than 75th getting onto the 101 eastbound.
- When will you consider pushing 67th Avenue through to the 303 so that people could come into the north neighborhoods that have only one way in or out? This will alleviate some 101 traffic.
- Why are you planning on working on 75th Avenue or 67th Avenue when 59th Avenue is a much bigger issue?
- All three options are horrible - what about the 59th Avenue exit? Exit is worse than 67th and 75th.
- As a resident who drives these roads every day, 75th and 67th are NOT the problem. The problem is 59th Avenue and 101. That traffic gets backed up so far sometimes it takes 3-4 light cycles before you can get up to the freeway, from north or south. I have sat there for almost 15 minutes at times to get through the light. Zero money should be spent on 67th or 75th and all these proposals should be focused only on 59th and how to improve the traffic flow, because it's flat out awful.

5.1.14 Beardsley Rd. Connector/Union Hills Interchange/83rd Ave. Improvements Needed

- Any thoughts about access to 83rd Avenue to help offset traffic flow onto 75th?
- Why don't you just add a new ramp from Beardsley/Union Hills interchange onto the 101 eastbound and get all that Fletcher Farms neighborhood traffic southbound on 83rd Avenue to the interchange? I don't think you considered all the options.
- It is not directly part of 75th & 101 but.... The Union Hills / Beardsley Road Texas U-turn is the biggest engineering mess in the West Valley. It really needs to be corrected. But, absent that please do not create additional traffic messes or bottlenecks. Texas U-turn needs to be re-constructed.

5.1.15 Improvements Needed at 35th and 43rd Avenues

- Yes, my option 4 plan: opening up 101/43rd Avenue.
- Why is this being addressed over the simple work of extending 35th Avenue from Pinnacle Peak to Happy Valley Road to minimize traffic on 39th Drive, where there are several school crossings and to keep in line with the original master plan for this area?

5.1.16 Air Quality

- Address climate, noise, environment early in any assessment not at a late date!
- Please requesting additional mature trees are needed for noise and pollution reduction.

  Below is of great urgency as it will have a negative impact on our community. 1205 homeowners in Arrowhead Ranch Phase II are requesting ADOT to work in conjunction with the City of

Glendale and our community to plant mature trees of sufficient height and canopy to mitigate light pollution that will be generated by the planned signage at Banner Health Center at Aspera, and address the visual, light and noise/air pollution that will build along the loop 101, between Union Hills and 75th Avenue. (See attached an aerial map). We believe that our quality of life will suffer as well as our property values. We request thoughtful consideration and immediate action. We appreciate your attention to this concern.

5.1.17 Project Cost/Funding

- Why is so much money being spent on this project? Can this money be spent on helping small businesses, people that have lost jobs, schools, etc.? I'm just not sure why this is next on the transportation/roadway list, if you could please help me understand, I would really like to better understand. My understanding is that all types of "bridges" so for example, overpasses, are considered past their "life expectancy" ... do you have any information on how/when all such matters are going to/and are being addressed? Thank you so much for any information you can provide, and/or if you can point me in the right direction to where I can find this information.
- This is a waste of taxpayers' money. How does spending $30-$12 million dollars benefit anyone?
- Aren't there additional Federal dollars available specifically for HOV design/construction projects? Why isn't there an alternative to include an HOV ramp instead? It just doesn't seem cost effective to build a bridge just for the traffic load during the morning commute without considering an HOV alternative.
- Why do this? Waste of taxpayer money.
- What were the actual issues to even consider spending this time of funds which in turn raises taxes to improve projects that are not necessary?
- Why spend 12 million on this? Build ventilators instead. Crawling a bit on the freeway in rush hour traffic would be beautiful if we knew it meant people suffering with COVID were breathing.
- Where is the money coming from for this project?

5.1.18 Pedestrians/Bicyclists/Public Transit

- What are the considerations being made for bicycle/pedestrian traffic coming through the interchange?
- Possibly add sidewalks to get to the other sides safely.
- Has a Park and Ride site been communicated with the cities of Glendale/Peoria to encourage a public transportation alternative?

5.1.19 Driver Safety

- My concern is about safe access to our neighborhood. When traffic is slow due to issues near the freeway, 75th Avenue becomes congested south of the 101. Heavy traffic makes it extremely difficult to turn left from Arrowhead Country Club on to 75th. There have been several accidents there and that is with regular traffic, not added construction congestion on top of it. Plus, large trucks need easy access onto our street to be able to make deliveries to the country club. We currently have the option to take 73rd Avenue to Beardsley (the frontage road) to 67th, but it

looks like that might be blocked with your construction. There is a country club, church, apartment building, condo complex, and housing development tucked away here with only these two options to use as an exit.

- Other than price, what criteria were used in selecting these options, if any? For example, does ADOT take life safety into account when selecting an option?
- Which of the alternatives is considered the safest?
- I would opt for Alternative #3 because it has two metered on-ramp lanes onto eastbound Loop 101. With 3 lanes turning left into 3 lanes eastbound, cars turning from northbound 75th Avenue onto the on ramp would need a right turn on arrow only. Otherwise it's a ripe situation for an accident or road rage.
- My home the past 25 years is located NE of 67th Avenue & Deer Valley Road. Over time, as both residential and commercial development increased, I decided that the proximity of the eastbound on and off ramps located east of 67th were too close to one another making use of that off-ramp dangerous. Today, I exit at 75th Avenue, continue north to Deer Valley Road and east to my home. Much safer, so I have no objection to closing the exit under study. I wouldn't be surprised if the accident history at that location reflects my concern.
- I have to agree with Councilwoman Lauren Tolmachoff - closing the 67th Avenue eastbound exit ramp is a very bad idea. Just ask the family of Dr. Alicia Church, who lost her life on the access road just east of 75th Avenue. The access roads are not designed for the high volume of traffic or for higher speeds. There must be a better way to ease traffic problems than to close an exit and route traffic through neighborhoods.
- I'm in agreement with you that Alternative 3 is the only viable solution. I do have a concern with three lanes of traffic turning left off of 75th Avenue onto eastbound 101. Today we have two lanes and I have seen drivers in the very left hand lane trying to go straight onto the service road rather than onto the freeway wherein they have to cross the right hand lane to do so, which is very dangerous. I can see this happening, a driver in the left lane trying to cross two lanes of traffic to get onto the service road to the right. If this is the proposal that is accepted, I would like to see signage clearly indicating that access to the service road has to be from the right turning lane only, far enough in advance to prevent the crossing of lanes after they turn on 75th Avenue.
- I assume you will widen the area of 75th (on the north side of the freeway). It's currently 1 lane that turns into 2 turn lanes ....and drivers go around the long extended "turn lane" and cut into the real turn lanes once on the overpass/bridge. It's so dangerous.
- Can you please provide information on ongoing maintenance costs and traffic flow & safety information on other areas where similar options have been tried?
- How will Siena residents safely cross over to enter 101 south?
- NONE of these solutions will adequately address the traffic backing up on 75th Avenue. Adding an additional lane over the bridge will narrow all lanes to minimum safety width while residents buy larger and larger SUVs. I don't think this is safe enough.

5.1.20 Communication

- No questions, just a comment. This change wasn't communicated to me effectively by ADOT. It was a comment in Nextdoor that caught my attention.
- I am pretty upset that I had been a homeowner in Hillcrest ranch for over 22 years and received nothing in the mail about these proposed changes.
- How are you communicating about the project, I haven't heard anything until today...
- I would STRONGLY encourage you to have someone post this information to the local Nextdoor for our community. (I would but don't post). Otherwise, you will not get a full set of opinions from our area. Maricopa County and Glendale Police regularly post items to our Nextdoor news feed, so I am certain you could also do this.

Appendices

Appendix A: Public Meeting Notification

- Direct Mailer
- Poster
- GovDelivery Notices
- News Release
- Social Media Posts

Appendix B: Public Meeting Materials

- PowerPoint Presentation
- Recording of Meeting
- Fact Sheet

Appendix C: Website

- 75th Avenue/Loop 101 Project Web Site

Appendix D: Public Survey

- Online Survey
- Comment Period Extended, GovDelivery message

Appendix E: Public Comments

- Public Comment Log

Appendix A: Public Meeting Notification

Appendix A: Public Meeting Notifications Direct Mailer

101 | Loop 101/75th Avenue Interchange Improvements

The Arizona Department of Transportation (ADOT), in cooperation with the cities of Glendale and Peoria, the Federal Highway Administration and the Maricopa Association of Governments, is holding an online public meeting Feb. 10 to present three alternatives to modify the existing interchange at Loop 101 and 75th Avenue to improve traffic flow by adding a third southbound left turn lane onto eastbound Loop 101. The design alternatives affect 75th Avenue, the eastbound on-ramp at 75th Avenue, the eastbound off-ramp at 67th Avenue, and potentially the eastbound frontage road and right of way between 75th and 67th avenues. Interchange improvements at 75th Avenue will be designed and constructed in conjunction with the planned Loop 101 widening project between 75th Avenue and Interstate 17, which is currently in the design phase. A separate public meeting will be held this spring to present the preliminary design plans for that project.

VIRTUAL PUBLIC MEETING

Wednesday, Feb. 10, 2021 | 6-7 p.m.

The project team will provide a presentation with an overview of the project and alternatives being considered, followed by an opportunity for the public to ask questions or provide comments online or by phone.

HOW TO PARTICIPATE

1. **ONLINE:** Join via your computer or smart phone: https://tinyurl.com/ADOT75AveTI
   Meeting Number (Access Code): 146 217 7610
   Password: ADOT2021
2. **CALL-IN:** 602.666.0783
   Meeting Number (Access Code): 146 217 7610

Don't Have Internet Access?
If you do not have access to the technology needed to attend the virtual public meeting or review the project information online, please contact the project team: 480.695.4027 or JTucker2@azdot.gov.

CAN'T ATTEND?

The meeting will be recorded and posted on the project website shortly after the meeting. Comments provided by February 24, 2021 will be included in the comment summary for the meeting.

Visit azdot.gov/75thAveInterchange to learn more about the options being considered and provide comments. In addition, you may submit comments in one of the following ways during the public comment period through February 24, 2021.

- **Email:** projects@azdot.gov
- **Phone:** Call 855.712.8530
- **Online:** Take a brief online survey with the options at https://www.surveymonkey.com/r/75thAveInterchange
- **Mail:** John Tucker, ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

ADOT | U.S. Department of Transportation Federal Highway Administration | MARICOPA ASSOCIATION of GOVERNMENTS

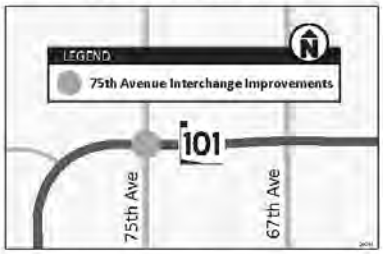
ADOT Project No. F0316 01D
Federal Aid No. 101-A(214)T

ADOT

L-101 75th Avenue Project Team
Arizona Department of Transportation
1655 W Jackson, Room 170, MD126F
Phoenix, AZ 85007

SAVE THE DATE!

Loop 101/75th Avenue Interchange Improvements
Virtual Public Meeting
February 10, 2021 | 6 - 7 p.m.



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, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact John Tucker at 855.712.8530 or JTucker2@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia dentro de lo razonable ya sea por el idioma o discapacidad deben ponerse en contacto con el John Tucker a 855.712.8530 o JTucker2@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Para recibir información sobre este proyecto en español, comuníquese con ADOT al 855.712.8530 o JTucker2@azdot.gov.

Poster (In Spanish)

101 Mejoras en el intercambio del Loop 101/75th Avenue

El Departamento de Transporte de Arizona (ADOT), en cooperación con las ciudades de Glendale y Peoria, la Administración Federal de Carreteras y la Asociación de Gobiernos de Maricopa, llevará a cabo una reunión pública en línea el 10 de febrero para presentar tres alternativas para modificar el intercambio existente en el Loop 101 y la 75th Avenue para mejorar el flujo de tráfico, agregando un tercer carril de giro a la izquierda en dirección sur, en el Loop 101 en dirección este. Las alternativas de diseño afectan la 75th Avenue, la rampa de entrada en dirección este en la 75th Avenue, la rampa de salida en dirección este en la 67th Avenue y, potencialmente, la calle lateral en dirección este y el derecho de paso entre las avenidas 75 y 67. Las mejoras en el intercambio en la 75th Avenue se diseñarán y construirán junto al proyecto de ampliación del Loop 101 entre la 75th Avenue y la Interestatal 17, que se encuentra actualmente en fase de diseño. Esta primavera se realizará una reunión pública separada para presentar los planes de diseño preliminares para ese proyecto.

REUNIÓN VIRTUAL PÚBLICA

Miércoles, 10 de febrero de 2021 | 6 a 7 p.m.

El equipo del proyecto proporcionará una presentación con una descripción general del proyecto y las alternativas que se están considerando, seguida de una oportunidad para que el público haga preguntas o proporcione comentarios en línea o por teléfono.

ENCUESTA ONLINE

Realice una breve encuesta en línea con las opciones en surveymonkey.com/r/75thAveInterchange

CÓMO PARTICIPAR

EN LÍNEA: Únase a través de su computadora o teléfono inteligente: tinyurl.com/ADOT75AveTI
Número de reunión (código de acceso):
146 217 7610
Password: ADOT2021

LLAME AL: 602.666.0783
Número de reunión (código de acceso):
146 217 7610

¿No tiene acceso a Internet?
Si no tiene acceso a la tecnología necesaria para asistir a la reunión pública virtual o revisar la información del proyecto en línea, por favor contacte al equipo del proyecto: 480-695-4027 480.695.4027 o JTucker2@azdot.gov.

¿NO PUEDE ASISTIR?

Visite azdot.gov/75thAveInterchange La reunión se grabará y publicará en el sitio web del proyecto poco después de la reunión. Los comentarios proporcionados antes del 24 de febrero de 2021 se incluirán en el resumen de comentarios de la reunión.

Para obtener más información sobre las opciones que se están considerando y proporcionar comentarios. Además, puede enviar comentarios de una de las siguientes maneras durante el período de comentarios públicos hasta el 24 de febrero de 2021.

COMENTARIOS

Correo electrónico: projects@azdot.gov
Teléfono: Llame al 855.712.8530
Correo: John Tucker, ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes antidiscriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por motivos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con el John Tucker a 855.712.8530 o jtucker2@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

21-013

ADOT | U.S. Department of Transportation Federal Highway Administration | MARICOPA ASSOCIATION of GOVERNMENTS

ADOT Project No. T0316 01D
Federal Aid No. 101 A(214)T

Email

Gmail

John Tucker <jtucker2@azdot.gov>

Join us Feb. 10 for 75th Ave/L101 Interchange Improvements Virtual Public Meeting
19 messages

John Tucker <jtucker2@azdot.gov> Thu, Jan 28, 2021 at 4:17 PM

Public can provide input on three design options at meeting and through online survey

Hello,

Join us Wednesday, Feb. 10 from 6 to 7 p.m. for a virtual public mee ng to learn more about and provide input on op ons currently being considered to improve the 75th Avenue/Loop 101 interchange.

The Arizona Department of Transporta on (ADOT), in coopera on with the ci es of Glendale and Peoria, the Federal Highway Administra on and the Maricopa Associa on of Governments, is holding an online and call-in mee ng to present three design alterna ves to improve traffic flow at the Loop 101 and 75th Avenue interchange by adding a third southbound left turn lane onto eastbound Loop 101.

The design alterna ves affect 75th Avenue, the eastbound on-ramp at 75th Avenue, the eastbound off-ramp at 67th Avenue, and poten ally the eastbound frontage road and right of way between 75th and 67th avenues.

Interchange improvements at 75th Avenue will be designed and constructed in conjunc on with the planned Loop 101 widening project between 75th Avenue and Interstate 17, which is currently in the design phase. A separate public mee ng will be held this spring to present the preliminary design plans for that project.

Before ADOT and its project partners can move forward on the widening project, we need the public's input on the Loop 101 and 75th Avenue improvements. The public can provide input by attending the mee ng, taking an online survey, or submitting comments directly to ADOT via the methods listed below.

VIRTUAL PUBLIC MEETING

Wednesday, Feb. 10, 2021, 6-7 p.m.

The project team will provide a presenta on with an overview of the project and the three alterna ves being considered, followed by an opportunity for the public to ask ques ons or provide comments online or by phone.

HOW TO PARTICIPATE

ONLINE: Join via your computer or smart phone: https://tinyurl.com/ADOT75AveTI

Mee ng Number (Access Code): 146 217 7610 Password: ADOT2021

CALL-IN: 602.666.0783 Mee ng Number (Access Code): 146 217 7610

DON'T HAVE INTERNET ACCESS? If you do not have access to the technology needed to attend the virtual public meeting or review the project information online, please contact the project team: 480.695.4027 or JTucker2@azdot.gov.

CAN'T ATTEND? The meeting will be recorded and posted on the project website shortly after the meeting. Comments provided by February 24, 2021 will be included in the comment summary of the meeting. Visit azdot.gov/75thAveInterchange to learn more about the alternatives being considered and provide comments.

In addition, you may submit comments in one of the following ways during the public comment period through Feb. 24.

- Online Survey
  Take a brief online survey of the alternatives at https://www.surveymonkey.com/r/75thAveInterchange
- Contact Us Directly to Comment
  - Email: projects@azdot.gov
  - Phone: Call 855.712.8530
  - Mail: John Tucker, ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

News Release

5/7/2021 Bulletins - GovDelivery

From: Arizona Department of Transportation <adot@info.azdot.gov>

Subject: ADOT News: Feb. 10 online meeting set for Loop 101/75th Ave interchange

Having trouble viewing this email? https://content.govdelivery.com/accounts/AZDOT/bulletins/2be64f5

ADOT

SHARE

Feb. 10 online meeting set for Loop 101/75th Ave interchange

Improvements being studied related to future freeway widening

The Arizona Department of Transportation will host an online public meeting Feb. 10 to discuss options for potential future changes at the Loop 101 (Agua Fria Freeway) interchange at 75th Avenue in the northwest Valley.

Three alternatives being studied by ADOT include creating a third southbound 75th Avenue left turn lane for entering the eastbound Loop 101 on-ramp to improve the movement of morning rush-hour traffic.

Approved changes would be constructed in conjunction with the planned regional project to widen Loop 101 between 75th Avenue and Interstate 17. The project is currently scheduled to start in 2025 as part of the Maricopa Association of Governments' Regional Transportation Plan for the Phoenix area.

ADOT's virtual public meeting about the Loop 101/75th Avenue interchange is scheduled as follows:

- **Wednesday, Feb. 10 from 6 to 7 p.m.**
- Join via a computer or smartphone with the link https://tinyurl.com/ADOT75AveTI. The meeting number/access code is 146 217 7610. The password is: ADOT2021
- Join via telephone by calling 602.666.0783 and using meeting number/access code 146 217 7610

During the virtual meeting, ADOT's project team will present an overview of the project followed by an opportunity for participants to ask questions or provide comments.

Information about the three alternatives being considered can be found online at the project website at azdot.gov/75thAveInterchange. Design options include changes affecting 75th Avenue, the eastbound Loop 101 off- and on-ramps at 75th Avenue, eastbound off-ramp at 67th Avenue and possibly the eastbound frontage road east of 75th Avenue.

The Feb. 10 meeting will be recorded and posted on the project website, which includes information about how to provide additional comments through Wednesday, Feb. 24. An online survey of the interchange options is also available at surveymonkey.com/r/75thAveInterchange.

ADOT is holding the virtual meeting in cooperation with the Maricopa Association of Governments, the cities of Glendale and Peoria as well as the Federal Highway Administration.

To plan your trip, get travel times or see ADOT cameras, download the AZ 511 app.

Download the free ADOT Alerts app and know when unplanned, major events are impacting traffic near you.

Visit us on social media on Facebook, Twitter, YouTube, Flickr or the ADOT blog.

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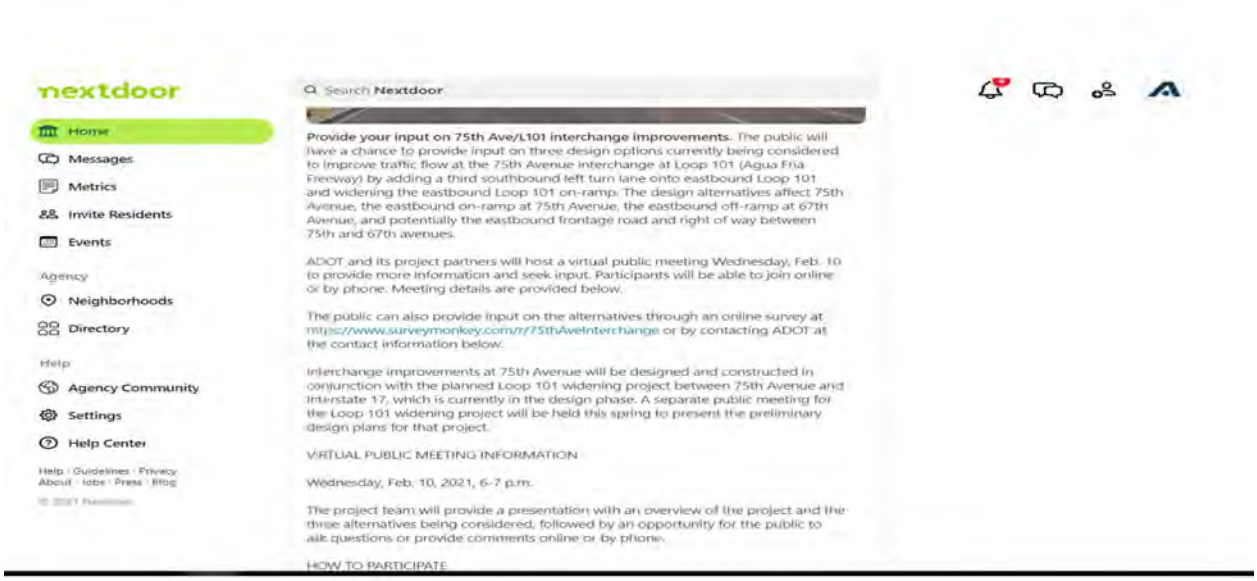
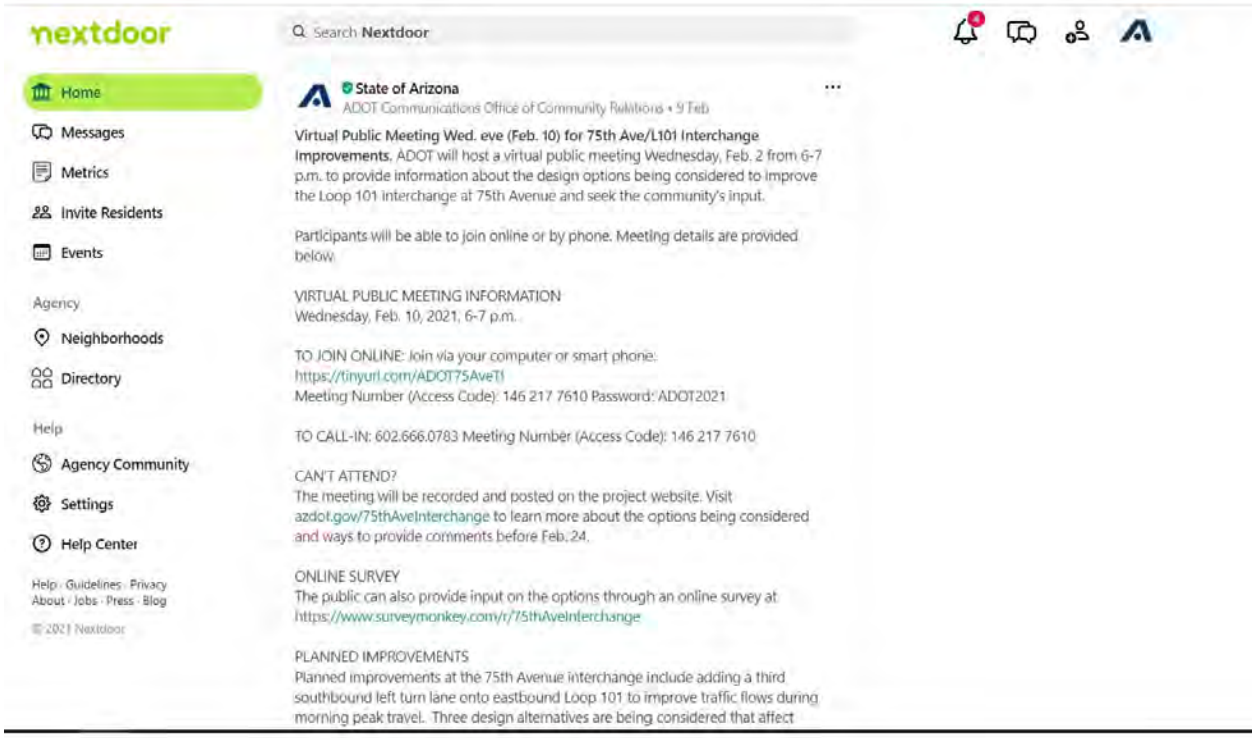
Social Media Posts

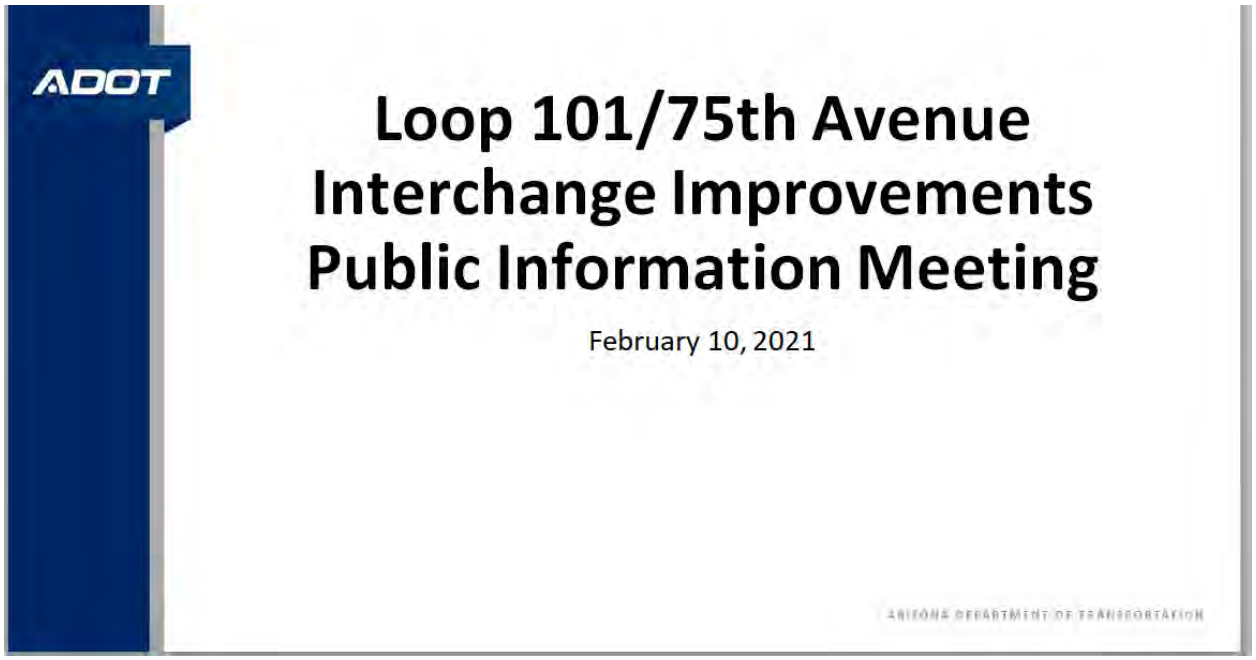




Appendix B: Public Meeting Materials

Appendix B: Public Meeting Materials

PowerPoint Presentation



The Loop 101/75th Avenue Public Meeting will begin shortly

If you are having technical difficulties contact Webex Help: 866.229.3239

Loop 101/75th Avenue Interchange Improvements Public Information Meeting

February 10, 2021

Welcome!

- All participants have been muted to avoid background noise
- Technical difficulties?
  - Call Webex at **866.229.3239**
- Following the meeting presentation, we will take comments and questions online and by phone
  - Instructions will be provided

ADOT Non-Discrimination Notice

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities. ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, age, sex, disability, low income status or limited English proficiency (LEP) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office at: **602.712.8946** or **civilrightsoffice@azdot.gov**

Aviso De No Discriminación De ADOT

El Departamento de Transporte de Arizona (ADOT) por la presente notifica al público que es la política de la Agencia asegurar el pleno cumplimiento con el Título VI de la Ley de Derechos Civiles de 1964, el Título II de la Ley de Estadounidenses con Discapacidades de 1990 (ADA) y otras autoridades relacionadas en todos sus programas y actividades. Los Programas de Título VI y ADA de ADOT requieren que ninguna persona, por motivos de raza, color, origen nacional o discapacidad, sea excluida de la participación, se le niegue los beneficios de, o de otra manera ser sujeta a discriminación bajo cualquier programa o actividad.

Cualquier persona que considere que sus derechos de Título VI o ADA han sido violados, puede presentar una queja. Cualquier queja debe ser por escrito y presentada ante la Oficina de Derechos Civiles de ADOT dentro de los ciento ochenta (180) días siguientes a la fecha de la presunta ocurrencia discriminatoria. Para obtener información adicional sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, comuníquese con la Oficina de Derechos Civiles de ADOT al: **602.712.8946** o **civilrightsoffice@azdot.gov**.

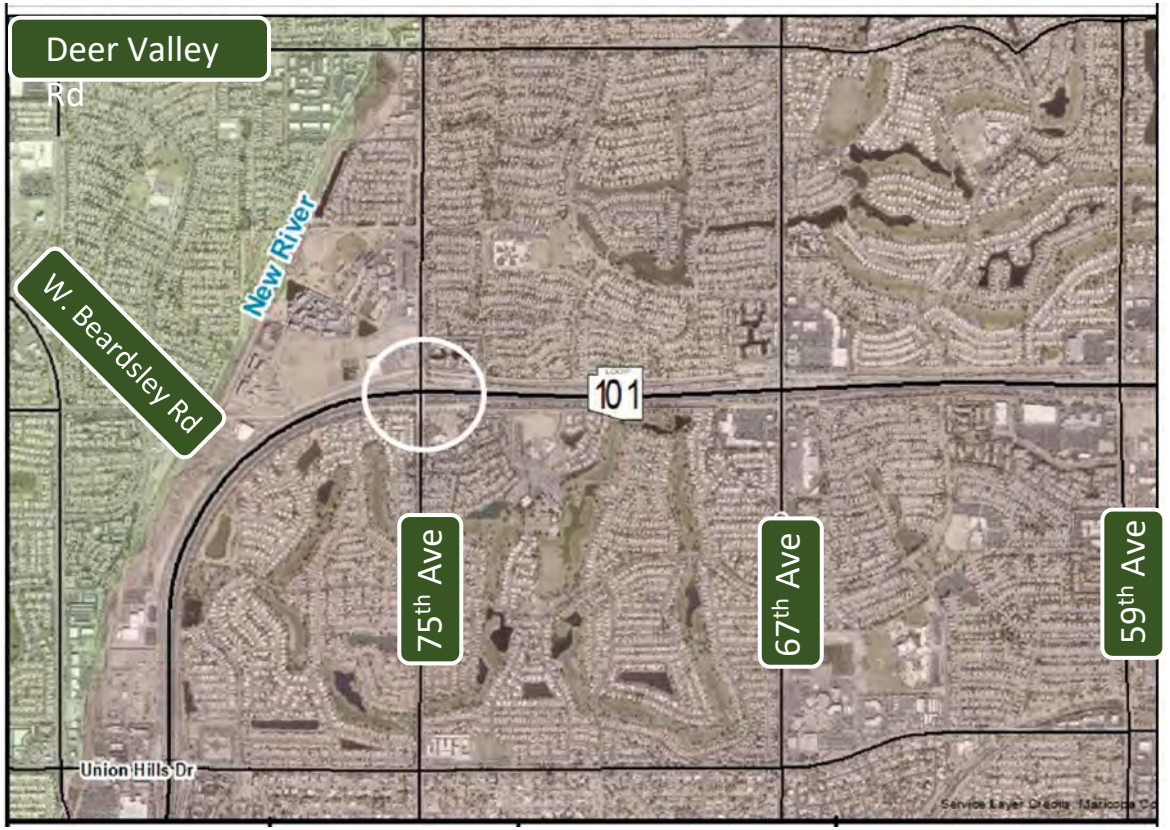
Tonight's Presenters

- Daina Mann, ADOT Asst. Communications Director, Community Relations
- Stephanie Dyer, ADOT Community Relations (Spanish translation)
- Rashidul Haque, P.E., ADOT Senior Project Manager
- Gary J. Melita, P.E., Senior Project Manager, Stanley Consultants
- Other project team members available for the Q&A session

Purpose of Tonight's Meeting

- Provide overview of 75th Avenue traffic interchange improvement alternatives
- Seek public's input on the alternatives
- Outline ways to provide comments
- Will have a separate public meeting for Loop 101 widening project

75th Ave/Loop 101 Traffic Interchange (TI)



ADOT

ARIZONA DEPARTMENT OF TRANSPORTATION

Agenda

- 75th Ave Traffic Interchange (TI) Project Background, Purpose & Need
- Project Timeline
- 75th Ave Interchange Design Alternatives
- Interchange Alternatives Evaluation Criteria
- How to provide input and comments on the alternatives
- Q&A

Project Background

- Maricopa Association of Governments (MAG) conducted a separate feasibility study for the L101/75th Ave interchange.
  - Determined traffic operational challenges during morning peak travel.
  - SB 75th Avenue to EB Loop 101 movement.
- MAG approved adding the 75th Ave Interchange Project to the L101 widening project from 75th Ave to I-17.
- Project in Five-Year Transportation Improvement Program.

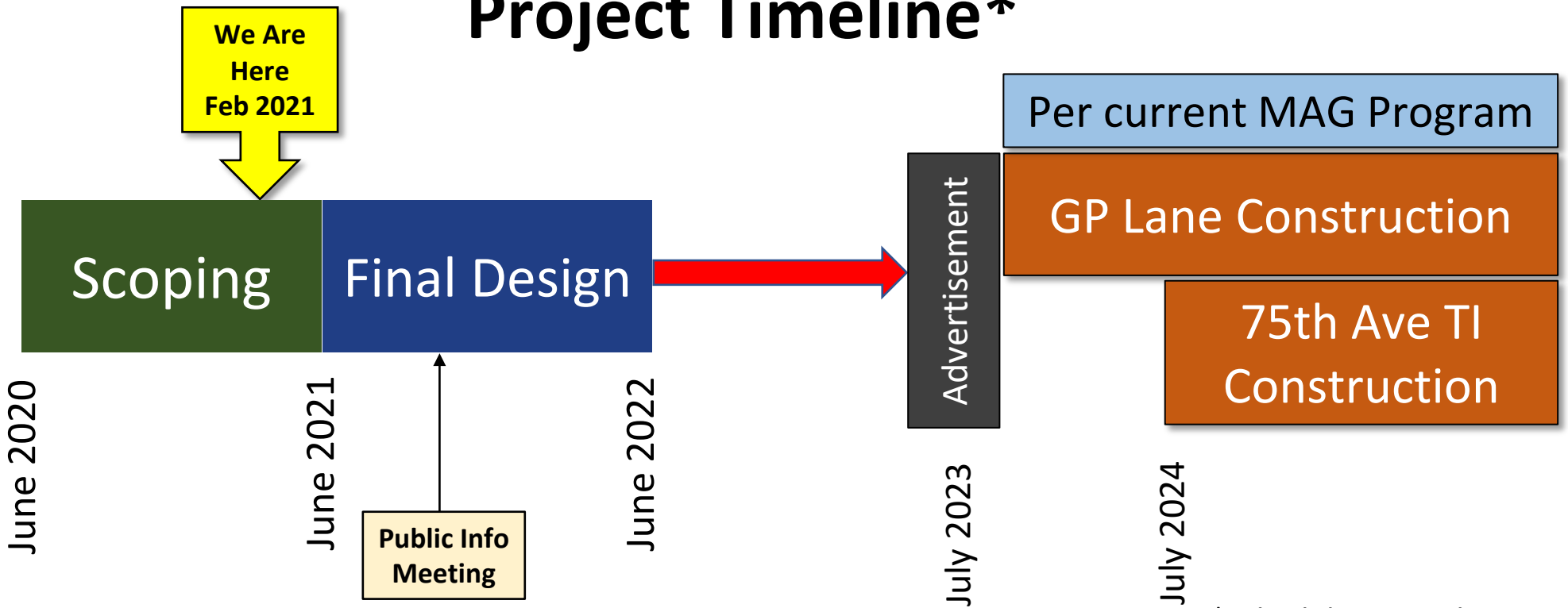
Purpose and Need

- Address traffic needs at interchange through 2040.

LOOP 101

STATE ROUTE 101 (AGUA FRIA FREEWAY)
75th Ave Traffic Interchange Improvements & General Purpose Lanes, 75th Avenue to I-17

Project Timeline*



*Schedules are subject to change

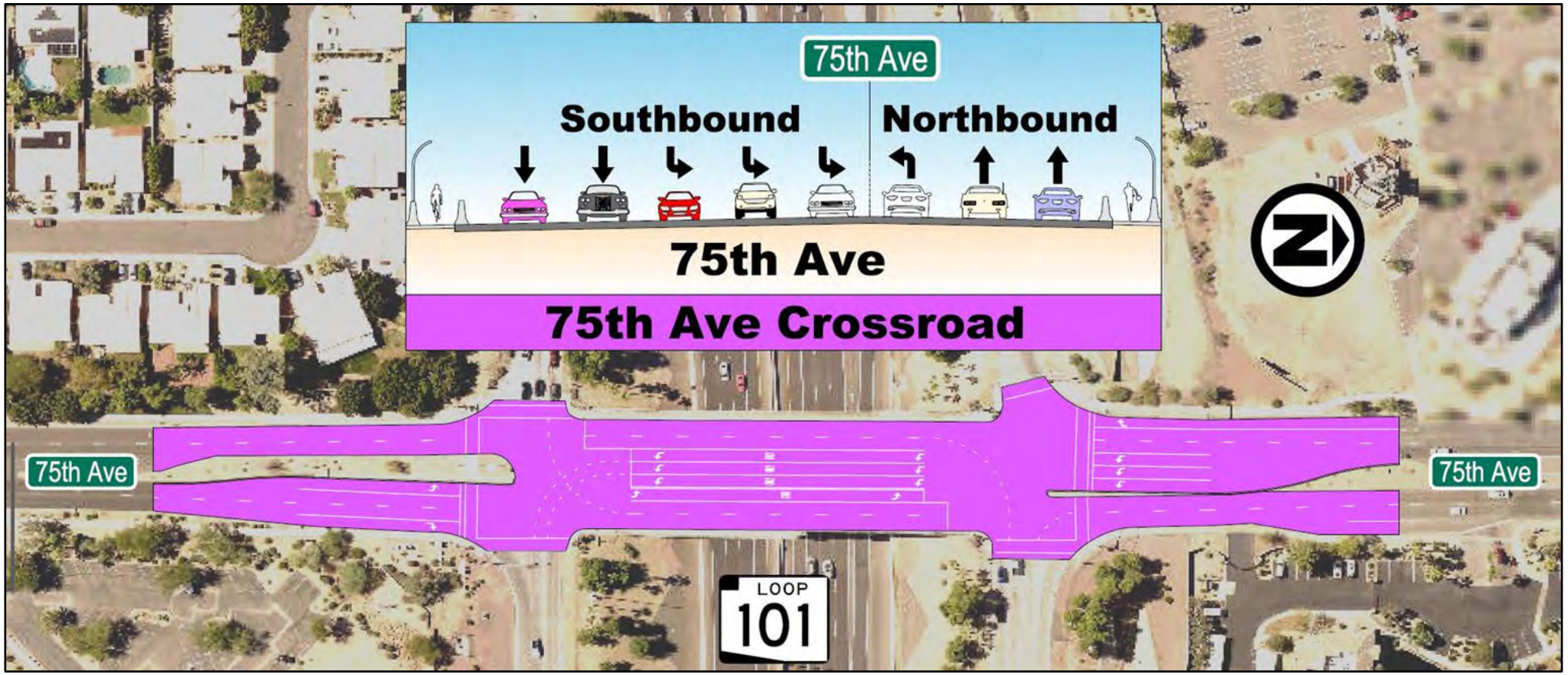
ADOT Project No. 101 MA 017 F0316 01D
Federal Aid Project No. 101-A(214)T

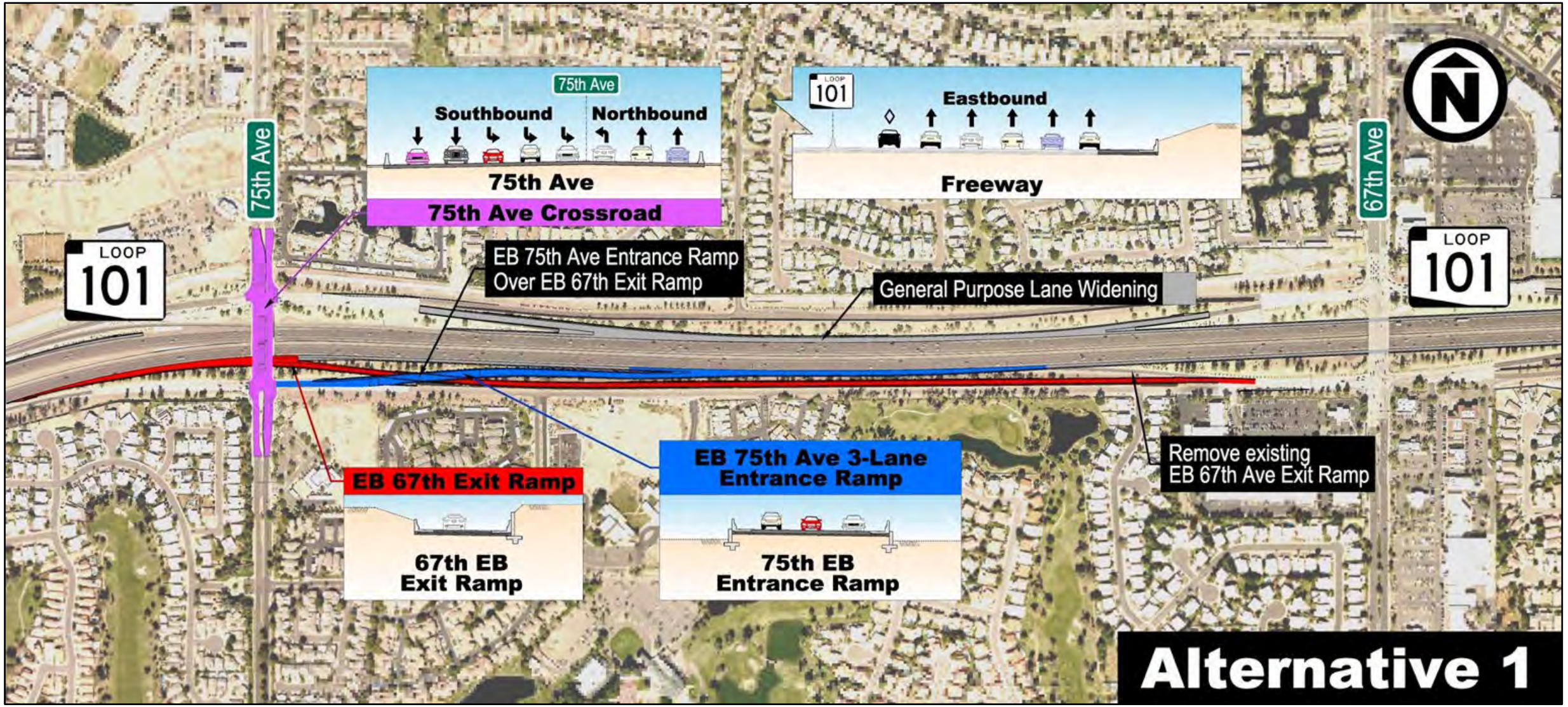
Loop 101, 75th Avenue Traffic Interchange Improvement Alternatives Considered

- **Alternative 1:** Braided Ramps
- **Alternative 2:** Consolidated Off-Ramps
- **Alternative 3:** Ramp Widening & Extended On-Ramp

75th Avenue Crossroad Improvements

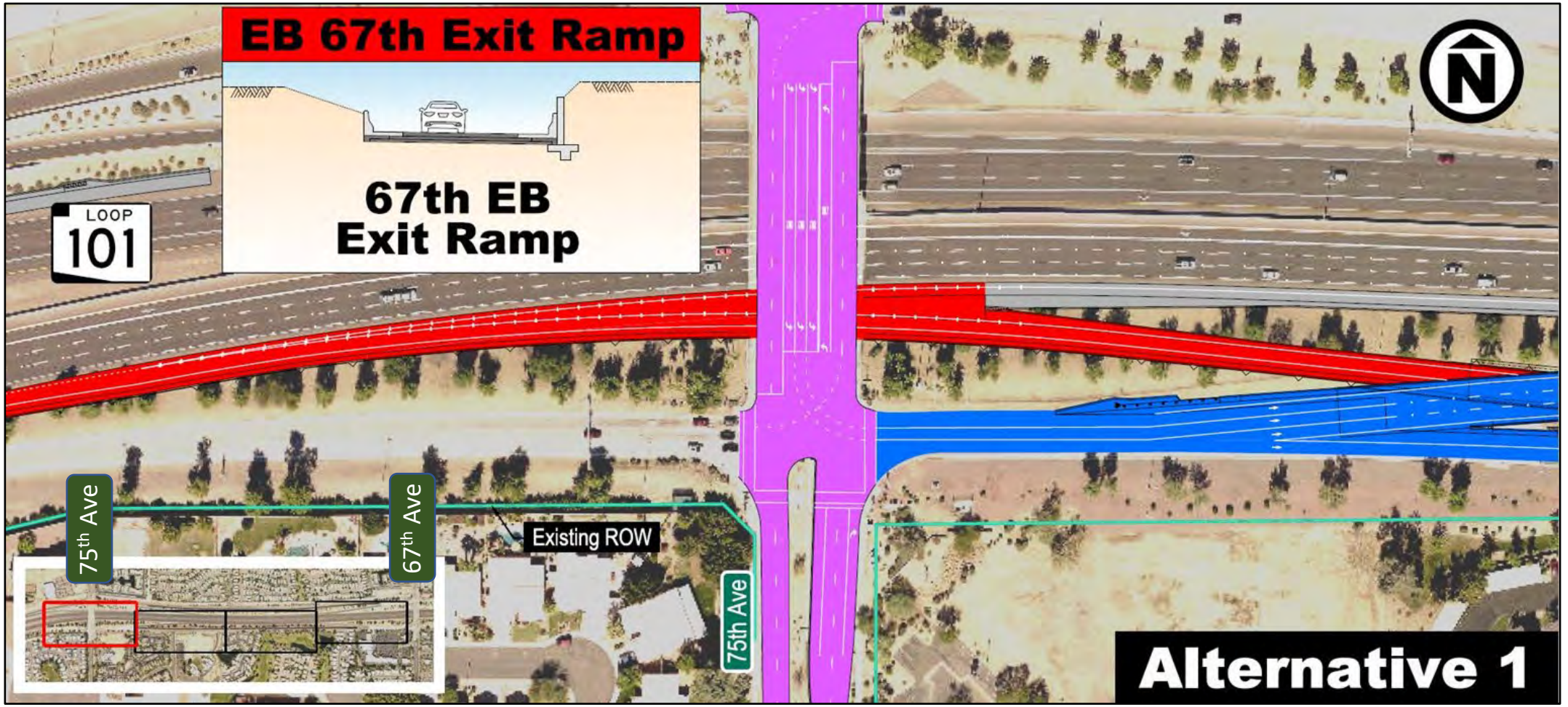
- Add third left turn lane from SB 75th Ave to EB Loop 101
- Modify existing 75th Ave median islands, traffic signals, signing and pavement markings
- Maintain pedestrian and bike access on existing 75th Ave sidewalks



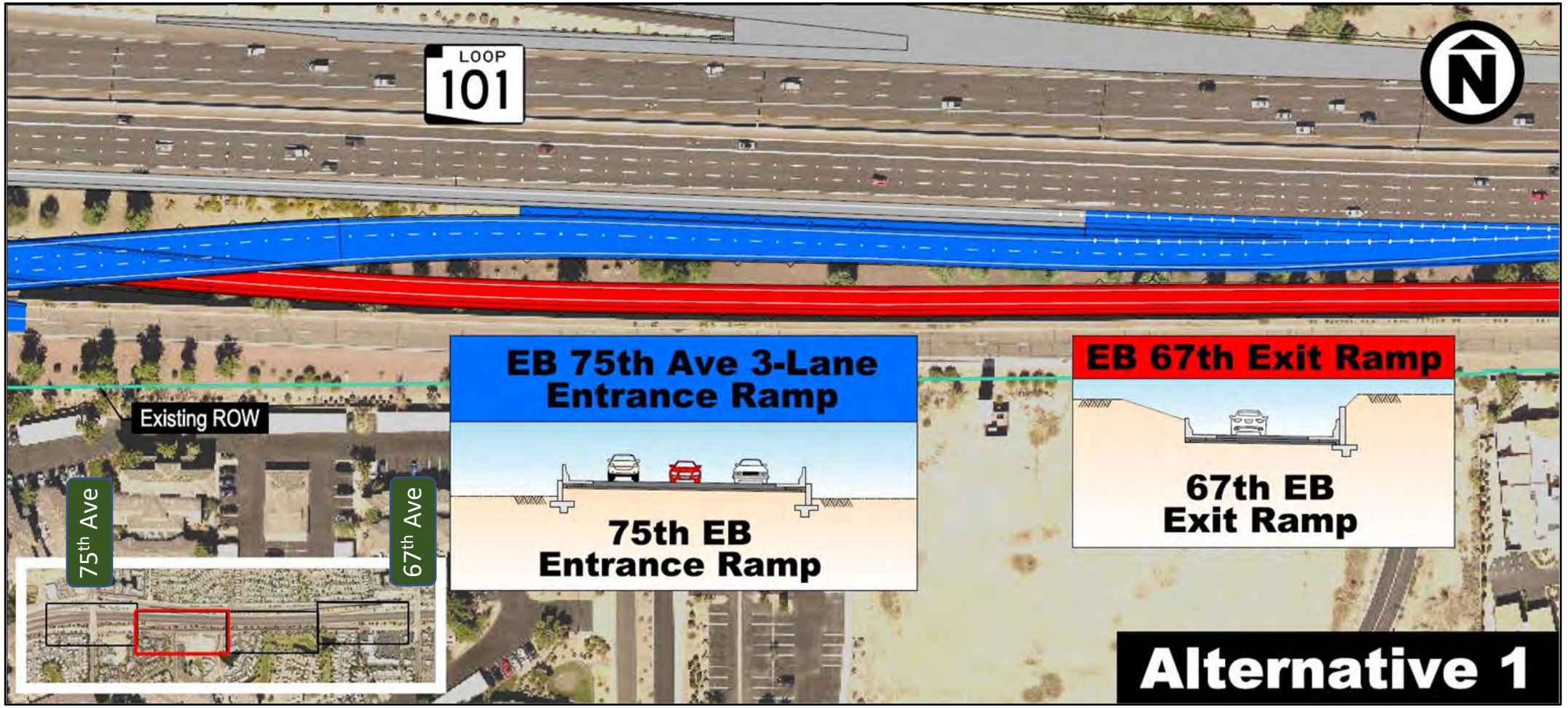


Braided Ramps

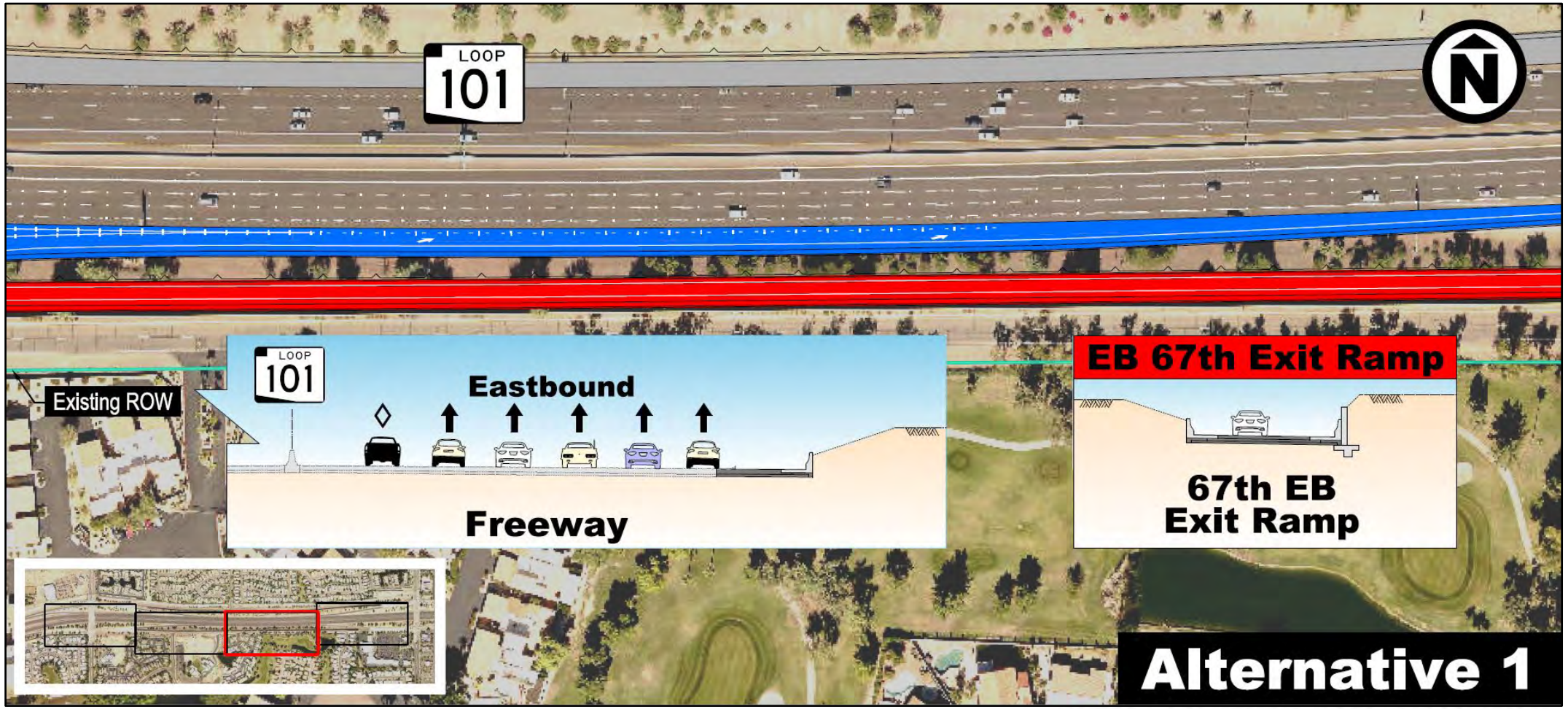
Alternative 1: Braided Ramps



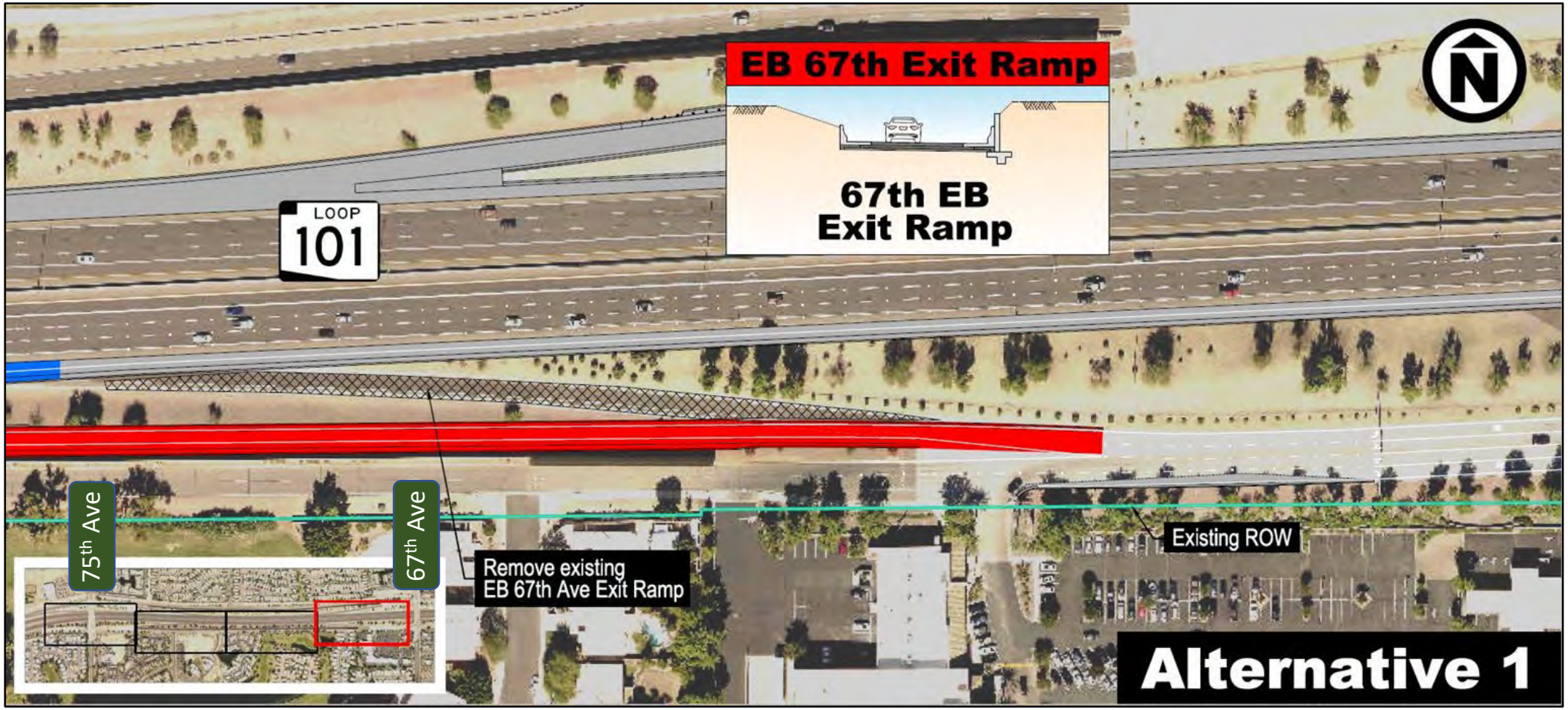
Alternative 1: Braided Ramps



Alternative 1: Braided Ramps



Alternative 1: Braided Ramps



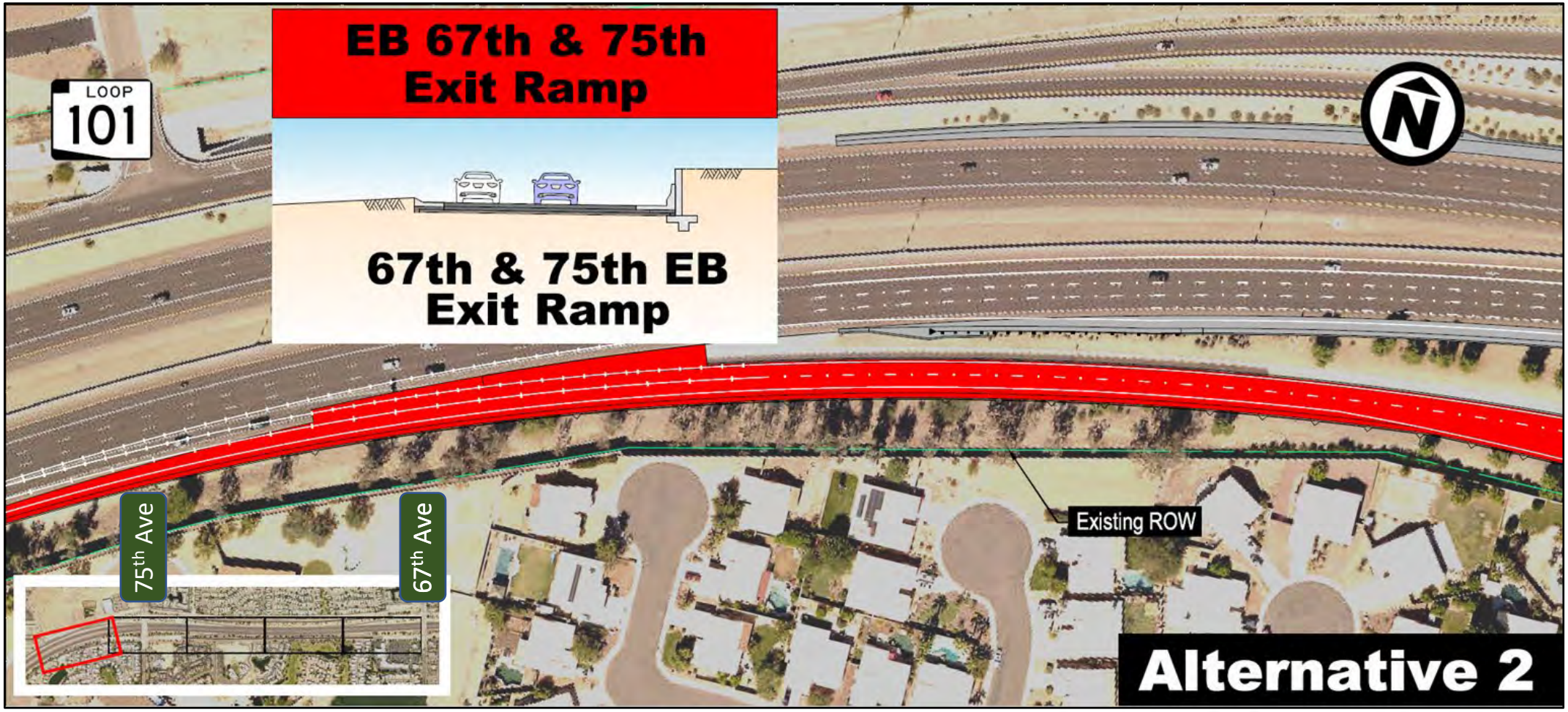
Alternative 1: Braided Ramps

Alternative 1 Animation - https://vimeo.com/513054117

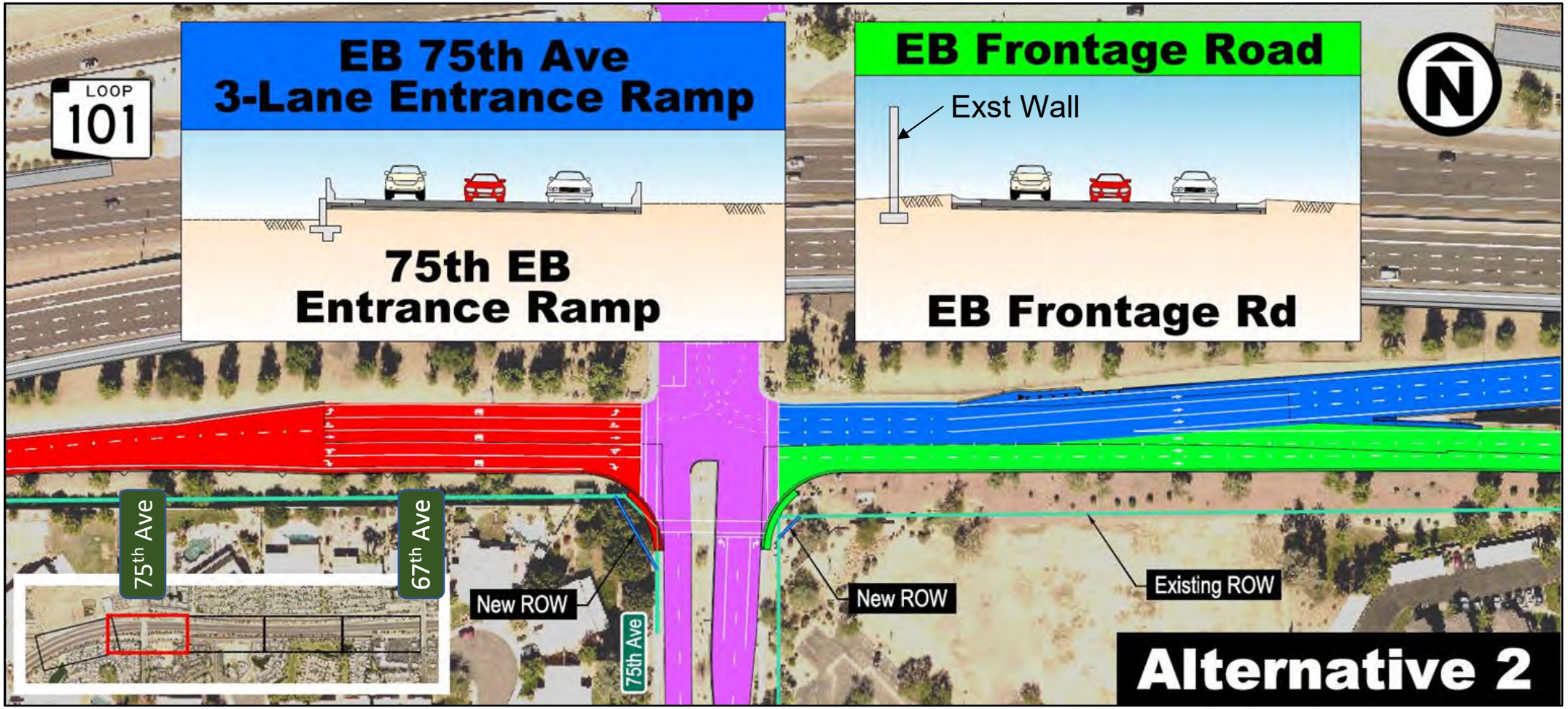
ADOT

Consolidated Off-Ramps

Alternative 2: Consolidated Off-Ramps



Alternative 2: Consolidated Off-Ramps



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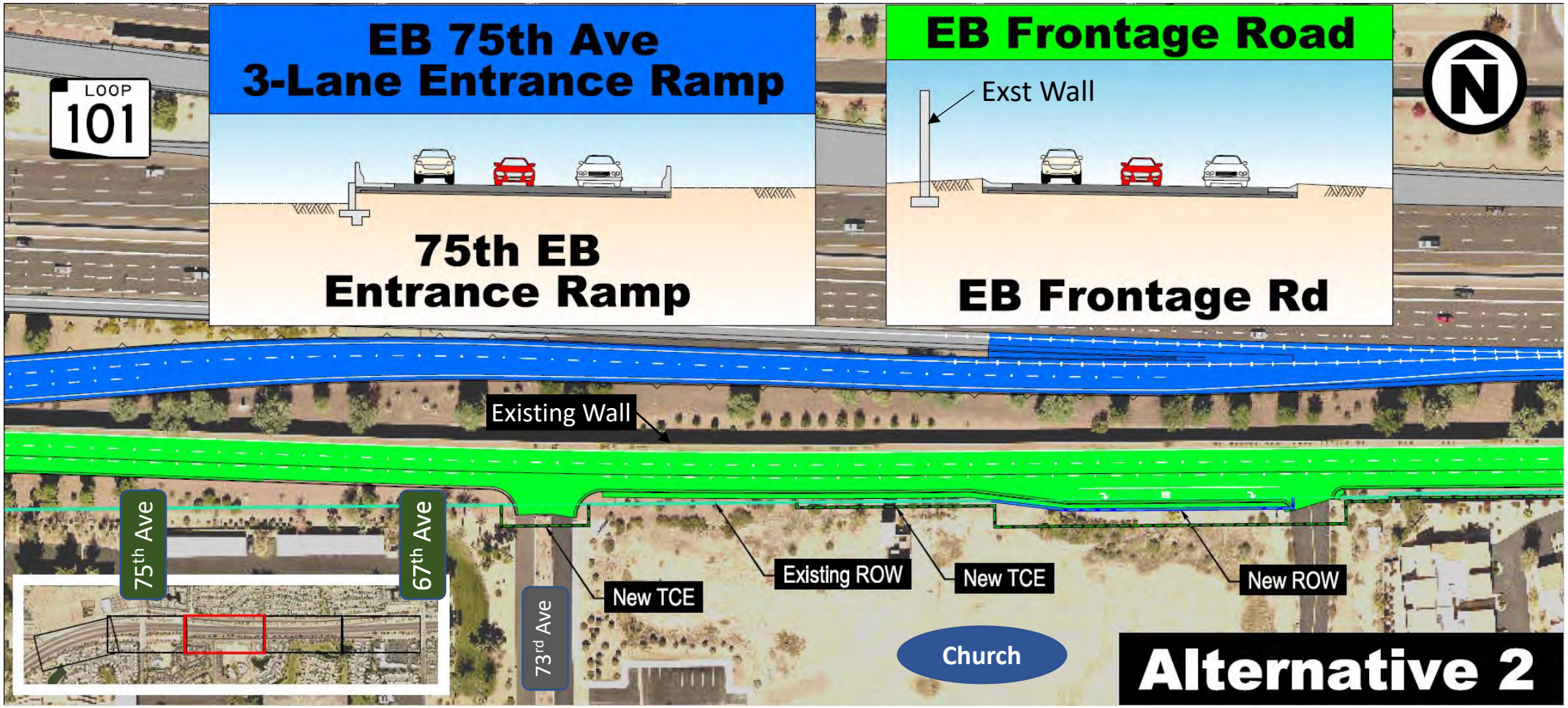
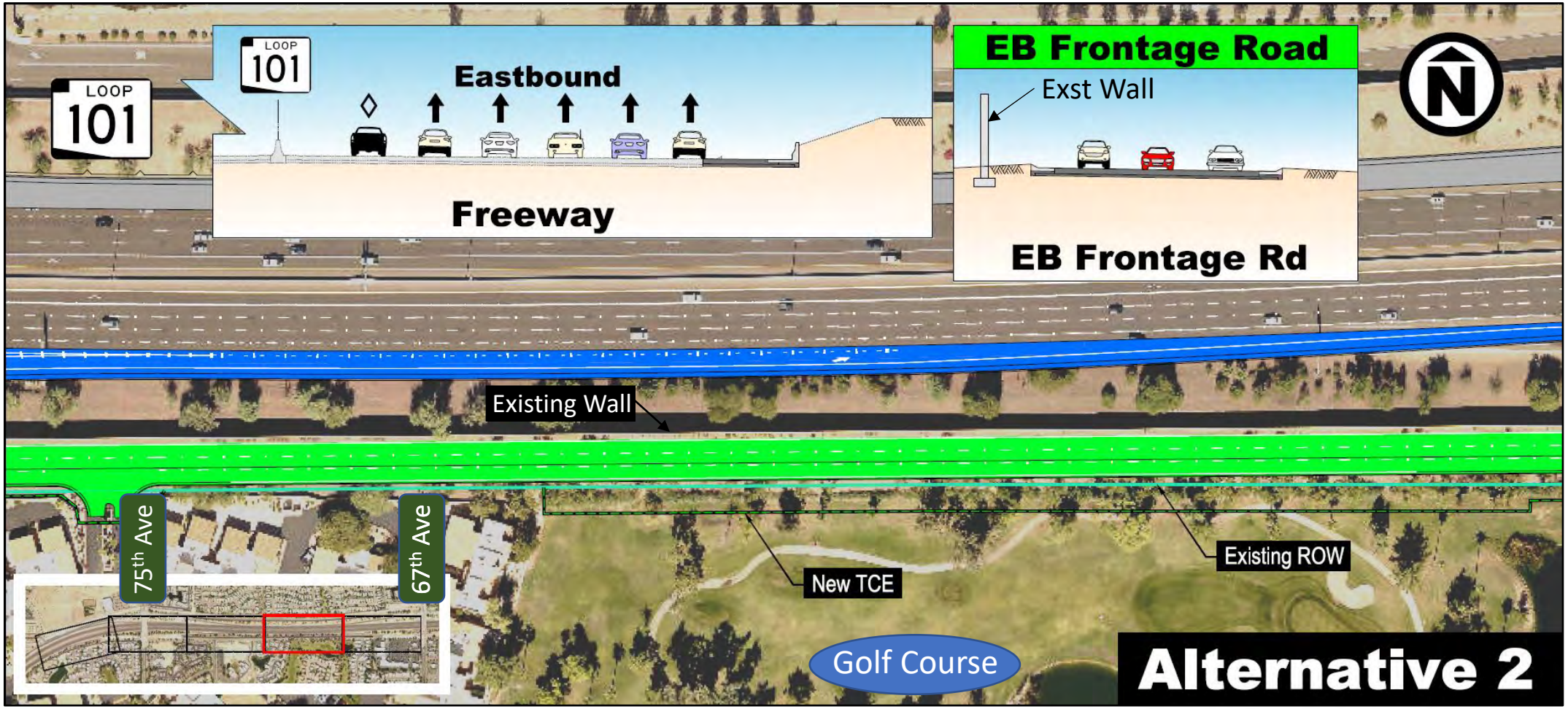
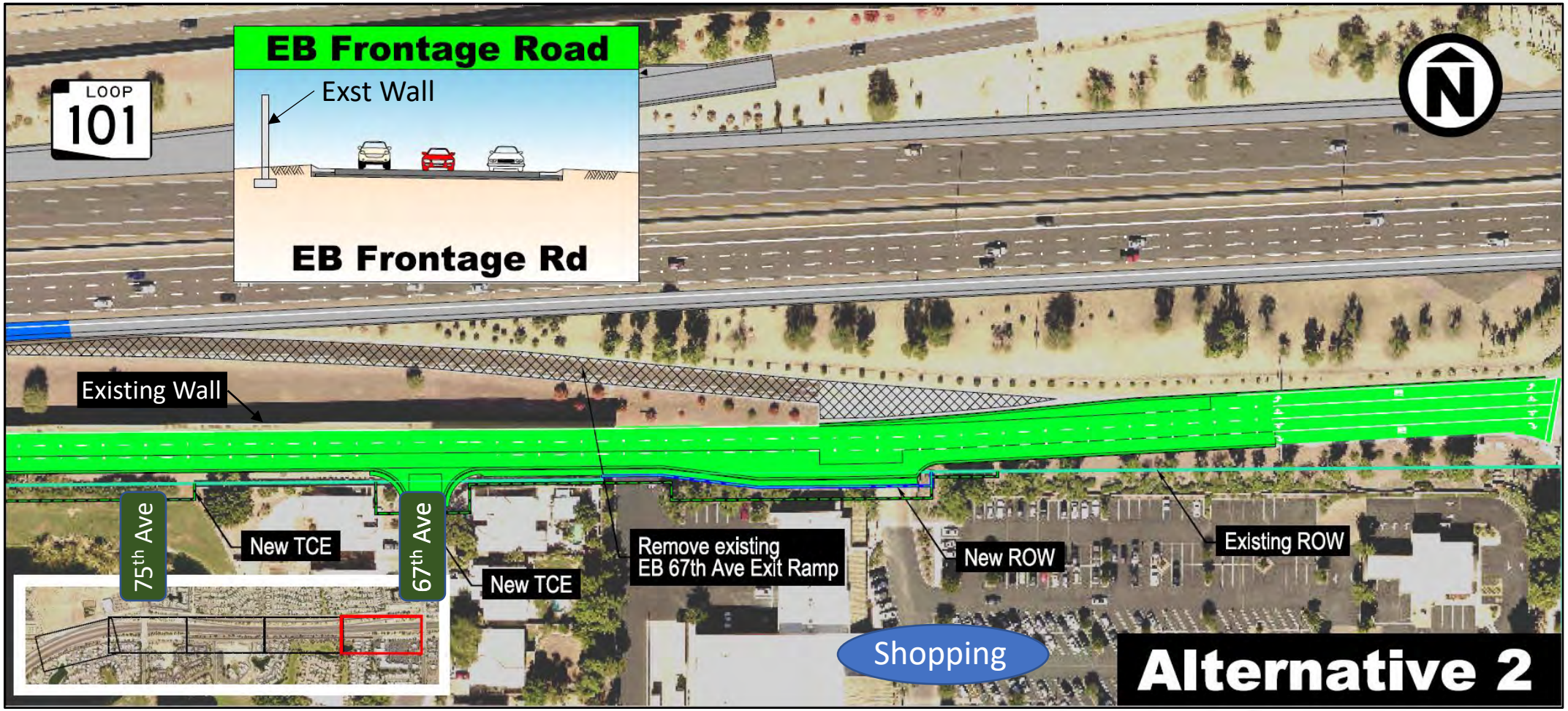


Alternative 2: Consolidated Off-Ramps



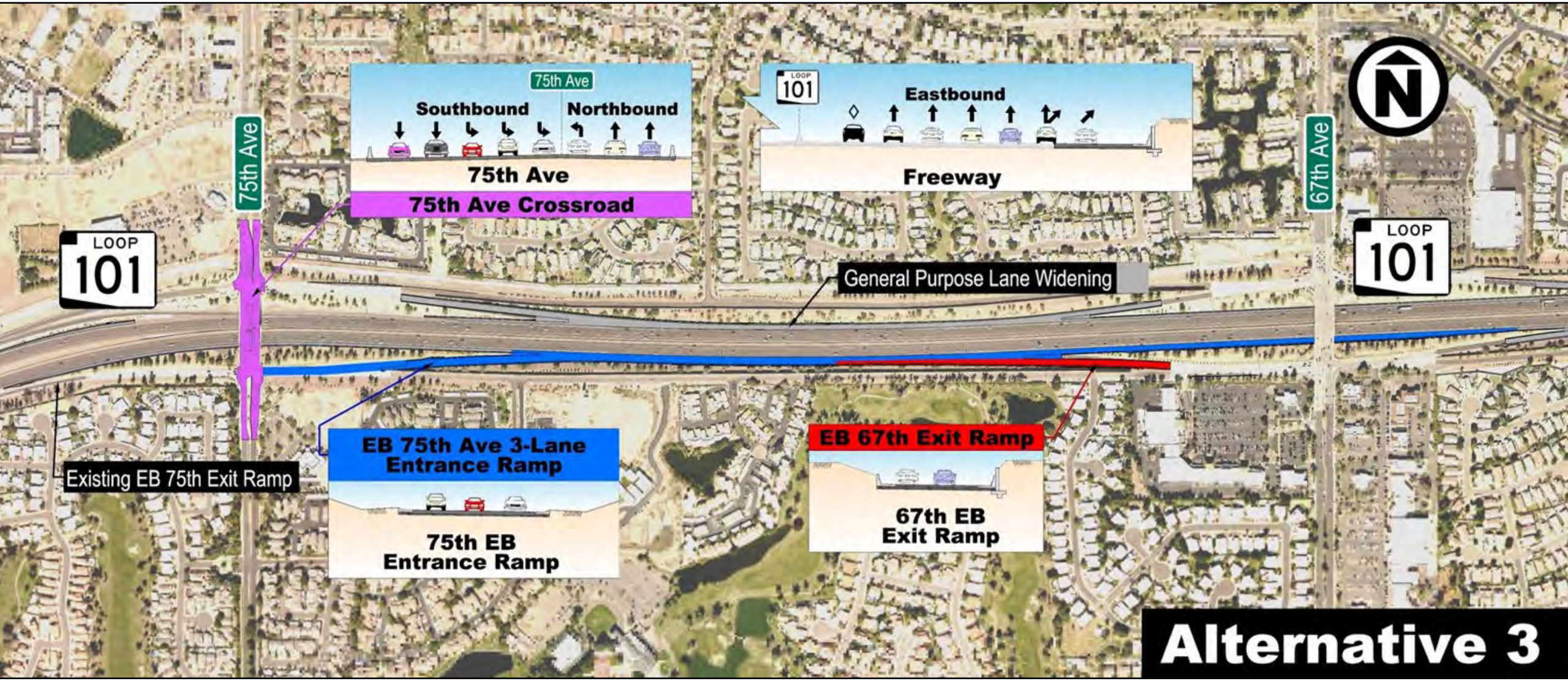
Alternative 2: Consolidated Off-Ramps



Alternative 2: Consolidated Off-Ramps

Alternative 2 Animation- https://vimeo.com/513054393

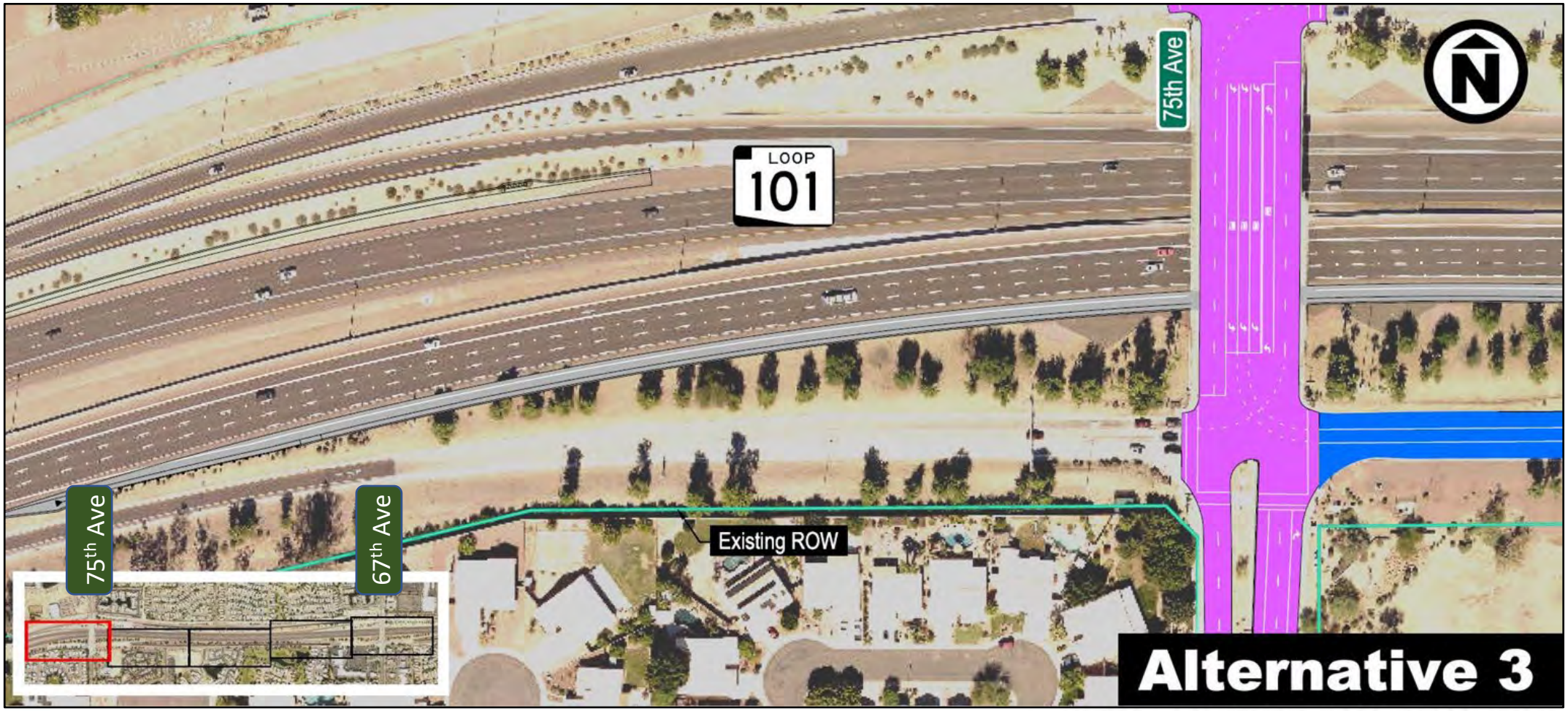
ADOT



ARIZONA DEPARTMENT OF TRANSPORTATION

Ramp Widening & Extended On-Ramp

Alternative 3: Ramp Widening & Extended On-Ramp



Alternative 3: Ramp Widening & Extended On-Ramp

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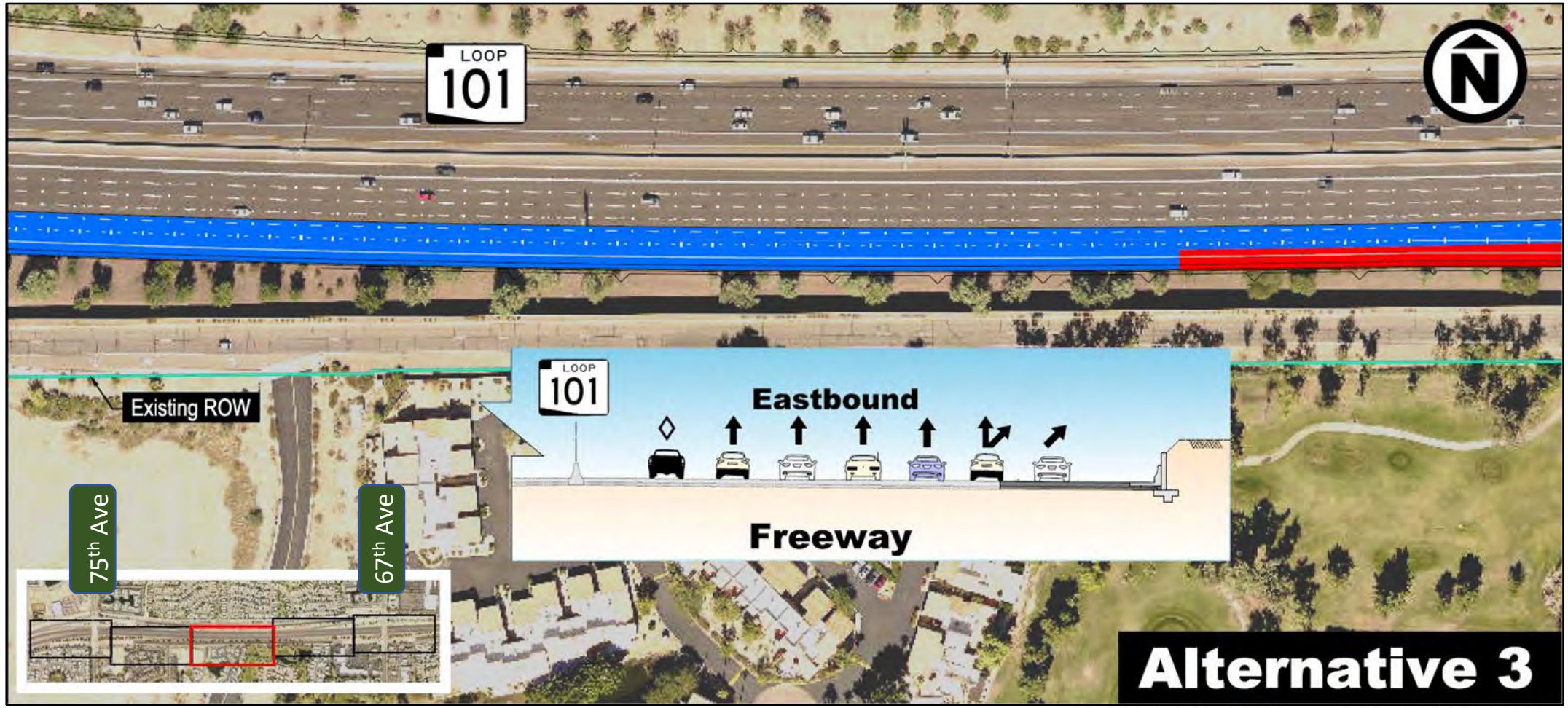

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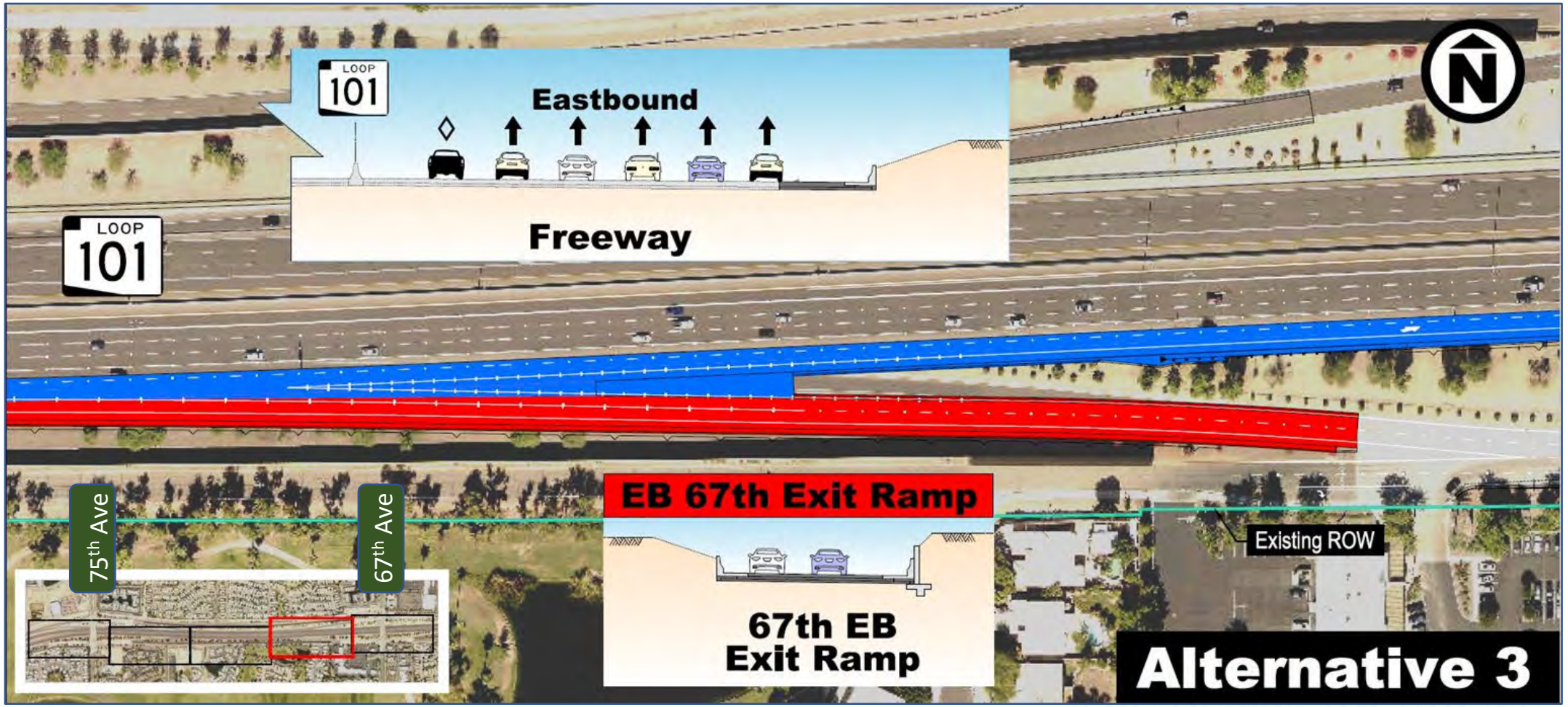
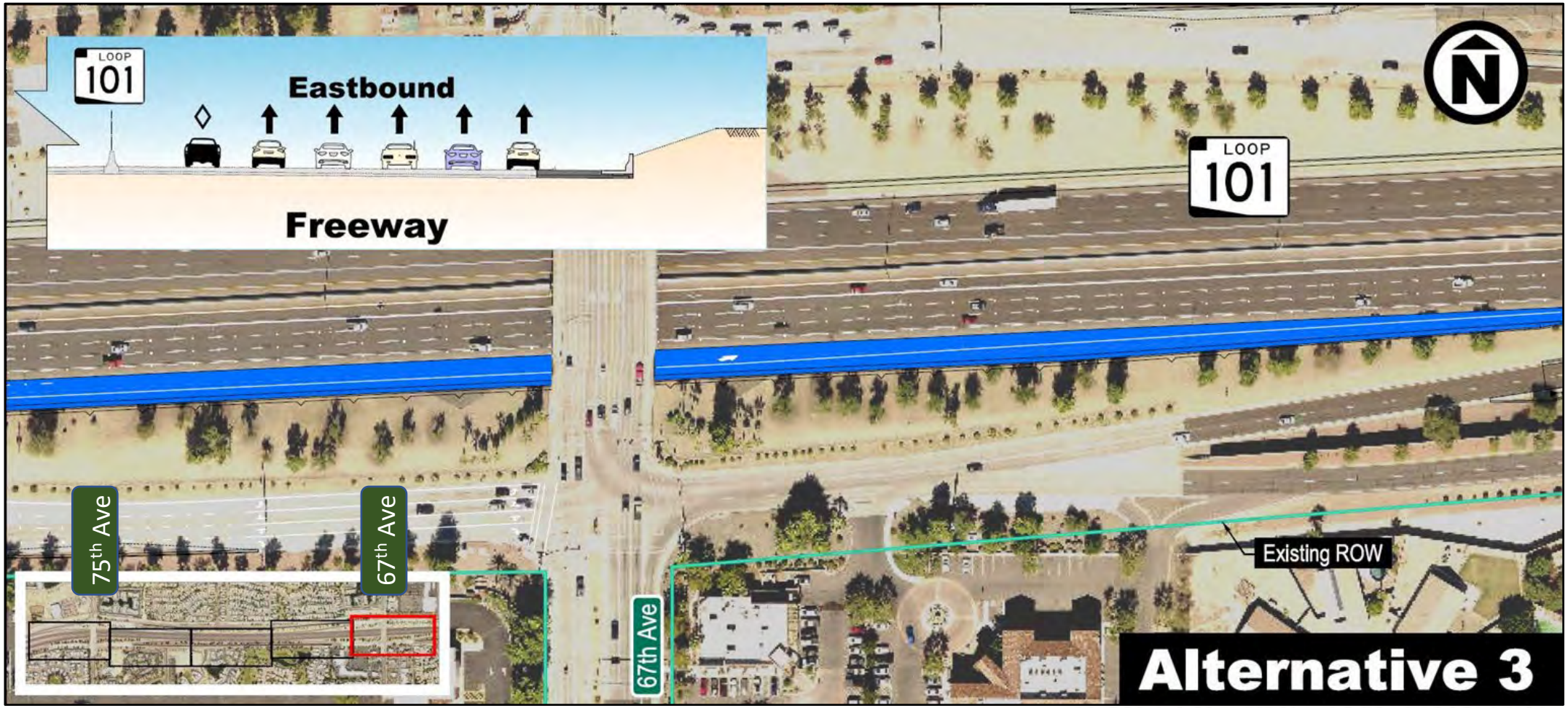


Alternative 3: Ramp Widening & Extended On-Ramp



Alternative 3: Ramp Widening & Extended On-Ramp Animation

Alternative 3 Animation - https://vimeo.com/513054532

Evaluation Matrix

Legend
- Low
- Moderate
- High

Criterion	Alternative 1 Braided Ramps	Alternative 2 Consolidated Off-Ramps	Alternative 3 Ramp Widening & Extended On-Ramp
Traffic Operations 2040 Design Year	Meets Traffic Operation Design Guidelines	Meets Traffic Operation Design Guidelines	Meets Traffic Operation Design Guidelines
Bridges and Retaining Walls	• New bridge and extensive walls	• No additional bridge or walls	• No new bridge • Additional walls
Utility Conflicts	• Existing SW Gas line crossing freeway	• No major impacts to utilities	• No major impacts to utilities
Drainage System Impacts	• Impacts due to freeway widening and relocated EB 67th Ave off-ramp	• Impacts due to freeway, EB 75th Ave off-ramp, and EB frontage road widening	• Impacts due to ramp and freeway widening.
Constructability and Impact to Public	• High Complexity • Additional 10 to 12 months to construct • High impact to ramp and freeway traffic • No impact to EB frontage road	• Low complexity • Low impact to freeway traffic • High impact to ramp and EB frontage road traffic and adjacent properties	• Low complexity • Low impact to freeway traffic • Moderate impact to ramp traffic • No impact to EB frontage road
Noise Impacts	• Low noise impact • Existing noise walls to remain in place	• High noise impact • Walls along EB Frontage Road • Existing noise walls to remain in place	• Low noise impact • Existing noise walls to remain in place
Right-of-Way (ROW)	No ROW impacts	• New ROW required along the EB Frontage Road	No ROW impacts
Estimated Cost to Construct	$32.5 Million	$16.5 Million	$13.5 Million

Public Input on Alternatives

- Ways to provide input/comments through Feb. 24:
  - Tonight's meeting
  - Online Survey: www.surveymonkey.com/r/75thAveInterchange
  - Email: projects@azdot.gov
  - Phone: Call 855.712.8530
  - Mail: John Tucker, ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

More Information/Mailing List

- Visit project website at: azdot.gov/75thAveInterchange
  - View presentation and alternatives
  - Take online survey
  - Sign up for project mailing list to be notified of future meetings and updates

Q&A

Ways to ask a question or make a comment at tonight's meeting:

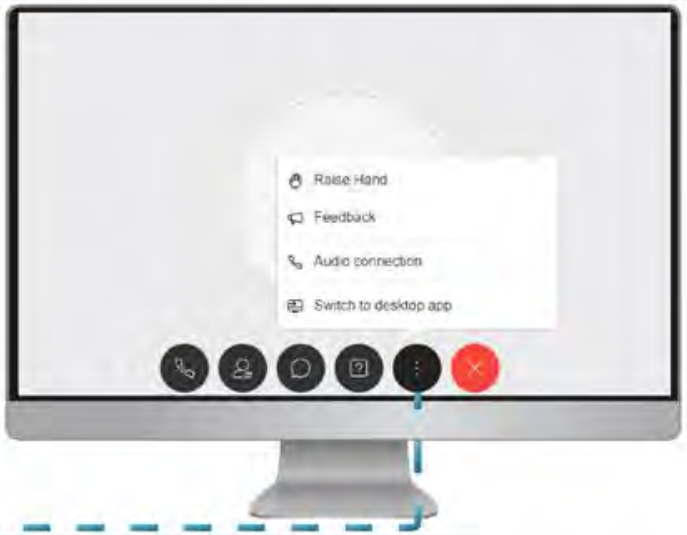
- For those online
  - Select the "Raise Your Hand" function for verbal comments.
  - Use the Q&A function for written comments.
- For those on the phone:
  - Press *3 to indicate you'd like to speak.

Raising Your Hand

Issues? Call Webex Help:
866.229.3239

Internet Browser

1. Select ⋮ icon
2. Select "✋ Raise Hand"
3. Wait to be unmuted by host
4. Select "Lower Hand" after speaking

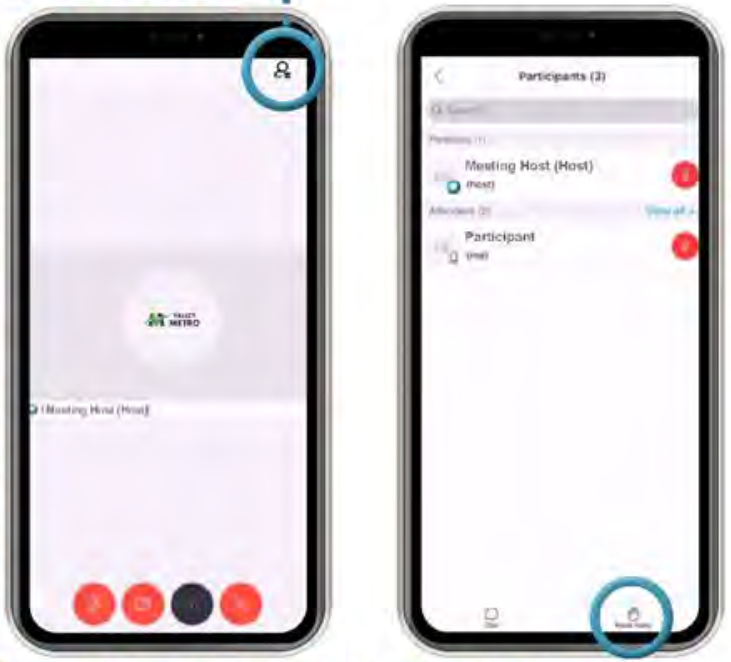


Webex Software

1. Select 👤 icon
2. Select ✋ icon
3. Wait to be unmuted by host
4. Select "Lower Hand" after speaking

Mobile App

1. Select 👤 icon
2. Select ✋ icon
3. Wait to be unmuted by host
4. Select "Lower Hand" after speaking

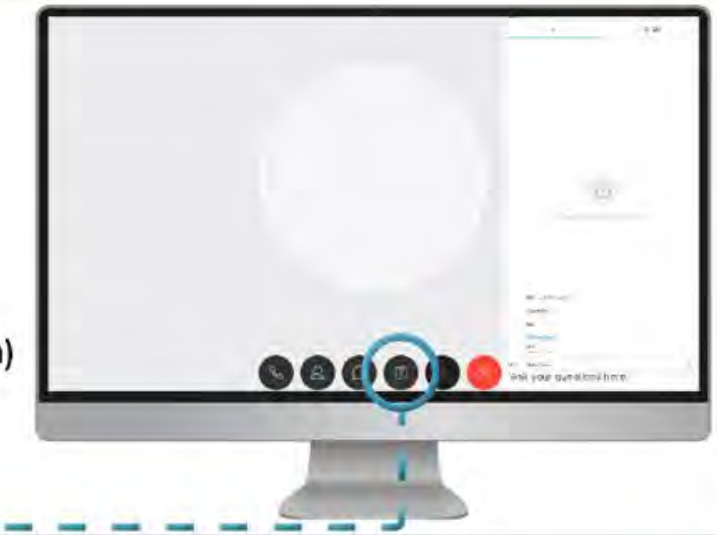


Asking A Question

Issues? Call Webex Help:
866.229.3239

Internet Browser

1. Select icon
2. Type your question
3. Select recipient (Host, Panelists or both)
4. Click "Send"



Webex Software

1. Select "v Q&A"
2. Type your question
3. Select recipient (Host, Panelists or both)
4. Click "Send"

Mobile App

1. Select icon
2. Select icon
3. Type your question in the box
4. Select recipients (Hosts, Panelists or both)
5. Click "Send"

Q & A

Thank you for attending

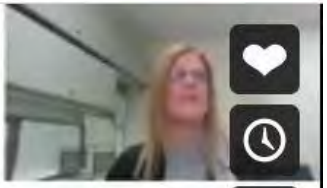
- Request attendees take brief survey after meeting to assist with federal reporting. Responses are confidential.

  Link to Self-ID Survey

  tinyurl.com/2ubccf3n

Link to Recording of Feb. 10 Public Meeting - https://vimeo.com/513075834

Purpose of Tonight's Meeting



- Provide overview of 75th Avenue traffic interchange improvement alternatives
- Seek public's input on the alternatives
- Outline ways to provide comments
- Will have a separate public meeting for Loop 101 widening project

75th Ave/Loop 101 Traffic Interchange (TI)

ADOT

Project Fact Sheet

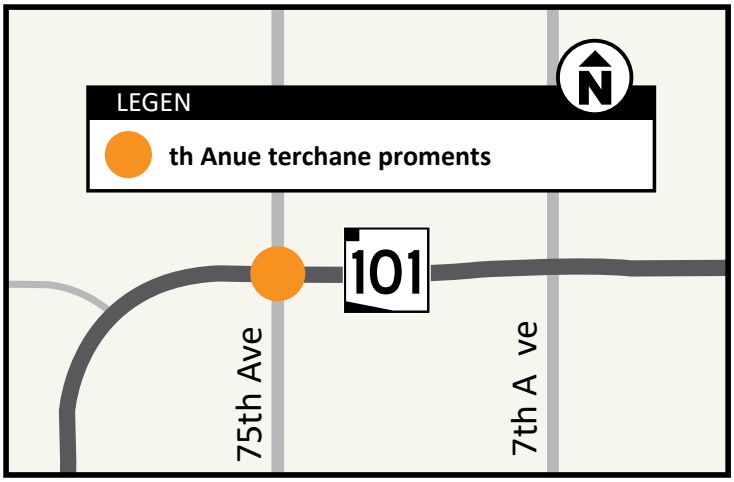
LOOP 101/75TH AVENUE INTERCHANGE IMPROVEMENTS

PROJECT OVERVIEW

Improvements are planned to the Loop 101 interchange at 75th Avenue to add a third southbound le urn lane onto eastbound Loop 101 to accommodate peak morning traffic ows. Interchange improvements at 75th Avenue will be designed and constructed in conjunc on with the planned Loop 101 widening project between 75th Avenue and Interstate 17.

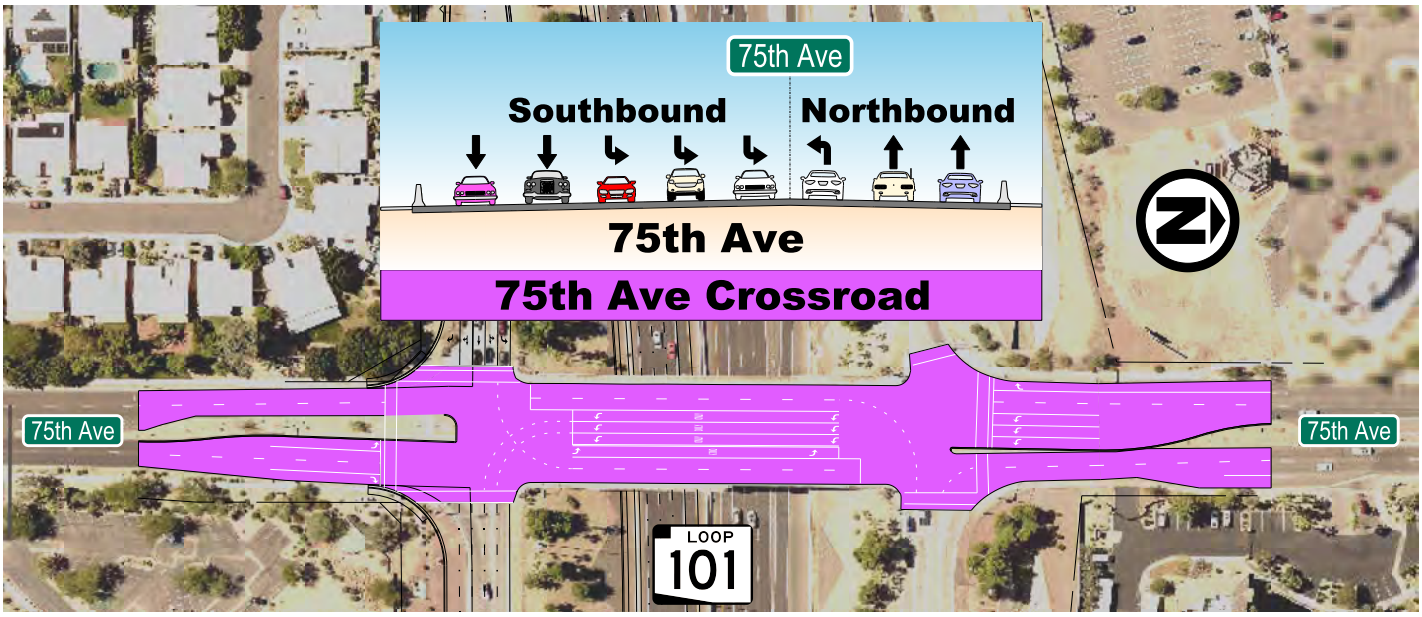
The third le urn lane on 75th Avenue would be added within the exis ng roadway by modifying the raised median and restriping the lanes, without the need for addi onal right of way or bridge widening. The eastbound Loop 101 on-ramp at 75th Avenue, which is currently two lanes, will be reconstructed to accommodate a third lane.

The project team is currently evalua ng three design alterna ves to accommodate this third lane. In addi on to the modi ca ons to 75th Avenue and the eastbound on-ramp, the design alterna ves also a ect the eastbound o -ramp at 67th Avenue and poten ally impact the eastbound frontage road and right of way between 75th and 67th avenues.



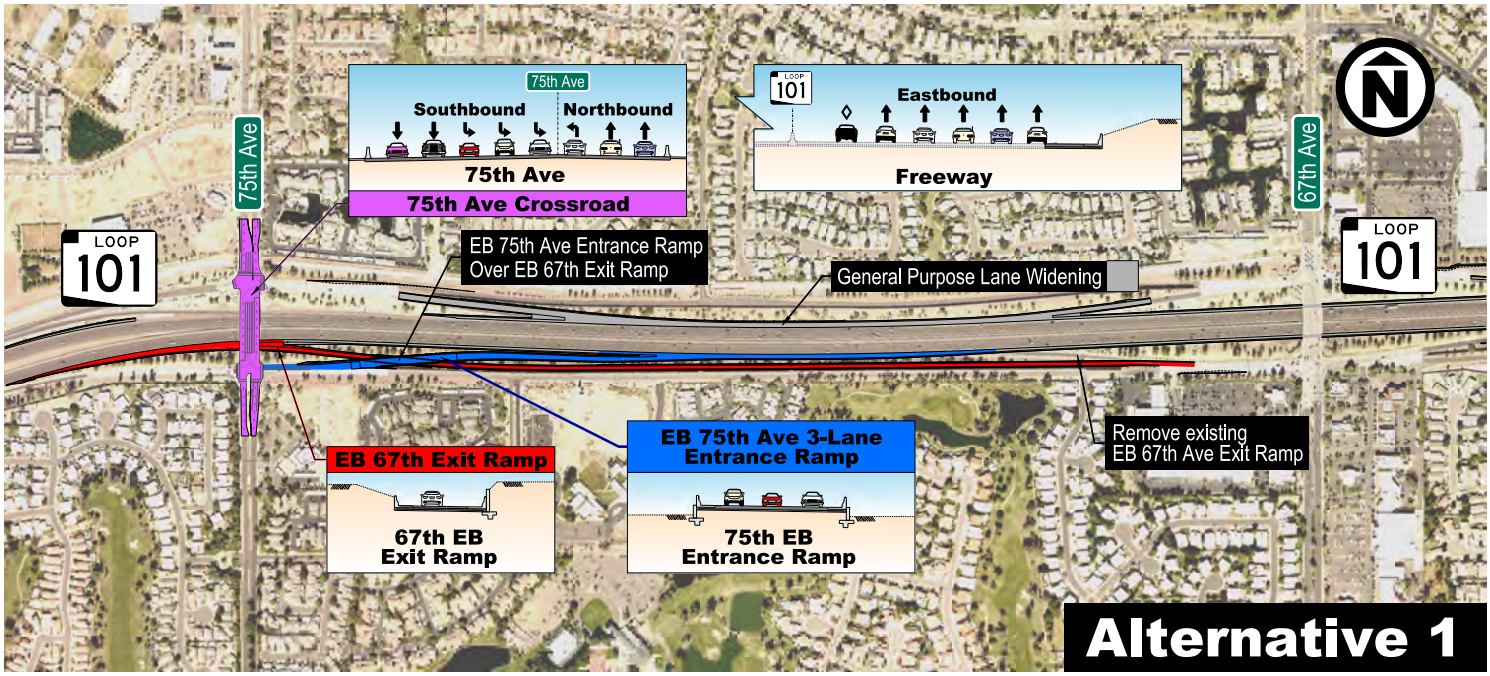
All three alterna es include

- Adding a third le urn lane from southbound 75th Avenue to eastbound Loop 101.
- Adding a third lane to the eastbound Loop 101 on-ramp at 75th Avenue.
- Modifying the exis ng 75th Avenue median islands, traffic signals, signing and pavement markings.
- Adding signalized ramp meters for traffic entering eastbound Loop 101.
- Removing and replacing exis ng freeway and ramp ligh ng and a ected freeway landscaping.
- Adding freeway and ramp signing and pavement markings.



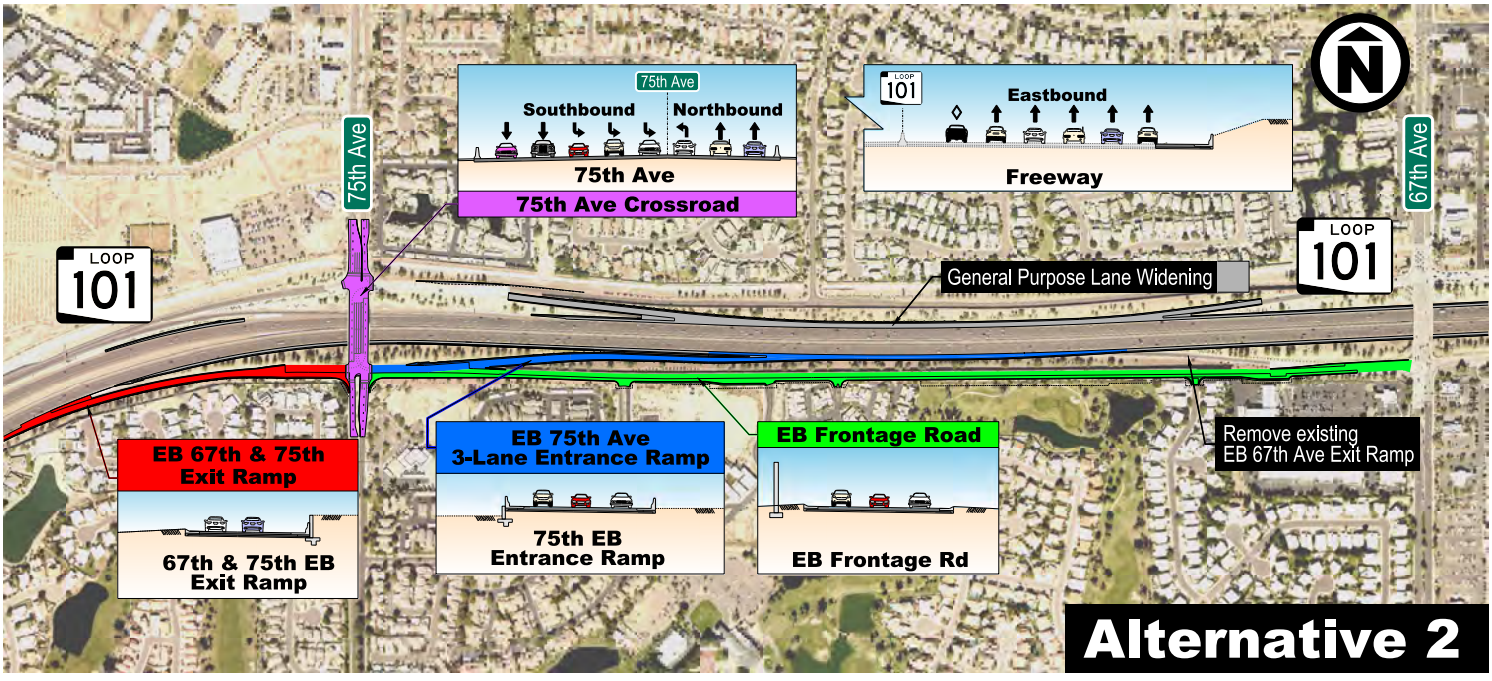
ADOT

Alterna ve 1: 67th Avenue / 75th Avenue Braided Ramps



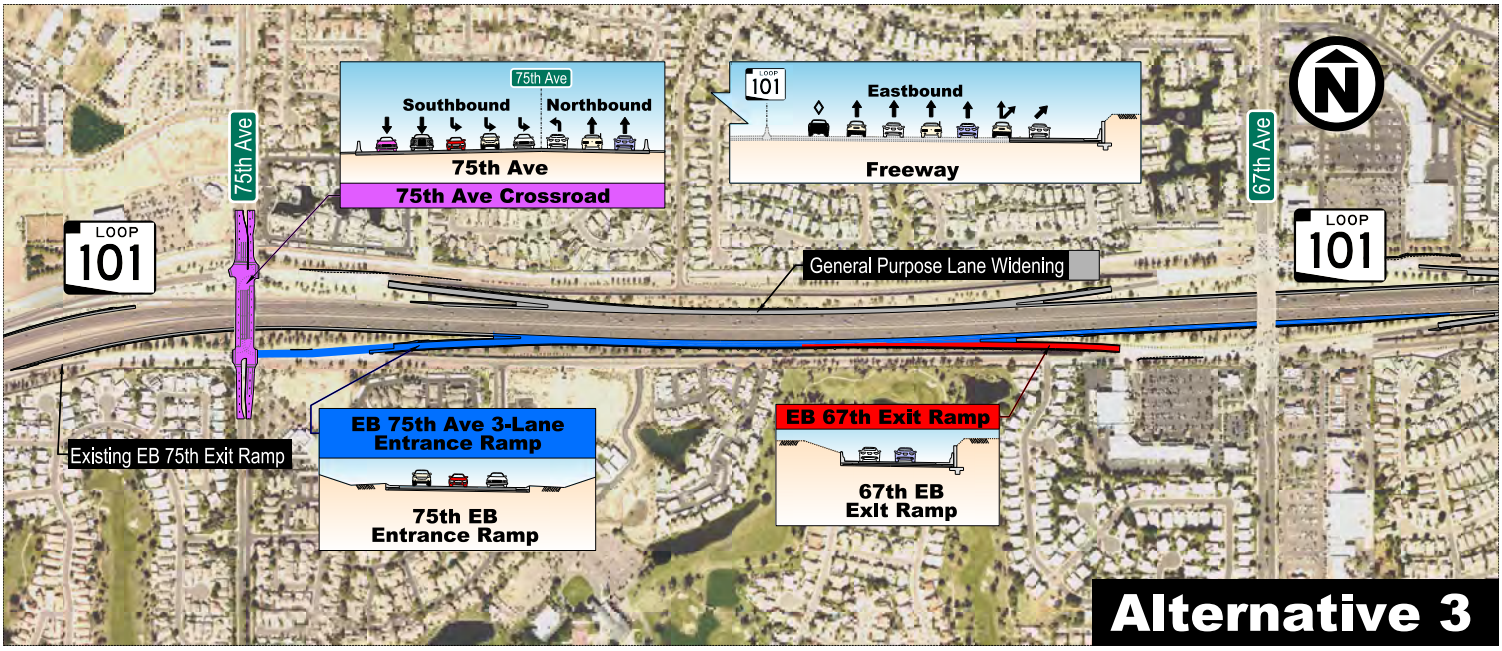
- The eastbound 67th Avenue -ramp would be removed and relocated west of 75th Avenue.
- The new 67th Avenue -ramp would go under the new eastbound 75th Avenue on-ramp.
- The new eastbound 75th Ave on-ramp would be reconstructed over the new 67th Avenue off-ramp.
- 1 would require a new bridge and retaining walls on Loop 101 for the 67th Avenu -ramp and 75th Avenue on-ramp.
- No new right of way is required.
- Es mated cost of construc on is approximately $30 million.

Alterna ve 2: 67th Avenue O -Ramp Consolidated with the 75th Avenue Off-Ramp

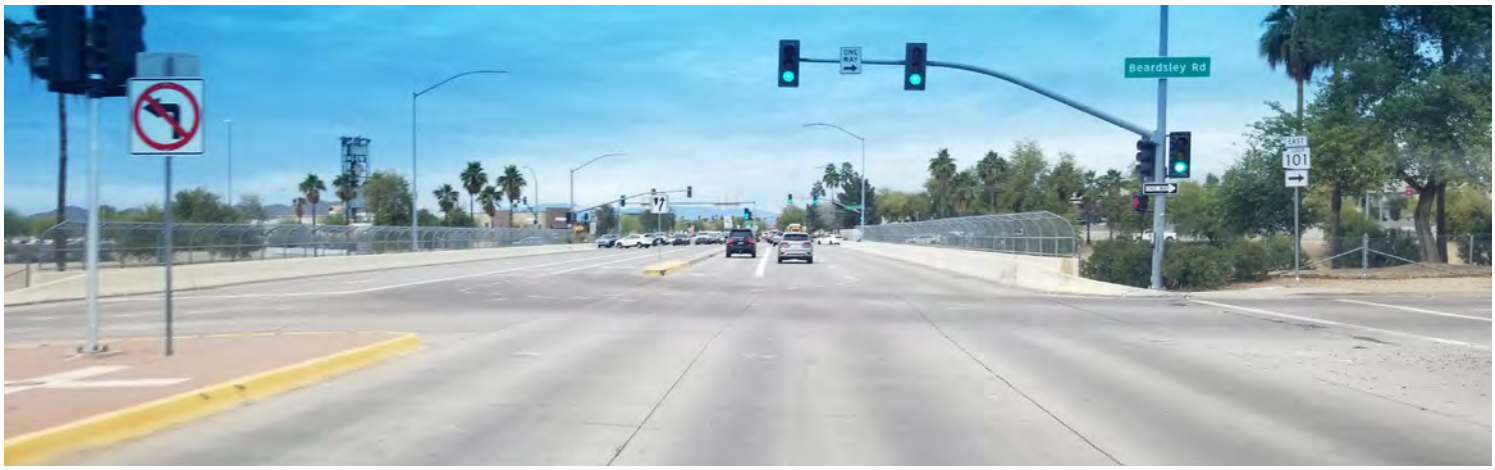


- The exis ng eastbound 67th Avenue -ramp would be removed and 67th Avenue o -ramp traffic would use the exis ng 75th Avenue eastbou -ramp and con nue on the eastbound frontage road to 67th Avenue.
- The exis ng 75th Avenue eastbound o -ramp would be widened to two lanes exi ng Loop 101 a ve lanes at the intersec on with 75th Avenue.
- A third lane would be added to the eastbound frontage road between 75th and 67th Avenues to accommodate the addi onal 67th avenu -ramp traffic.
- New right of way would be required on the south side of the frontage road from 75th Avenue to 67th Avenue.
- Es mated cost of construc on is approximately $15 million.

Alterna ve 3: 75th Avenue/67th Avenue Ramp Widening Only



- The exis ng eastbound 67th Avenue -ramp would remain in the same place but would be widened to a two-lane exit.
- An addi onal lane would be added to eastbound Loop 101 between the eastbound 75th Avenue on-ramp and the eastbound 67th Avenue on-ramp to provide addi onal distance for traffic merging onto Loop 101.
- No new right of way is required.
- Es mated cost of construc on is approximately $12 million.



Selec on of a design alterna ve for 75th Avenue is needed before design plans for the Loop 101 widening project between 75th Avenue and I-17 can be nalized. ADOT and its project partners are currently seeking the public's input on these alterna ves. The public's input, along with engineering and cost considera ons, will be used to select the alterna ve that will move forward int nal design.

The public will have an opportunity to review and provide input on the 75th Avenue interchange alterna ves un l Feb. 24 , 2021 through the following methods listed below.

VIRTUAL PUBLIC MEETING

Wednesday, Feb. 10, 2021, 6-7 p.m.

The project team will provide a presenta on with an overview of the project and alterna ves being considered, followed by an opportunity for the public to ask ques ons or provide comments online or by phone.

HOW TO PARTICIPATE

1. ONLINE

Join via your computer or smart phone:
h ps:// nyurl.com/ADOT75AveTI

Mee ng Number (Access Code): 146 217 7610
Password: ADOT2021

2. CALL-IN

602.666.0783
Mee ng Number (Access Code): 146 217 7610

Don't Have Internet Access?

If you do not have access to the technology needed to a end the virtual public mee ng or review the project informa on online, please contact the project team: 480.695.4027 or JTucker2@azdot.gov.

Can't Attend?

The mee ng will be recorded and posted on the project website shortly a er the mee ng at azdot.gov/75thAveInterchange. Comments provided by February 24, 2021, will be included in the comment summary for the meeting.
You may submit comments in one of the following ways during the public comment period through Feb. 24, 2021.

Online Survey

Take a brief online survey with the op ons at h ps://surveymonkey.com/r/75thAveInterchange

CONTACT US DIRECTLY TO COMMENT

- **Email:** projects@azdot.gov
- **Phone:** Call 855.712.8530
- **Mail:** John Tucker, ADOT Community Rela ons, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

Title VI Non-Discrimina on No ce to the Public

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabili es Act (ADA) and other nondiscrimina on laws and authori es, ADOT does not discriminate on the basis of race, color, na onal origin, sex, age, or disability. Persons that require a reasonable accommoda on based on language or disability should contact John Tucker at 855.712.8530 or jtucker2@azdot.gov. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

De acuerdo con el Título VI de la Ley de Derechos Civiles de 1964, la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés) y otras normas y leyes an discriminatorias, el Departamento de Transporte de Arizona (ADOT) no discrimina por mo vos de raza, color, origen nacional, sexo, edad o discapacidad. Las personas que requieran asistencia (dentro de lo razonable) ya sea por el idioma o discapacidad deben ponerse en contacto con el John Tucker a 855.712.8530 o jtucker2@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

Appendix C: Website

Appendix C: Website

ADOT

subscribe for updates

About | Motor Vehicles | Projects | Business | Planning | News | Traffic | Maps | Contact

Home » Projects » Central District Projects » Loop 101 (Agua Freeway), 75th Avenue to I-17 Improvements

Loop 101 (Agua Freeway), 75th Avenue to I-17 Improvements

Overview | 75th Avenue Interchange Improvements | Public Meetings

Overview

The Arizona Department of Transportation, in cooperation with the cities of Glendale, Phoenix and Peoria, the Federal Highway Administration and the Maricopa Association of Governments, has initiated a project to widen and make other improvements to the Loop 101 (Agua Fria Freeway) between 75th Avenue in Glendale and Interstate 17 in Phoenix. The project seeks to address growing traffic demands in the northwest Valley and relieve traffic congestion on the Loop 101 during the morning and evening peak travel periods. The project will connect with the current Loop 101 Pima Freeway widening project east of I-17, which is slated for completion in fall 2021.

Project Elements

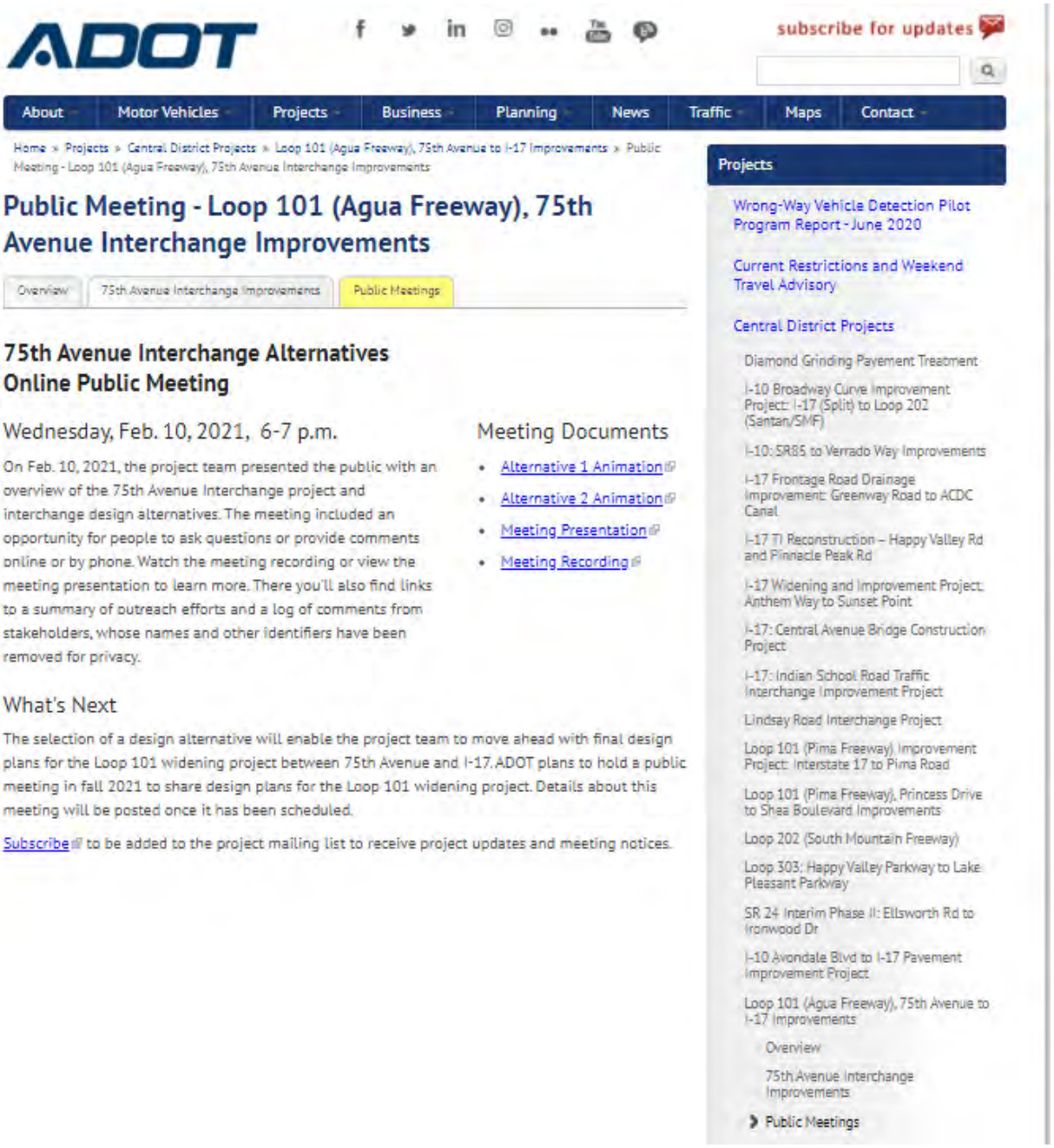
Major elements of this project include:

- Adding one general purpose lane to the outside in each direction between 75th Avenue and I-17 within the existing freeway right-of-way.
- Widening bridges at 59th, 51st and 35th avenues and constructing new retaining walls to accommodate the freeway expansion.
- Interchange improvements at 75th Avenue to add a third southbound left turn lane onto eastbound Loop 101 within the existing roadway.
- Modifying some interchange ramps and frontage road locations.
- Adding or modifying noise walls in some locations.
- Converting existing freeway lighting to LED.
- Modifying the existing freeway drainage system.
- Replacing impacted landscaping.

Schedule

Projects

- Wrong-Way Vehicle Detection Pilot Program Report - June 2020
- Current Restrictions and Weekend Travel Advisory
- Central District Projects
  - Diamond Grinding Pavement Treatment
  - I-10 Broadway Curve Improvement Project: I-17 (Split) to Loop 202 (Santan/SMF)
  - I-10: SR85 to Verrado Way Improvements
  - I-17 Frontage Road Drainage Improvement: Greenway Road to ACDC Canal
  - I-17 TI Reconstruction – Happy Valley Rd and Pinnacle Peak Rd
  - I-17 Widening and Improvement Project, Anthem Way to Sunset Point
  - I-17: Central Avenue Bridge Construction Project
  - I-17: Indian School Road Traffic Interchange Improvement Project
  - Lindsay Road Interchange Project
  - Loop 101 (Pima Freeway) Improvement Project: Interstate 17 to Pima Road
  - Loop 101 (Pima Freeway), Princess Drive to Shea Boulevard Improvements
  - Loop 202 (South Mountain Freeway)
  - Loop 303: Happy Valley Parkway to Lake Pleasant Parkway
  - SR 24 Interim Phase II: Ellsworth Rd to Ironwood Dr
  - I-10 Avondale Blvd to I-17 Pavement Improvement Project
  - Loop 101 (Agua Freeway), 75th Avenue to



Link to project website: [Loop 101 (Agua Freeway), 75th Avenue to I-17 Improvements | ADOT (azdot.gov)]

Appendix D: Online Survey

Appendix D: Online Survey

75th Avenue Interchange Improvements Survey

Please take our brief survey to provide your feedback on potential design alternatives to improve the interchange at Loop 101 (Agua Fria Freeway) and 75th Avenue.

The survey should take less than five minutes to complete.

Background

Improvements are planned to the Loop 101 interchange at 75th Avenue to add a third southbound left turn lane onto eastbound Loop 101 to accommodate peak morning traffic flows. The eastbound Loop 101 on-ramp at 75th Avenue, which is currently two lanes, will need to be reconstructed to accommodate a third lane. The project team is currently evaluating three design alternatives to accommodate this third lane.

Interchange improvements at 75th Avenue will be designed and constructed in conjunction with the planned Loop 101 widening project between 75th Avenue and Interstate 17.

All three alternatives include:

- **Adding a third left turn lane from southbound 75th Avenue to eastbound Loop 101.**
- **Adding a third lane to the eastbound Loop 101 on-ramp at 75th Avenue.**
- **Modifying the existing 75th Avenue median islands, traffic signals, signing and pavement markings.**
- **Adding signalized ramp meters for traffic entering eastbound Loop 101.**
- **Removing and replacing existing freeway and ramp lighting and affected freeway landscaping.**
- **Adding freeway and ramp signing and pavement markings.**

ADOT and its project partners are currently seeking the public's input on these alternatives. The public's input, along with engineering and cost considerations, will be used to select the alternative that will move forward into final design.

* 1. Contact Information

Name

ZIP Code

Email Address

* 2. Add to project mailing list?

- ◯ Yes
- ◯ No

1

3. Stakeholder type - select all that apply

- [ ] Resident
- [ ] Property owner
- [ ] Business owner/manager
- [ ] HOA representative
- [ ] Community organization or facility
- [ ] Public agency
- [ ] Roadway user
- [ ] Other (please list)

4. Using a scale of 1 to 5 (Where 1 is Strongly Oppose, 2 is Somewhat Oppose, 3 is Neutral/No Preference, 4 is Somewhat Support and 5 is Strongly Support), please indicate your level of support for Alternative 1.

1	2	3	4	5
○	○	○	○	○

Alternative 1: 67th Avenue / 75th Avenue Braided Ramps

- The eastbound 67th Avenue off-ramp would be removed and relocated west of 75th Avenue.
- The new 67th Avenue off-ramp would go under the new eastbound 75th Avenue on-ramp.
- The new eastbound 75th Ave on-ramp would be reconstructed over the new 67th Avenue off-ramp.
- Would require a new bridge and retaining walls on Loop 101 for the 67th Avenue off-ramp and 75th Avenue on-ramp.
- No new right of way is required.
- Estimated cost of construction is ~$30M.

2

5. Comments

6. Using a scale of 1 to 5 (Where 1 is Strongly Oppose, 2 is Somewhat Oppose, 3 is Neutral/No Preference, 4 is Somewhat Support and 5 is Strongly Support), please indicate your level of support for Alternative 2.

1	2	3	4	5
○	○	○	○	○

Alternative 2: 67th Avenue Off-Ramp Consolidated with the 75th Avenue Off-Ramp

- The existing eastbound 67th Avenue off-ramp would be removed and 67th Avenue off-ramp traffic would use the existing 75th Avenue eastbound off-ramp and continue on the eastbound frontage road to 67th Avenue.
- The existing 75th Avenue eastbound off-ramp would be widened to two lanes exiting Loop 101 and five lanes at the intersection with 75th Avenue.
- A third lane would be added to the eastbound frontage road between 75th and 67th Avenues to accommodate the additional 67th Avenue off-ramp traffic.
- New right of way would be required on the south side of the frontage road from 75th Avenue to 67th Avenue.
- Estimated cost of construction is ~$15M.

7. Comments

3

8. Using a scale of 1 to 5 (Where 1 is Strongly Oppose, 2 is Somewhat Oppose, 3 is Neutral/No Preference, 4 is Somewhat Support and 5 is Strongly Support), please indicate your level of support for Alternative 3.

1	2	3	4	5
○	○	○	○	○

Alternative 3: 75th Avenue/67th Avenue Ramp Widening Only

- The existing eastbound 67th Avenue off-ramp would remain in the same place but would be widened to a two-lane exit.
- An additional lane would be added to eastbound Loop 101 between the eastbound 75th Avenue on-ramp and the eastbound 67th Avenue on-ramp to provide additional distance for traffic merging onto Loop 101.
- No new right of way is required.
- Estimated cost of construction is ~$12M.

9. Comments

4

10. How did you hear about this survey/project? Options (check all that apply):

- [ ] Postcard mailer
- [ ] Email from ADOT
- [ ] Flier/poster in neighborhood
- [ ] Website
- [ ] City communications
- [ ] Social media (Facebook, Twitter, Nextdoor, etc.)
- [ ] HOA
- [ ] Word of mouth
- [ ] Newspaper ad
- [ ] Other (list)

11. Do you have any questions about any of the 75th Avenue interchange alternatives you would like the project team to respond to?

Thank you for taking our 75th Avenue interchange alternatives survey.

To assist ADOT in our federal reporting requirements, we would appreciate it if you would take this voluntary, one-question demographic survey. Responses are confidential.

Survey

75th Ave/L101 Interchange comment period extended

External Inbox ×

Reply Forward

Arizona Department of Transportation adot@info.azdot.gov via service.govdelivery.com Feb. 24, 2021 4:44 PM
to me

ADOT

SHARE

75th Ave/L101 Interchange comment period extended

The Arizona Department of Transportation (ADOT) and its project partners, which include the city of Glendale and Maricopa Association of Governments, are seeking public input on three design alternatives to improve traffic flow at the Loop 101 and 75th Avenue interchange by adding a third southbound left turn lane onto eastbound Loop 101.

Due to significant community interest in this project, the deadline for providing input on the project alternatives has been extended through Wednesday, March 10.

HOW TO PROVIDE INPUT

You may give input in one of the following ways during the public comment period through March 10.

Online Survey

Take a brief online survey of the alternatives at https://www.surveymonkey.com/r/75thAveInterchange

Contact Us Directly to Comment

Email: projects@azdot.gov or jtucker2@azdot.gov
Phone: Call 855.712.8530
Mail: John Tucker, ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

Visit azdot.gov/75thAveInterchange to learn more about the options being considered. Comments received by March 1 2021 will be provided to the project team and included in the project comment summary report

Interchange improvements at 75th Avenue will be designed and constructed in conjunction with the planned Loop 101 widening project between 75th Avenue and Interstate 17, which is currently in the design phase.

A public meeting will be held this summer to present the preliminary design plans for that project.

Please subscribe to receive meeting information and project updates from ADOT by email.

To plan your trip, get travel times or see ADOT cameras, download the AZ 511 app.

Download the free ADOT Alerts app and know when unplanned, major events are impacting traffic near you.

Visit us on social media on Facebook, Twitter, YouTube, Flickr or the ADOT blog.

Appendix E: Public Comment Log

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/17/21	Councilmember survey	No Preference Stated	67th Ave exit	I would vote against eliminating the 67th ave. exit.	Thank you for your comment. It was shared with the project team.
2/17/21	Councilmember survey	No Preference Stated	Safety; 67th Ave exit	The backup that would occur if the 67th eastbound exit is closed would be a nightmare in the making. What possible reason could there be to decrease traffic flow to 67th Avenue. I would also bet that the frontage road from 75th to 67th might become a real racetrack. Thanks.	Thank you for your comment. It was shared with the project team.
2/18/21	Councilmember survey	Alternative 3	Alternative 3	Video 3	Thank you for your comment. It was shared with the project team.
2/18/21	Councilmember survey	Alternative 3	Alternative 1, Alternative 2, Alternative 3, 67th Ave exit	I strongly object to alternative 1 as it creates a new single lane from 75th to 67th avenues, which will be prone to wrecks and traffic nightmares. It also looks complex and very expensive. I object to alternative 2 as it eliminates the 67th Avenue exit and makes you exit at 75th Avenue. I approve of Alternative 3 as it preserves the 67th Avenue exit, preserves the existing traffic flow, and appears to be simple and much cheaper as well.	Thank you for your comment. It was shared with the project team.
2/18/21	Councilmember survey	No Preference Stated	67th Ave exit	PLEASE do not eliminate 67th street exit eastbound. DO NOT do this!	Thank you for your comment. It was shared with the project team.
2/18/21	Councilmember survey	Alternative 3	Alternative 1, Alternative 2, Alternative 3	With cost as the main reason I would prefer plan 3. Plan 2 is worst option adding traffic control light for those traveling to 67 Avenue exit. Plan 1 is my favorite but cost is over double of plan 1.	Thank you for your comment. It was shared with the project team.
2/18/21	Councilmember survey	No Preference Stated	67th Ave exit	Removing the off ramp at 67th Avenue is NOT the solution for this problem. This will only add to the congestion at 75th Avenue that you are trying so desperately to alleviate.	Thank you for your comment. It was shared with the project team.
2/18/21	Councilmember survey	Alternative 3	Alternative 3, 67th Ave exit	Support Alt 3 - absolutely keep off-ramp open at 67th Ave.	Thank you for your comment. It was shared with the project team.
2/18/21	Councilmember survey	Alternative 3	Alternative 1, Alternative 2, Alternative 3	If I understand the proposals and not missing anything, option 3 seems to be the smart way to go. I am a little confused as to any traffic flow advantage with option 1&2.	Thank you for your comment. It was shared with the project team.
2/18/21	Councilmember survey	Alternative 3	Alternative 3, 67th Ave exit	I feel that the 75th avenue ramp improvements should not impair the situation at 67th avenue. The evaluation matrix for option 3 shows it to be the best overall approach and by far the best results per dollar.	Thank you for your comment. It was shared with the project team.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/18/21	Councilmember survey	No Preference Stated	Alternative 1, Alternative 2, Alternative 3, Traffic Volumes	I am unable to decide on any of the three options. I did not hear any information on the following questions: 1. What is the projected volume of traffic when this project is completed. 2. How does each option impact the flow of this projected volume of traffic. Knowing this information would greatly assist in making an intelligent decision. I would also like to be notified of future meetings/discussions that are open to the public. Please use the email address above for such notification. Thank you.	Existing Southbound 75th Avenue approaching the interchange during the morning peak is approximately 1,435 vehicles per hour and 1,594 vehicles per hour during the evening peak. In 2040 the anticipated southbound 75th Avenue Traffic Volumes are expected to be 1,586 vehicles per hour during the morning peak and 2,278 vehicles per hour during the evening peak. The southbound 75th Avenue to eastbound Loop 101 Traffic Volumes are currently 933 vehicles per hour and are expected to be 1,303 vehicles per hour by 2040. The westbound Loop 101 to northbound 75th Avenue Traffic Volumes are currently 414 vehicles per hour and are expected to be 515 vehicles per hour by 2040. All three alternatives will adequately address future anticipated traffic volumes at the interchange. We anticipate holding a public meeting in late summer/early fall 2021 to share project design plans We will add you to our mailing list to be notified of the public meeting.
2/18/21	Councilmember survey	No Preference Stated	Alternative 3, Frontage Road	In Alternative 3, does the eastbound frontage road (Beardsley) between N67th and N75th lose a lane for its entire length? If so, has there been any traffic analysis to determine impacts to residents/businesses on that road?	Alternative 3 does not affect the number of lanes on the eastbound frontage road between 75th and 67th avenues.
2/19/21	Councilmember survey	No Preference Stated	Alternative 2, 67th Ave exit, Business/ Neighborhood Impacts	I strongly oppose any option which closes the EB 67th Ave exit ramp off of 101 Forcing that traffic onto the frontage road will be harmful to local business and create dangerous congestion of combined commercial and residential traffic. Closing this exit ramp is a terrible idea.	Thank you for your comment. It was shared with the project team.
2/19/21	Councilmember survey	No Preference Stated	Traffic Volumes, 67th Ave exit	Eliminating the Eastbound ramp for 67th Ave would be detrimental to traffic flow in general. 67th Ave is the only street that goes North & South that is not blocked by mountain or wash issues. The Eastbound ramp is heavily used by residents who live North of, or around Happy Valley Rd. needing to commute to work.	Thank you for your comment. It was shared with the project team.
2/19/21	Councilmember survey	Alternative 3	Alternative 3	I prefer the third option.	Thank you for your comment. It was shared with the project team.
2/19/21	Councilmember survey	Alternative 3	67th Ave exit	I think closing the 67th Ave ramp off of the 101 is a bad idea and will create more traffic on 75th Ave going south into our residential area.	Thank you for your comment. It was shared with the project team.
2/19/21	Councilmember survey	Alternative 3	Alternative 1, Alternative 2, Alternative 3, 67th Ave exit, Business/Neighborhood Impacts	I am in favor of option 3 and really don't like either option 1 or 2. Option 3 is the least cost and would not close the 67th ave ramp. Such closure would adversely impact nearby businesses.	Thank you for your comment. It was shared with the project team.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/19/21	Councilmember survey	Alternative 3	Alternative 3 , Traffic Volumes, Driver Safety; Signage	I'm in agreement with you that Alternative Three is the only viable solution. I do have a concern with three lanes of traffic turning left off of 75th avenue onto Eastbound 101. Today we have two lanes and I have seen drivers in the very left hand lane trying to go straight onto the service road rather than onto the freeway wherein they have to cross the right hand lane to do so, which is very dangerous. I can see this happening, a driver in the left lane trying to cross two lanes of traffic to get onto the service road to the right. If this is the proposal that is accepted, I would like to see signage clearly indicating that access to the service road has to be from the right turning lane only, far enough in advance to prevent the crossing of lanes after they turn on 75th avenue.	Thank you for your comment. It was shared with the project team.
2/22/21	Councilmember survey	Alternative 3	67th Ave exit	Please oppose closing 67th Ave. Thanks	Thank you for your comment. It was shared with the project team.
2/22/21	Councilmember survey	Alternative 3	67th Ave exit	I am totally against closing the 67th East bound traffic to 101. This is acceptable and irresponsible road planning.	Thank you for your comment. It was shared with the project team.
2/22/21	Councilmember survey	Alternative 3	67th Ave exit; retaining walls	I strongly disagree with ANY plans to remove or eliminate the east bound 67th Ave off ramp. I frequently use this off ramp on a daily basis multiple times a day and eliminating this off ramp would be highly inconvenient. I am a homeowners at 67th Ave and the 101 freeway. I don't NOT want any more or different retaining walls in the area as part of this plan.	Thank you for your comment. It was shared with the project team.
2/22/21	Councilmember survey	Alternative 3	67th Ave exit	please do not take away the 67th Ave exit east as that will create bottlenecks at 59th and 75th.	Thank you for your comment. It was shared with the project team.
2/22/21	Councilmember survey	Alternative 3	67th Ave exit	It was brought to my attention the expansion the the freeway, specifically 67th & 75th avenue and the 101. I am against the closure of the 67th exit, I would like to express my thoughts and my vote against the idea.	Thank you for your comment. It was shared with the project team.
2/22/21	Councilmember survey	Alternative 3	67th Ave Exit; Safety	I have to agree with Councilwoman Lauren Tolmachoff - closing the 67th Avenue eastbound exit ramp is a very bad idea. Just ask the family of Dr. Alicia Church, who lost her life on the access road just east of 75th Avenue. The access roads are not designed for the high volume of traffic or for higher speeds. There must be a better way ease traffic problems than to close an exit and route traffic through neighborhoods.	Thank you for your comment. It was shared with the project team.
2/22/21	Councilmember survey	Alternative 2	Driver Safety	My home the past 25 years is located NE of 67th Ave & Deer Valley RD.. Overtime, as both residential and commercial development increased, I decided that the proximity of the eastbound on and off ramps located east of 67th were too close to one another making use of that off ramp dangerous. Today, I exit at 75th Ave. continue north to Deer Valley RD. and east to my home. Much safer, so I have no objection to closing the exit under study. I wouldn't be surprised if the accident history at that location reflects my concern. Thank you for the opportunity to comment.	Thank you for your comment. It was shared with the project team.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/22/21	Councilmember survey	Alternative 3	67th Ave Exit; Traffic Congestion	i do not think the closing of the 67th ave exit lane will actually do anything. 67th ave is a mess with traffic any time of the day ,so forcing all traffic onto frontage rd will slow things down even more ,maybe they should widen 67th ave too	Thank you for your comment. It was shared with the project team.
2/22/21	Councilmember survey	Alternative 3	67th Ave Exit; Traffic Congestion; Noise	59th, 67th and 75th Avenues become extremely backed up during rush hour. Eliminating 67th Avenue exit would only increase traffic at the two remaining exits. In addition, more traffic will use the frontage road, increasing noise for residents in the Arrowhead Ranch neighborhoods.	Thank you for your comment. It was shared with the project team.
2/23/21	Councilmember survey	Alternative 2	Alternative 1, Alternative 2	I do not like option 1, eliminating the 67th Ave ramp. Most obnoxious idea ever! Option 2 seems to be the best. Changes made concerning 75th Ave, 83rd Ave, Beardsley, Union Hills and 101 are still annoying.	Thank you for your comment. It was shared with the project team.
2/23/21	Councilmember survey	Alternative 3	67th Ave Exit	I do not support the idea of closing the 67th Ave. exit ramp.	Thank you for your comment. It was shared with the project team.
2/23/21	Councilmember survey	Alternative 3	67th Ave Exit; Alternative 3	Alternative 3, which retains the 67th Ave. exit ramp off the EB 101, is the only option that we support. We object to any plan that would eliminate the 67th Avenue EB exit ramp. Financially, it makes the most sense as well.	Thank you for your comment. It was shared with the project team.
2/23/21	Councilmember survey	Alternative 3	Alternative 3	I would prefer alternative three Use 67th to go east on 101 mostly	Thank you for your comment. It was shared with the project team.
2/23/21	Councilmember survey	Other	Alternative 1, Alternative 2, Alternative 3 ,Traffic Congestion	I'm sure this was thoroughly studied. If traffic, especially in the morning, can be helped, I would say, it is worth the money spent. I did get a little confused watching the three examples of the upgrades. Not sure, which one would be the best.	Thank you for your comment. It was shared with the project team.
2/23/21	Councilmember survey	Alternative 3	67th Ave Exit, Alternative 3, Driver Safety	I HATE the options that eliminate the dedicated eastbound offramp at 67th Ave. Those of us who live off of 67th Ave take this exit exclusively to arrive at our home. Having to take an exit at 75th Ave will be a huge dissatisfaction and may actually result in more traffic accidents in an area already prone to more accidents than most other areas. I support Option #3 only.	Thank you for your comment. It was shared with the project team.
2/24/21	Councilmember survey	Alternative 3	67th Ave Exit, Alternative 3	I believe it is option 3 which would keep the exit for 67th open. Anything else will make it a mess for the businesses on 67th as well as the people who live on or just off 67th like myself.	Thank you for your comment. It was shared with the project team.
2/24/21	Councilmember survey	Alternative 3	67th Ave Exit; Business/Neighborhood Impacts	I am upset that with the 75th Ave/Loop 101 improvements which will include eliminating the exit on 67th Eastbound on Loop 101. I own property and also use that exit frequently. It would devalue my property as there is no more direct access to the business and convenience of getting on the Loop 101. It will force drivers in our area to use other exits to get home and to our business. You will create the shutdown and decrease in economic revenue to all the small business on the 67th Ave & Loop 101. Why not eliminate Exit 51th eastbound on Loop 101?	Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date. There are no plans to eliminate the eastbound 51st Avenue exit on Loop 101.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/24/2021	Councilmember survey	Alternative 3	Alternative 1, Alternative 3, Business/ Neighborhood Impacts	After my husband and I looked at graphic drawings of the 3 alternatives, we at first thought Option 1 was the best and sent in a vote for that; however, now having seen the videos (which made the choices much easier to understand), I feel that Option 3 is. It's much less disruptive, still keeps the 67th Ave. exit and is much cheaper.	Thank you for your comment. It was shared with the project team.
2/25/21	Councilmember survey	Alternative 3	Alternative 1, Alternative 2	Option 1 and 2 will make 67th and East bound Deer Valley worse than they are now.	Thank you for your comment. It was shared with the project team.
2/25/21	Councilmember survey	Alternative 3	Alternative 1, Alternative 2, Alternative 3	Alternatives 1 and 2 are a waste of money and I see no need for either of them. So please count me in favor of alt 3.	Thank you for your comment. It was shared with the project team.
2/25/21	Councilmember survey	Alternative 3	Alternative 1, Alternative 2, Alternative 3, Noise	We choose alternative #3 of the ADOT Project. Additionally, the current wall needs to be raised to lessen the noise due to the change in this project	Thank you for your comment. It was shared with the project team.
2/26/21	Councilmember survey	No Build	Traffic Congestion	Anyone living south of the 101 will be negatively impacted. We should get with other HOAs to vigorously opposed the change. Here are my concerns: The change to the southbound 75th Ave will restrict southbound traffic to one lane from the current two lanes. This will cause a choke point for all traffic exiting westbound 101 on the 75th exit. Anyone hoping to travel south on 75th or even continuing on the 101 service road will be delayed for traffic backed up trying to cross the 101 bridge on south 75th. In addition, the two westbound turn lanes on the service road after exiting 101 will now have to merge into one southbound lane after turning onto 75th Ave. This will further choke traffic and delay southbound traffic on the 75th. Expect to wait through several traffic light sequences at these intersections. I see the proposed change only benefiting commuters living north of the 101 in their morning commute. The rest of the day, all southbound traffic will suffer. Thanks again for asking my opinion.	Thank you for your comment. It was shared with the project team.
2/26/21	Councilmember survey	Alternative 3	Alternative 3; Safety	I would opt for Alternative #3 because it has two metered on ramp lanes onto Eastbound Loop 101. With 3 lanes turning left into 3 lanes eastbound, cars turning from northbound 75th Ave onto the on ramp would need a right turn on arrow only. Otherwise ripe situation for an accident or road rage.	Thank you for your comment. It was shared with the project team.
3/9/21	Councilmember survey	Alternative 3	Alternative 3	The simplest and least expensive.	Thank you for your comment. It was shared with the project team.
3/10/21	Councilmember survey	No Build	Noise, Traffic Congestion	I am not in favor of any of the offered changes proposed. There will be more sound noise in the Phase I and Phase II areas between 75th Ave and 67th Avenue due to more traffic on the access road. The intersection of 67th Ave and 101 is already highly congested during rush hours, and under the some of the proposal will become even more congested.	Thank you for your comment. It was shared with the project team.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/3/21	Email	N/A	Landscaping, noise, lighting	Below is of great urgency as it will have a negative impact on our community. 1205 homeowners in Arrowhead Ranch Phase II are requesting ADOT to work in conjunction with the City of Glendale and our community to plant mature trees of sufficient height and canopy to mitigate light pollution that will be generated by the planned signage at Banner Health Center at Aspera, and address the visual, light and noise/air pollution that will build along the loop 101, between Union Hills and 75th Avenue. We believe that our quality of life will suffer as well as our property values. We request thoughtful consideration and immediate action. We appreciate your attention to this concern.	Thank you for reaching out to ADOT with your concerns about lighting levels on Loop 101 adjacent to Arrowhead Ranch Phase II and your request for additional trees to further screen the freeway from your neighborhood. Related to your request to add trees at this location, ADOT does not plant trees to limit the freeway lighting. We will be evaluating the landscaping as part of the final design of the project and I have shared your request with the project team for consideration. Additionally, we do not use trees to provide noise abatement; we use noise walls or berms for noise abatement where needed based on our noise analysis. If there is spillover lighting in a neighborhood that is higher than allowed we can look into shielding or repositioning lights, so long as freeway and ramp areas are illuminated to adequate levels. I did want to note that as part of these projects, ADOT will be replacing the existing lighting along the freeway and ramps with LED lighting. The new lighting will extend approximately one-half mile west of 75th Avenue, where ADOT recently completed a conversion of the LED lights in that area (See the attached graphic with the light pole circled that was the last one replaced to the north). ADOT will conduct a lighting analysis as part of the LED conversion to verify the lighting levels are within the allowed lighting levels.
2/5/21	Email	N/A	Landscaping, noise	Mr. Tucker, as I'm a resident of this community, I am appealing to you to plant mature trees as part of this project. Besides reducing noise, these mature trees add such an attractive and aesthetic aspect to our community. Thank you for respecting the views of our community.	If the selected design impacts that portion of the landscaped area, we would replace impacted landscaping in kind at a similar planting density.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/5/21	Email	Other	Landscaping, noise, lighting, no build	I am writing as a resident of Arrowhead Ranch Phase II (AP2) and in reference to the proposed expansion of Loop 101 at the intersection with 75th Ave. I would like to raise the following concerns: This community has benefited from being reasonably remote from dense urban locations. The proposed expansion will only serve to generate additional traffic with adverse impact on the environment from various pollution sources. I travel this route routinely and I do not see the need for the expansion, which will be an ineffective use of taxes. Traffic hardly ques in this area, if anywhere it is at 59th Ave and 101 that needs attention. If the project is ever to go ahead, it will be imperative to eliminate additional noises, possibly with a decorative sound wall. Mature trees are essential to maintain the neighborhood's pleasant appearance for the residents' wellbeing and their investments. Although trees are esthetically necessary, they do not in any was contribute towards noise reduction. This is proven and can be verified by environmental specialists.	Thank you for your comments. They were shared with the project team. Please note that ADOT will be considering additional noise walls in some locations based on the noise analysis conducted for the 75th Avenue interchange project, as well as for the widening project between 75th Avenue and Loop 101. Both projects will include replacing impacted landscaping in-kind. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Noise measurements were taken in the community on Wednesday, Feb. 10, 2021.. The average noise level was Leq=61 dBA, below the threshold to be considered for possible noise abatement measures. There are no plans for any alteration of the existing noise barriers in place. If the selected design impacts that portion of the landscaped area, we would replace impacted landscaping in kind at a similar planting density.
2/5/21	Email	Other	Noise, landscaping	I am writing this in regard to the expansion of the 101 feat. I have loved and owned my home for 15 years and the noise from the 101 is now quite disturbing as it was not when I moved here in 2004. This expansion will only make it worse. Whatever can be done to mitigate the noise will be needed. If mature trees will do this, I would like to see this done as anything that helps would be welcome.	Please note that ADOT will be considering additional noise walls in some locations based on the noise analysis conducted for the 75th Avenue interchange project, as well as for the widening project between 75th Avenue and Loop 101. Both projects will include replacing impacted landscaping in-kind.
2/6/21	Email	Other	Landscaping, noise	This is an appeal to please consider planting mature trees all around the corridor to maintain the appearance, property value, noise pollution and to help with the lighting/signage that affect our Arrowhead Ranch Community from neighboring businesses.	If the selected design impacts that portion of the landscaped area, we would replace impacted landscaping in kind at a similar planting density.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/9/21	Email	Other	Union Hills Drive interchange; 83rd Ave Access	I read details of the 75th and 101 Improvements. One area I feel is not being considered is northbound 101 to west bound Beardsley. I think the southbound U-Turn to to eastbound 101 ramp is great. As a NW Peoria Resident who comes from the 101 in SW Phoenix/Goodyear; the Union Hills exit and 83rd Avenue travel route is awful. It would be nice if there was a dedicated U turn for 75th Avenue exit which allowed access to westbound Beardsley.	Current studies indicate that improvements at 75th Avenue are needed urgently. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements along the corridor that may be considered at a later date. The Beardsley Connector and U-turn on-ramp from eastbound Beardsley Road was added to Loop 101 to provide alternate Loop 101 access for residents traveling from Fletcher Heights and other northwest Peoria neighborhoods and help relieve congestion at the 75th Avenue interchange. An additional Loop 101 access point in this area is not warranted.
2/9/21	Email	Other	Project Cost/Funding, Alternative 1, Alternative 2, Alternative 3, Project Schedule, Noise, Lights	I live in Arrowhead Ranch Phase II, the property south of the 101 Loop as it bends in the west valley from an east-west road to a north-south road. I hope this Email finds you safe and well. I have received a postcard in the mail announcing a project to improve the 75th Avenue interchange on Loop 101. It invites me to a public hearing on 10 FEB between 6:00 and 7:00 PM. Due to a prior commitment, I will be unable to attend this meeting. I have looked at the options as requested. Frankly, I am disappointed with them. It appears that each option requires a triple-wide southbound turn lane to enter the Loop 101 in an easterly direction. Each of the options has an estimated price attached to it. Other than price, what criteria were used in selecting these options, if any? For example, does ADOT take life safety into account when selecting an option? While the question is rhetorical and the answer is 'yes', I don't recall statistical estimates associated with any of the alternatives. Similarly, for each option, I don't see estimates as to how long these improvements are likely to remain functional before additional changes need to be made. In short, from the lack of detail, it appears to me that each alternative is a solution in search of a problem. I realize that most people are not as detail oriented as I am and am not faulting you for not providing this level of detail to everyone. But I wonder if there is more information to be had so I can make what I believe is an informed decision. Thanks in advance. Having said my piece, I now wonder if I may digress. As a member of the Arrowhead Ranch Phase II community, and directly affected by this change, I would like to ask if the alternative selected could include money to reduce noise and light pollution into Arrowhead Ranch Phase II? I can only guess that each alternative requires either more traffic on an existing ramp or a new lane of traffic that is closer to Arrowhead Ranch Phase II and these are likely to increase the noise in a residential neighborhood. Again, while not an engineer, it occurs to me that these changes may require additional lighting at night and wonder if this lighting can be kept low to the ground or if the noise barriers near Arrowhead Ranch Phase II be raised to block the light shining into the neighborhood. While this has nothing to do with the project, I do see a serious issue with northbound traffic returning to the area each evening. You are aware that improvements were done to the Loop 101 to allow traffic to exit just after 75th Avenue in a westbound direction and to get off the exit ramp at Beardsley Road or continue south to Union Hills Drive. Traffic can also enter the ramp at Beardsley Road to go south on the Loop 101 or follow the ramp around and go north and east on the Loop 101. Since there is no easy way for northbound traffic to exit the 101 to get to Beardsley Road, returning traffic exits at Union Hills Drive. The way the traffic signals are set, there are times when there is a backup of traffic on the exit ramp. Additionally, the majority of traffic exiting the northbound Loop 101 for westbound Union Hills Drive is in the right lane as this lane eventually will turn right onto northbound onto 83rd Avenue. Some vehicles use lanes left of the rightmost lane and then attempt to merge into the right lane after the Loop 101 and before 83rd Avenue. I am certain that ADOT is aware of this and hope that correcting it is on a priority list. Thank you for your time.	The evaluation criteria the team is using to evaluate the interchange design alternatives are: Traffic Operations - 2040 Design Year, Bridges and Retaining Walls, Utility Conflicts, Drainage System Impacts, Constructability and Impact to Public, Noise Impacts, Right-of-Way (ROW), Estimated Cost to Construct and Public Input. Improvements are designed based on anticipated traffic volumes through 2040. ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Ave.. If the selected design impacts that portion of the landscaped area, ADOT would replace impacted landscaping in kind at a similar planting density. If there is spillover lighting in a neighborhood that is higher than allowed we can look into shielding or repositioning lights, so long as freeway and ramp areas are illuminated to adequate levels.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/9/21	Email	Other	Safety, traffic congestion	My concern is about safe access to our neighborhood. When traffic is slow due to issues near the freeway, 75th Ave becomes congested south of the 101. Heavy traffic makes it extremely difficult to turn left from Arrowhead Country Club on to 75th. There have been several accidents there and that is with regular traffic, not added construction congestion on top of it. Plus, large trucks need easy access onto our street to be able to make deliveries to the country club. We currently have the option to take 73rd Ave to Beardsley (the frontage road) to 67th, but it looks like that might be blocked with your construction. There is a country club, church, apartment building, condo complex, and housing development tucked away here with only these two options to use as an exit. Thank you for your time. Please keep us in mind when making your plans so that we have safe, easy access to and from our neighborhood.	Thank you for your comments. They were shared with the project team. Depending on the Alternative, some lanes might be restricted but not closed entirely.
2/12/21	Email	Alternative 2	Noise, landscaping	As a Homeowner in Arrowhead Ranch Phase II for 25 years I have personally become quite annoyed with the increase in the traffic noise on Loop 101/75th avenue. The traffic has become so loud that it even wakes me up at night. Today through my HOA I was alerted to the fact there are plans to widen and add more lanes to the on/off ramps at 75th Avenue and Loop 101. As a taxpayer and homeowner I would hope you would include in your plans for these changes the concerns & well-being for the Arizona taxpayers that would be affected with this increase with noise decimals we will be incurring 24 hours. Years ago while walking my dog there was a company testing the noise waves from the highway at the Park located at 79th Avenue and Utopia. When this encounter happened you could hear the noise from the freeway but it does not even come close to the highway noise we experience today. With the new Auto Dealerships off the Beardsley/Loop 101 exit it has created a sound wall for the all freeway noise to bounce east back over the Loop 101 to my neighborhood!! I would greatly appreciate if your could respond to my questions below: 1. What do your files show for the current Loop 101/75th Avenue noise decimals for Arrowhead Ranch Phase II? 2. Are there plans to increase the height of all the Loop 101 walls from Union Hills to 75th Avenue? If yes, what is the schedule increase height that is proposed? 3. Are there plans to plant “Large Trees” (not low bushes or ground cover) to this same area? P.S. If this project must be incurred, please note my vote would be for #2 – definitely NOT #3!	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately reduce ramp and freeway traffic noise to the surrounding neighborhoods for all three alternatives. Each of the improvement alternatives at the 75th Avenue interchange could impact the landscape areas adjacent to the freeway. If the selected alternative impacts a landscaped area, we would replac impacted landscaping in kind at a similar planting density. ADOT does not use trees for noise mitigation.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/13/21	Email	Other	Design Concepts, Traffic Volumes	Why are your solutions for people who do not live in the immediate area, so inconsiderate and detrimental to people who do live in the immediate area? These plans as presented are going to create a traffic issue Northbound on 75th Ave, backing up traffic at the two intersections of the freeway that will extend southward into the Arrowhead Ranch neighborhood. The best solution would be a diverging diamond interchange like the one on Happy Valley Road at the I-17. Turning traffic would only have to deal with one light, no need to take away lanes on the northbound side or add lanes on the southbound side of 75th Ave. We have experienced the double diamond in other states on numerous occasions and it is an OUTSTANDING solution to traffic flow at these interchanges. Thank you for your time and thoughtful consideration.	The anticipated future traffic volumes do not warrant complete redesign and reconstruction of the 75th Avenue traffic interchange. A Diverging Diamond would require complete reconstruction of the bridge and crossroad and significant acquisition of new right-of-way from properties along 75th Avenue north and south of the interchange which would increase cost beyond what could be justified.
2/15/21	Email	Alternative 1	Noise, Alternative 1, Alternative 2, Alternative 3, Traffic Volumes, Noise	I've been a homeowner in Arrowhead Phase II since the home was built in 1992 (backing into the golf course with the back yard facing west). The noise factor has increased over the past few years. In reviewing the three (3) alternates for the interchange project, the cost is certainly more but #1 Alternate makes the most sense in clearing congestion at the 75th on ramp/67th off ramp lane. Additional lane(s) on the 101 would be welcoming. There's major congestion from the 75th ave on ramp through 59th ave. Many accidents along that stretch. Additional sound walls and/or heightened would be imperative in order to buffer noise. the worst option would #2 Alternate.	Please note that ADOT will be considering additional noise walls in some locations based on the noise analysis conducted for the 75th Avenue interchange project, as well as for the widening project between 75th Avenue and I-17.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/18/21	Email	Alternative 3	Alternative 3, Signals/Signage, Design Concepts	I think alternative 3 is the best solution. I would highly recommend a right turn from the EB frontage road to 73rd Ave. Alternative 3 makes the frontage road a single lane for a short distance after the 3 EB merge lanes continue down the ramp. I tried to highlight my request in red in the picture below. Where are the ramp metering lights going to be? Across three lanes, or two lanes? There isn't a single lane... Has the point where the on ramp first connects with the 101 been optimized? shown in red below. The short-term solution is to add longer SB turn lanes to 75th ave. As you can see in the picture below, the turn lane only holds 5 cars in each lane. I assume this effort is not in ADOTs jurisdiction, so it is probably the City of Glendale that should be doing this. I really think the turn lanes are the bottleneck and not the on ramp! Do you have an example of a three left turn lane TO like this somewhere else in the valley? How well does the traffic stay in their lanes while making the turn? How many accidents have there been it that situation? I have seen several times where people have enough difficulty staying in their lane on two turn lanes. Seem like it would be pretty scary being in that middle turn lane. How well do semi-trucks, or vehicles pulling long trailer do? Can you show an animation of three cars side by side making the turn like would happen when the left turn light first turns greens? And then show what it looks like with 3 semi-trucks side by side making the turn? TW, the bus in this animation (Alt 2) made an illegal left turn. It started in left turn lane 3 and completed the turn in lane 4. (His email included several graphics/maps)	Adjustments to signal timing at 67th Avenue to allocate green time to both the southbound through movement and left-turn phase can be recommended in the traffic study and evaluated during final design to improve traffic flow. The project limits do not extend north of Loop 101, so signal timing was not evaluated on 75th Avenue north of the interchange. The design team and ADOT will recommend the city review the signal timing. Current phasing provides a green for the northbound through movement at the intersection with the westbound ramps while a green indication is given for the southbound through movement and southbound left-turn at the intersection with the eastbound ramps. Therefore, a green overlap arrow for the westbound to northbound right-turn will conflict with the northbound through movement. However, adjustments to signal timing at the 75th Avenue interchange can be recommended in the traffic study and evaluated during final design to improve traffic flow.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/18/21	Email	Other	Noise, Landscaping	I'm a resident and homeowner of the Arrowhead Phase II community near L101 and 75th avenue. I would ask that you please consider our neighborhood in the planning of this expansion and the noise impact it will have. Installing mature trees will help mitigate this sound pollution for those of us who live here. Thank you.	Thank you for reaching out to ADOT with your concerns about noise on Loop 101 adjacent to Arrowhead Ranch Phase II and your request for additional trees to further screen the freeway from your neighborhood. Related to your request to add trees at this location, ADOT does not use trees to provide noise abatement; we use noise walls or berms for noise abatement where needed based on our noise analysis. I did want to mention that ADOT is currently evaluating improvement alternatives at the 75th Avenue interchange that potentially affect eastbound Loop 101 at the 75th Avenue off-ramp, including the landscape area adjacent to the freeway along the northern portion of the Arrowhead Ranch Phase II community. If the selected design impacts that portion of the landscaped area, we would replace impacted landscaping in kind at a similar planting density.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/19/21	Email	Other	Bicycle/Pedestrian Access	I recently learned of the 75th Avenue/Loop 101 Interchange project and after reviewing the feasibility study and the project alternatives proposed by ADOT, I was wondering if there was any consideration for bicycle/pedestrian traffic through the interchange. Is there any chance of a protected bicycle lane to allow bike traffic to stay off of the sidewalk when passing through the intersection? This would align with the Active People, Healthy Nation initiative recently approved through MAG and I was hoping Glendale staff considered it during the design process.	The existing sidewalks on 75th Ave and the bridge will be maintained for bike and pedestrian traffic. Sidewalk ramps and signalized - controlled crossings on 75th Avenue for pedestrians will be updated and modified with the project accordingly. Dedicated bicycle lanes adjacent to travel lanes are not planned, due to the addition of the third southbound to eastbound left turn lane and the width of the existing bridge.
2/19/21	Email	Alternative 3	Alternative 1, Alternative 2, Alternative 3	No on choices 1 and 2 and yes on 3 for the L101/75th Ave project.	
2/22/21	Email	Alternative 3	Alternative 3	Stakeholder left a voicemail on the project line regarding the 101/75th Ave project and likes option # 3	
2/22/21	Email	Alternative 3	Alternative 1, Alternative 2, Alternative 3	I hope you had a good weekend, John! Just wanted to send your way for records. Alternative Method 3 is the only method that takes 3 lanes of traffic merging into 2 lanes for the greatest distance. I don't think it would be practical to try and merge 3 lane down to 1 lane as in methods 1 and 2. It would just cause a back up trying to merge.	
2/23/21	Email	Alternative 3	Alternative 3	Votes NO on alternative 1 and 2. Votes YES on alternative 3.	

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/24/21	Email	Other	67th Ave Exit; Neighborhood Cut-Through Traffic	If you close 67th Ave Ramp There's no exit at 35th or 43rd people drive through my neighborhood and Arrowhead Lakes Drive ready and Melinda. In too many cars on the side street more people drive on the side streets in the neighborhood. Please look into this Melinda lane and Arrowhead Lakes Drive is a freeway already. And the cars back up on 59th Ave. already it's some time to take street lights to get through there.	
1/21/21	Phone call	N/A	Noise, Landscaping, Air Quality, Lighting	Caller expressed concerns about the Loop-101/75th Ave. TI and the larger L-101, 75th Ave to I-17 lane widening project and its impact on the Arrowhead Phase II neighborhood. The concerns are noise, landscaping, lighting and air quality.	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. We will be evaluating the landscaping as part of the final design of the project and I have shared your landscaping request with the project team for consideration. The air quality analysis is still being finalized. The Maricopa County Air Monitoring division requires ADOT to conduct a project specific analysis related to CO and PM levels based on the National Air Quality Act Standards. All of our roadway/freeway projects in the Maricopa County Region (as well as all other transportation improvements) also need to be in regional conformity with the Clean Air Act. We can share the final report once that is ready. Because the L101-75th Avenue Traffic Interchange project will help relieve congestion and improve traffic flow on both the cross street and the mainline, that should improve air quality levels because it reduces vehicles idling. Related to your request to add trees at this location, ADOT does not plant trees to limit freeway lighting or to provide noise abatement. We use noise walls or berms for noise abatement where needed based on our noise analysis. ADOT has noted the community requests to replace the large trees that have been taken down along the south side of the Loop 101 exit at between approximately 77th Drive and 77th Avenue and will consider tree replacement, cost permitting. ADOT's standard procedure is to replace impacted landscaping in-kind. We can note the community request for some additional minor landscape refreshment in this location to the project manager for possible inclusion, but cannot make any guarantees. If there is spillover lighting in a neighborhood that is higher than allowed we can look into shielding or repositioning lights, so long as freeway and ramp areas are illuminated to adequate levels. As part of these projects, ADOT will be replacing the existing lighting along the freeway and ramps with LED lighting. The new lighting will extend approximately one-half mile west of 75th Avenue, where ADOT recently completed a conversion of the LED lights in that area (See the attached graphic with the light pole circled that was the last one replaced to the north). ADOT will conduct a lighting analysis as part of the LED conversion to verify the lighting levels are within the allowed lighting levels.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/24/21	Phone call	Alternative 3	Alternative 1, Alternative 2, Alternative 3	Thank you for spending time reading this email. I'd like to compliment the person who produces the video simulations for the 3 alternatives: it makes the change much easier to understand. I live in the Arrowhead Lakes area and use the 75th intersection nearly every day going to the Church on 73rd (I'm a Trustee there). My responses are based upon my desire to keep costs down, keep traffic noise down for the residents along Beardsley, and to solve the problem at hand. Alternative 1: Looks like you're exiting 101 traffic for 67th avenue a mile early on it's own exit ramp just so that the 75th to 101 entry traffic has no conflicts. That's a nice solution but is hugely expensive according to your estimates. Given that you offer two other alternatives I would not choose this one. Alternative 2: Looks like you're exiting 101 traffic for 67th avenue a mile and a quarter early on the 75th avenue exit so that the 75th to 101 entry traffic has no conflicts. This means that all eastbound traffic bound for 67th avenue will have to take Beardsley road. This will slow down the 67th avenue-bound traffic having to drive 45 MPH on Beardsley and having to wait through two lights (75th and 67th). The traffic volume will jump at least a magnitude on Beardsley causing an increase in noise level for those residents along Beardsley Road. Also you should've kept Beardsley two lanes at the onramp split. This alternative is trading one problem for another making this a clear non-starter. Alternative 3: Looks like you're taking a third lane on Beardsley just after the 75th intersection for the onramp. This is fair because the traffic going eastbound on Beardsley is normally light. However, you unnecessarily formed Beardsley into a one-lane road after the onramp split (albeit later transitioned back to a two-lane road at approximately 73rd ave). Here is my suggested solution: Use Alternative 3 and retain two lanes immediately after the onramp split on Beardsley (or else create a deceleration lane for 73rd avenue right turns). Also increase the length of the 3 southbound turn lanes on 75th approaching 101 so that the true southbound traffic is not held up when the light turns green.That the left turn out of the Laguna apartments on 75th avenue really messes up southbound traffic. Hopefully you can eliminate that and the median for the extra southbound turn lane to save from widening 75th.	Yes, we are creating a new extended lane to allow extra distance for traffic to merge onto Loop 101. Regarding the "bump-out" in the median island on southbound 75th Avenue approaching the interchange, this allows traffic turning left from the Laguna at Arrowhead Ranch apartment complex to turn southbound onto 75th Avenue. The only way to remove this bump-out is to remove this left turn access to extend the southbound left turn storage. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design.
2/24/21	Phone call	Alternative 3	Alternative 3	Stakeholder left a voicemail on the project line regarding the 101/75th Ave project and likes option # 3.	
2/24/21	Phone call	Alternative 3	Alternative 3, Noise, Safety	We were a little late for the survey but wanted to voice our support for option 3 on this project. We are not in favor of any option that closes the 67th Avenue off ramp and puts the traffic on the frontage road. We live on that stretch of road and the noise and commotion is already bad enough. People also go WAY WAY WAY to fast on that section of road causing a dangerous situation for people on the golf course.	

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/24/21	Phone call	Other	Noise, Landscaping	I am a resident of Arrowhead Phase II in Glendale, AZ, near the 101 and 75th Ave. On behalf of my community, I would like to see the wall raised on the south side of the 101, as well as many large trees planted against the 101 from Union Hills to 75th Ave. I am concerned that the noise will get worse in my neighborhood.	Members of the project team met with Arrowhead Phase II board members and they (the board) formally requested additional trees be planted along the edge of the freeway near the 75th Ave off ramp between 77th Drive and 77th Avenue. The project team will determine if they can accommodate that request as part of the project. You also requested that we raise the wall height on the south side of the 101 to mitigate noise. Based on the federal requirements, ADOT evaluates noise abatement when a new freeway is built, an existing freeway is widened or when a project would cause a substantial change in the roadway alignment. The 75th Avenue Traffic Interchange Improvements are part of a larger ADOT project to widen Loop 101 between 75th Avenue and I-17 by one general purpose lane in each direction. As part of that project, we are evaluating the need for additional noise abatement along Loop 101, including whether to add walls in or raise wall heights in some locations. We are still finalizing that evaluation and will be presenting the recommendations as part of the initial design plans at a public meeting in a few months. We will make sure to notify you of the meeting once the date and time are finalized. For more information about that project visit the website at azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements
3/3/21	Phone call	Alternative 1	Alternative 1	After reviewing all the options I think the choice that will have the greatest impact with the least downside would be option #1. Although it wouldn't hurt if you could bring the price tag down a little.	Thank you for your comment. It was shared with the project team.
3/5/21	Phone call	Alternative 3	Alternative 3	Option #3 is our vote	Thank you for your comment. It was shared with the project team.
3/12/21	Phone call	Other	Traffic Congestion; Cut Through Traffic; Neighborhood Access	I live in the neighborhood nearest the 67th exit and use it 5-15 times a day as I rush kids to and from school and their various activities. If you were to push traffic onto the frontage road, it will drastically increase the traffic as I exit my neighborhood onto Beardsley, and it may even create increased traffic moving through my neighborhood and past my house where my young children play. The best part of my home's location is it's easy access to and from the freeway. Please don't change that!	Thank you for your comment. It was shared with the project team.
3/15/21	Phone call	Alternative 3	Alternative 3	The city of Glendale provided the following email to ADOT Community Relations: I just spoke with the Arrowhead Phase II HOA and they mentioned that they and the Hidden Manor HOA have some concerns regarding the 75th Avenue/Loop 101 Interchange Improvement Project and wanted to express to us that they would prefer Alternative/Option 3. No action items needed, just wanted to bring this to your attention.	

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/10/21	Public Meeting	Alternative 1	Alternative 1, Alternative 2, Alternative 3	Thanks for doing this. For the record, I prefer option 1. Option 2 is my second choice, and I dislike option 3 quite a bit :)	Thank you for your comment. It was shared with the project team.
02/10/21	Public Meeting	Alternative 3	Public Meeting; Interchange Study	How many attendees were present at this meeting? Can I see the study?	There were 73 total attendees, with 61 attendees from the public and 12 members from the project team. In 2020, the Maricopa Association of Governments (MAG) completed a feasibility analysis to identify possible alternatives to improve operations at the Loop 101/75th Avenue traffic interchange. Alternatives to add triple-left turns from southbound 75th Avenue onto eastbound Loop 101 were recommended to be advanced for further study. The analysis can be found at https://azmag.gov/Portals/0/Documents/MagContent/SR-101Land-75th-Ave-Feasibility-Study_Final.pdf
02/10/21	Public Meeting	Other	Public Meeting	When will the public meeting for the widening be held?	The project team is developing design plans for the Loop 101 widening project from 75th Avenue to I-17. We anticipate holding a public meeting in late summer or fall to share the design plans once they are available. We will notify the community once the meeting has been scheduled.
2/10/21	Public Meeting	Other	Design Concept Report (DCR), NEPA documentation	Does the project website include a DCR or NEPA document to provide additional information beyond tonight's presentation?	The project team is still in the process of preparing the documents for this project. We will have an environmental document and a scoping document and associated reports at the conclusion of the study, which is anticipated in the April-May 2021 time frame. First the scoping document will be available and then our NEPA document and environmental process documents will follow that.
2/10/21	Public Meeting	Other	Left turn access on 75th Avenue	He's right. The "indent" needed to get into the southbound turning lane heading down 75th is a problem.	The project will create a new extended lane to allow extra distance for traffic to merge onto Loop 101. Regarding the "bump-out" in the median island on southbound 75th Avenue approaching the interchange, this allows traffic turning left from the Laguna Arrowhead Apartment Complex to turn southbound onto 75th Avenue. The only way to remove this bump-out is to remove this left turn access to extend the southbound left turn storage. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design.
2/10/21	Public Meeting	Other	Left turn access on 75th Avenue	What about removing access to the apartment complex on the northeast corner? This seems like the easiest way to solve the traffic issues.	At this time we are not planning to remove any existing access. Our focus is on the intersection of 75th and L101. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/10/21	Public Meeting	Other	Driver Safety, Traffic Merging	Which of the alternatives is considered the safest? In particular, I'm concerned with the merging from 3 lanes to 2 lanes to 1 lane; would there be a meter to queue the vehicles?	The project team stated that all the alternatives are safe. Regarding the traffic merging from the on-ramp to the 101; there will be ramp metering. This is typical around the Valley where you get to the end of the ramp and there are signals that control and meter the flow of traffic onto the freeway. That allows sufficient gaps in the traffic for vehicles to merge on or off the freeway safely. Adjustments to signal timing at the 75th Avenue interchange can be recommended in the traffic study and evaluated during final design to improve traffic flow.
2/10/21	Public Meeting	Other	Design concept animations	Will those videos be posted online?	The animations of the three alternatives are posted to the project web page at https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/75th
02/10/21	Public Meeting	Other	Project Need	Why do we need this? Would like to see the study that confirmed it was needed.	In 2020, the Maricopa Association of Governments (MAG) conducted a feasibility analysis to identify feasible alternatives to improve traffic at the Loop 101/75th Avenue Traffic Interchange. The analysis can be found at: https://azmag.gov/Portals/0/Documents/MagContent/SR-101Land-75th-Ave-Feasibility-Study_Final.pdf
02/10/21	Public Meeting	Other	Noise	What will be done to improve the sound barriers along the additional lanes?	The existing noise walls would remain in place for all three alternatives. Alternatives 1 and 3 do not require additional noise mitigation based on the results of the noise analysis and according to the current ADOT Noise Policy. Alternative 2 would require walls 8’ to 10’ in height along the eastbound frontage road at specific locations to shield the residential properties from the roadway widening (from two lanes to three lanes along the frontage road) and additional traffic.
2/10/21	Public Meeting	Other	Noise	Did the additional sound ever get addressed?	The existing noise walls would remain in place for all three alternatives.Alternatives 1 and 3 do not require additional noise mitigation based on the results of the noise analysis and according to the current ADOT Noise Policy. Alternative 2 would require walls 8’ to 10’ in height along the eastbound frontage road at specific locations to shield the residential properties from the roadway widening (from two lanes to three lanes along the frontage road) and additional traffic.

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/10/21	Public Meeting	Alternative 3	Project schedule	Great presentation. Appreciate adding the visual animation of the change. In the alternative 3 proposal, what is the estimated completion year of the project?	The project team currently is in the scoping phase which is the very early phase of project development. Until we get into the design phase, we can't confirm what the schedule will be for each alternative. This interchange project will be combined with the overall widening project for construction so we will have to look at the two projects together and map the schedule from there. The general purpose lane project is scheduled to begin construction in late 2023 or early 2024. MAG is currently working to combine the schedule for the 75th Avenue interchange improvements to coincide with the general purpose lane widening project. Schedules are subject to funding constraints and programming. That's what we know at the moment.
2/10/21	Public Meeting	No Preference Stated	Project schedule	Please review the proposed construction schedule	Construction is currently programmed to begin in July of 2024; however we are currently working to accelerate the start date of the interchange construction to coincide with the start of the widening project.
2/10/21	Public Meeting	No Preference Stated	67th Ave exit	In Alternative 1 and 2, why is it even necessary to remove the east bound 67th ave off ramp? How does it benefit 75th ave traffic?	In Alternatives 1 and 2, the additional length needed for the traffic to merge from 75th Ave to 101 would extend into and past the area of the exit ramp. With the entrance ramp at 75th and at 67th, there wouldn't be enough length of distance between the two ramps for traffic to either exit from 101, when they have to move over one lane, or for traffic to move over from the ramp onto the 101. It's too short of a distance for that merge and weave condition.
2/10/21	Public Meeting	No Preference Stated	Traffic Volumes	Where can I get a copy of the traffic survey?	The traffic survey is included in the MAG 75th Avenue study. The report is posted on the 75th Avenue project website:https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/75th

Comment Date	Comment Method	Alternative Preference	Topics	Comment/Question	Response
2/10/21	Public Meeting	No Preference Stated	Improvements at 67th Ave interchange, Traffic Volumes	Also, why is this being looked at before 67th Ave? The congestion issues at that intersection are much more severe.	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date.
2/10/21	Public Meeting	No Preference Stated	75th Avenue widening	I live in the Sierra Verde neighborhood and I travel through that intersection every day. I am thinking about multiple lane extension to the north of the intersection which would alleviate congestion before getting into the proposed three lanes through the 75th and 101. Did the MAG Study look at the area north of 75th Avenue and the 101? Would any improvements be considered before the intersection?	The MAG feasibility analysis indicated that three left turn lanes would be required to address current and projected traffic volumes. Improvement before the intersection are outside the limits of the study and would need to be addressed by City of Glendale.
2/10/21	Public Meeting	No Preference Stated	Design alternatives	Oooooh. Okay. Got it. That makes sense. Thank you!	
2/10/21	Public Meeting	Alternative 3	Project Need		In 2020, the Maricopa Association of Governments (MAG) completed a feasibility analysis to identify possible alternatives to improve operations at the Loop 101/75th Avenue traffic interchange. Alternatives to add triple-left turns from southbound 75th Avenue onto eastbound Loop 101 were recommended to be advanced for further study. The analysis can be found at https://azmag.gov/Portals/0/Documents/MagContent/SR-101Land-75th-Ave-Feasibility-Study_Final.pdf

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	My home backs up to the exit ramp on 75th Ave. the noise and air pollution are already intolerable. Further congestion of traffic on 75th Ave is not a safe alternative for me and my family. Additional noise barriers are needed now; option 1&2 are not acceptable.		Please requesting additional mature trees are needed for noise and pollution reduction.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Air Quality, noise, landscaping	Additional noise barriers are needed now Please requesting additional mature trees are needed for noise and pollution reduction. why am I having to pay higher auto insurance rates to live in this zip code? previously in 85383, now 85308	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Ave.
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1	On alternate 1, traffic going east to 67th would not have to stop at a traffic light correct? They would exit and proceed to 67th without delay. Why is this change being purposed.	Correct, 67 Ave traffic exiting the freeway on the relocated ramp would not have to stop at a traffic signal. This change is proposed because the distance between 75th Ave and 67th Ave is not long enough to allow a 3-lane entrance ramp from 75th Ave and the 67th Ave exit ramp traffic to merge/weave. Therefore, the 67th Ave exit must move to the west. When the 67th Ave exit ramp moves west, it must be separated vertically to allow it to cross under the 75th Ave entrance ramp.
3/10/2021	Online Survey	Alternative 3	Would the 67th and 75th off ramps share an exit from E-bound 101? Having a single exit for 2 roads may cause congestion on 101. What happens to frontage road between 75th and 67th? How do north and southbound 75th drivers get to 67th if removed? Also expensive compared to option 3.	Will cause unreasonable congestion at 75th trying to support 2 exits worth of traffic. Generally residential neighborhood exit (75th) should not take the burden of generally commercial complex exit (67th). If 101 can't support traffic burden of 67th why and how should 75th?	Cheapest and most reasonable option. Minimal disturbance to current driving patterns, established intersections, exits and frontage road.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1, Alternative 2	Alternative 1: Would the 67th and 75th off ramps share an exit from E-bound 101? Having a single exit for 2 roads may cause congestion on 101. What happens to frontage road between 75th and 67th? How do north and southbound 75th drivers get to 67th if removed? Alternative 2: If 101 can't support traffic burden of 67th why and how should 75th?	The existing eastbound 67th Avenue off-ramp would be removed and replaced with a new off-ramp, which would connect with the Loop 101 mainline west of 75th Avenue. The new 67th Avenue off-ramp would go under the new eastbound 75th Avenue on-ramp, then continue to connect directly with 67th Avenue. The new eastbound 75th Ave on-ramp would be reconstructed over the new 67th Avenue off-ramp. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements 67th Avenue and improvements at this location may be
3/10/2021	Online Survey	Alternative 1	I think this one would be the least intrusive to the amount of traffic in the area.	Closing the 67th ave off-ramp would be a nightmare for traffic in the area. There is already too much traffic on 75th avenue north of the 101.	This would work, but would not be the ideal option.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1, Alternative 2	I am the president of the HOA in Arrowhead Ranch Phase V (Sierra Verde). 75th ave too 67th ave, Beardsley to Deer Valley. The vast majority of our residents prefer option 1. They strongly oppose option 2	Thank you for those comments. We share it with the project team.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1, Alternative 2	If 67th avenue off 101 is eliminated, will there still be the access road to use from 67th avenue to 75th avenue?	Yes, the eastbound frontage road will remain.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1, Alternative 2	Why on earth would you consider removing access to neighborhoods and store by removing a freeway exit? We live right off the 67 exit and depend on it.	The focus is to improve traffic capacity and flow at the 75th Avenue interchange for the southbound 75th Avenue to eastbound Loop 101 movement. The modifications to the 67th Avenue exit ramp are needed to improve 75th Avenue. Additional lanes will be added to the combined 75th/67th Avenue exit ramp to accommodate the additional traffic exiting in that location

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	No Preference Stated	there is too much traffic to funnel that way from 67th ave that come from the north and only has one way in 75th ave dead ends at Deer Valley	there is too much traffic to funnel that way from 67th ave that come from the north and only has one way in 75th ave dead ends at Deer Valley	You can't funnel all that traffic from 67th ave to 75th. it would be a nightmare especially since 75th ave dead ends at Deer Valley	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1, Alternative 2	yes how do you plan to relieve the traffic at 75th and Deer valley and 67th ave and Deer valley if the ramps at 67th ave are eliminated?	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at these locations may be considered at a later date. Adjustments to signal timing at the 75th Avenue interchange can be recommended in the traffic study and evaluated during final design to improve traffic flow. Project limits did not extend north of Loop 101, so the signals north of the study area were not analyzed. However, the design team and ADOT will recommend the city review the signal timing on Deery Valley north and south of Loop 101.
3/10/2021	Online Survey	Alternative 3			This is the best and most cost effective option.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1, Alternative 2, Alternative 3	I didn't know about the meeting and would have attended. Why does the 75th Avenue off ramp need to be changed?	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	Alternative 1, Alternative 2, Alternative 3	This seems like the safest alternative however the cost is significantly more.	Concern would that combining 67th and 75th exiting traffic will cause congestion at exit ramp and 75th intersection during evening rush hour.	3 lane to 2 lane merge with exiting and entering traffic seems like a high potential of collision.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1, Alternative 2, Alternative 3	Which interchange will be the most future proof to avoid another costly reconfiguration?	Based on the anticipated 2040 traffic volumes, all three interchange alternatives -- with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement -- will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040.
3/10/2021	Online Survey	Alternative 3			Support contingent on keeping EB frontage road between 75th and 67th.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1, Alternative 3	Not clear whether options 1 and 3 keep EB frontage road. Please clarify.	Alternative 1 does not impact the eastbound frontage road. Traffic from the new 67th Ave exit ramp would merge with the eastbound frontage approach to 67th Avenue similar to how currently exists. For Alternative 3 there are no impacts to the eastbound frontage road.
3/10/2021	Online Survey	Alternative 3 (On a scale of 1-5, the stakeholder gave Alternative 3 a "5."	I do not know that removing and relocating the 67th avenue off ramp is going to solve the congestion problem. The noise level is going to increase. What is the right of way between 75th and 67the avenues? What a mess and a lot of congestion during the construction phase. Are the retaining walls going to be raised? Are there going to be mature landscaping included in this project to control the noise? During the busy rush hour traffic, folks use the 67th off ramp sometimes instead of the 75th avenue off ramp.	I think it is a really big mistake to remove the 67th avenue off-ramp. Adding and widening lanes will not solve the congestion problem during rush hour. There will be even more traffic in the 75th avenue area; and an increase in the noise level. I moved to this area because it was a quiet neighborhood. What are you planning to do with the increased noise level? Are the retainer walls going to be made taller -- are mature plants & landscaping part of the plan to absorb some of the noise?	This plan makes more sense. There will not be a long disruption of traffic during construction. Additional landscape would not be a bad idea to absorb the additional noise and providing higher retainer walls would also help.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1, Noise, Landscaping, Alternative 2	What exactly do you mean by a right of way? What is the right of way between 75th and 67the avenues? Alternative 1 and Alternative 2 - Are the retaining walls going to be raised? What are you planning to do with the increased noise level? Are mature plants & landscaping part of the plan to absorb some of the noise?	Right of way designates the legal ownership and access to a property. A right of way easement gives the right to use another person's property for a stated purpose, such as for construction or utility line access. It can involve a general area of the property or a specific portion. ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, if selected, Alternative 2 would require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Ave. If the selected alternative impacts a landscaped area, the impacted landscaping would be replaced.

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	The most complicated and most expensive of your the options that inconveniences the most people for the greatest amount of time. A bad idea from many perspectives.	This just sounds like you're creating a bigger problem and then trying to fix it. How does pushing two exits of traffic into one exit ramp lighten the traffic problem?	There is no real reason to do any more than widen these on/off ramps. Let's put the remaining $18M to use on things that a will make a real difference.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 2	For Alternative 2 How does pushing two exits of traffic into one exit ramp lighten the traffic problem?	The focus is to improve traffic capacity at the 75th Avenue interchange to improve traffic flow for the southbound 75th Avenue to eastbound Loop 101 movement. The modifications to the 67th Avenue exit ramp are needed to make the improvements on 75th Avenue. Additional lanes will be added to the combined 75th/67th Avenue exit ramp to accommodate the additional traffic exiting in that location.
3/10/2021	Online Survey	Alternative 3	Good depending on where the off ramp ends on the access road. The access road length now is too short to get over to the right hand lanes on the access road.	This will cause extra congestion on the off ramp for both the 67th Ave and 75th ave traffic...	This seems to be the most effective and also seems like the least expensive option. This is for the benefit of all those going to work in the AM on southbound 75th avenue.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 2, Alternative 2, Alternative 3	The three options seem like good ones to consider.	Thank you for you comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 2 and Alternative 3	Is Eastbound 67th Ave off-ramp only one lane? That doesn't sound like enough. And this is the most expensive alternative, which is a concern.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 2, Alternative 3	Is Eastbound 67th Ave off-ramp only one lane? That doesn't sound like enough.	With Alternative 2 the existing eastbound 67th Avenue off-ramp would be removed and 67th Avenue off-ramp traffic would use the existing 75th Avenue eastbound off-ramp and continue on the eastbound frontage road to 67th Avenue. The existing 75th Avenue eastbound off-ramp would be widened to two lanes exiting Loop 101 and five lanes at the intersection with 75th Avenue. A third lane would be added to the eastbound frontage road between 75th and 67th avenues to accommodate the additional 67th Avenue off-ramp traffic. With Alternative 3, the existing eastbound 67th Ave off-ramp would remain in the same place but would be widened to a two-lane exit. An additional lane would be added to eastbound Loop 101 between the eastbound 75th Avenue on-ramp and the eastbound 67th Avenue on-ramp to provide additional distance for traffic merging onto
3/10/2021	Online Survey	Alternative 3	Cost of construction too much and this would be a mess	Already have exit for 67th ave, why make them take only frontage road and too much traffic for this frontage road. Leave well enough alone...if it ain't broke why are you making a bigger mess of traffic?	This seems more cost effective, less change and not putting autos on frontage roads, just fix the intersections	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 2, Traffic Volume	Alt. 2 question - Already have exit for 67th ave, why make them take only frontage road and too much traffic for this frontage road. Leave well enough alone ...if it ain't broke why are you making a bigger mess of traffic?	With Alternative 2 the existing eastbound 67th Avenue off-ramp would be removed and 67th Avenue off-ramp traffic would use the existing 75th Avenue eastbound off-ramp and continue on the eastbound frontage road to 67th Avenue. The existing 75th Avenue eastbound off-ramp would be widened to two lanes exiting Loop 101 and five lanes at the intersection with 75th Avenue. A third lane would be added to the eastbound frontage road between 75th and 67th avenues to accommodate the additional 67th Avenue off-ramp traffic. With Alternative 3, the existing eastbound 67th Avenue off-ramp would remain in the same place but would be widened to a two-lane exit. An additional lane would be added to eastbound Loop 101 between the eastbound 75th Avenue on-ramp and the eastbound 67th Avenue on-ramp to provide additional distance for traffic merging onto
3/10/2021	Online Survey	Alternative 1	This option makes the most sense of the three. No added congestion at the east bount 75th ave off ramp. Flow will be much better than other two options below	This would create a huge back up at the eastbound 75th ave off ramp. We do not need to "shift" "add to" the issue at this intersection.	This option is horrible, do you realize how many accidents will happen with all of the traffic merging with trying to get on and off at the same location - most people do not even understand the concept of "merging" as it is - this will lead to horrific accidents.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	Alt 3 question - This option is horrible, do you realize how many accidents will happen with all of the traffic merging with trying to get on and off at the same location	With Alternative 3 we would add a new extended lane to allow extra distance for traffic to merge onto Loop 101. This configuration is similar to most other interchange configurations throughout the Valley. The analysis shows that the length of the lanes is adequate and safe for traffic exiting and entering Loop 101.

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Very expensive and probably more complex of a solution than necessary for the needed change.	Not okay to impact residents by basically making the frontage road a mini-freeway.	This seems like the best solution. It is the most cost-effective and has the least impact on the area. My only concern would be the additional/ extended 75th on/67th off lane. For those merging onto the 101 from 75th, isn't that an extra lane that would be required to merge onto the actual highway? Maybe I'm not understanding it right, but it seems like it would be more cause for collisions.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	Alt 3. question - My only concern would be the additional/ extended 75th on/67th off lane. For those merging onto the 101 from 75th, isn't that an extra lane that would be required to merge onto the actual highway? With the proposed renovations for the 75th Ave Crossroad, is it at all possible to eliminate the left indenture required to get into one of the south turning lanes on 75th? On all the diagrams above, the indenture I'm referring to is right below the green "75th Ave" sign on the top left. That left merge to get into one of the turning lanes is an absolute pain for everyone. Ask anyone who lives in this area. Thank you for a	Yes, we are creating a new extended lane to allow extra distance for traffic to merge onto Loop 101. Regarding the "bump-out" in the median island on southbound 75th Avenue approaching the interchange, this allows traffic turning left from the Laguna at Arrowhead Ranch apartment complex to turn southbound onto 75th Avenue. The only way to remove this bump-out is to remove this left turn access to extend the southbound left turn storage. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design.
3/10/2021	Online Survey	Alternative 3	This would be a NIGHTMARE! Also MORE MONEY!	This would make more traffic on the Frontage road. Where there is housing on the Southside. Which would make it more difficult to get out! Also the entrance into the Arrowhead Shopping area would be a difficult entering and exiting	I feel this would be better! PLUS cost less to the city. If we are looking for traffic flow -this would be a better design to add an exact lane exiting the freeway.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	Alternative 3 would be the best option - as stated above.	Thank you for your comment. It will be shared with the project team,
3/10/2021	Online Survey	Alternative 3			Removing the off ramp at 67th ave would cause severe congestion and traffic around the quiet neighborhood that surrounds the 75th ave on/off ramp. 67th Ave is already set up for this with businesses and more open roads. Why would you move it to and destroy the 75th ave area with increased traffic?	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	I agree with adding an additional lane to 75th ave, but please leave 67th ave as the main on/off ramp for the area.	Thank you for your comments. We will share them with the project team.
3/10/2021	Online Survey	Alternative 3	Expensive, maintaining costs higher, less flexibility in future. Confusing exit strategy for 67th to come before 75th.	67th exit traffic getting a bit less priority. Seems safer then option 3. Less confusing then 1. Less expensive.	Cost is best option, more flexibility for future. Retains 67th ave exit. Exiting at 67th could become more challenging do to volume of cars entering from 75th, but traffic timing should offset most of that.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	If it helps to alleviate the kind of traffic nightmare that occurs on 67th southbound since the timing of the lights was adjusted a few years back to accommodate higher flow then i can see the need for 75th. It feels unsafe at 67th in the morning traffic.	With Alternative 3, the existing eastbound 67th Avenue off-ramp would remain in the same place but would be widened to a two-lane exit. An additional lane would be added to eastbound Loop 101 between the eastbound 75th Avenue on-ramp and the eastbound 67th Avenue on-ramp to provide additional distance for traffic merging onto Loop 101.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	Lots of high schoolers use 67th off ramp to get to Mountain Ridge and lots of bus traffic on 67th for Mountain Ridge and Hillcrest and Copper Creek. In light of the schools (and CCV on 67th Ave), I think ramps for 67th Ave need to remain separate from ramps for 75th Ave!!	Alternative 3, which you indicated is your preference, will include these changes to 67th Avenue. The existing eastbound 67th Ave off-ramp would remain in the same place but would be widened to a two-lane exit. An additional lane would be added to eastbound Loop 101 between the eastbound 75th Avenue on-ramp and the eastbound 67th Avenue on-ramp to provide additional distance for traffic merging onto
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	Please don't remove any part of the 67th off-ramp or onramp, that street has a ton of traffic too!	Alternative 3, which you indicated is your preference, would impact 67th Avenue in the following ways: The existing eastbound 67th Avenue off-ramp would remain in the same place but would be widened to a two-lane exit. An additional lane would be added to eastbound Loop 101 between the eastbound 75th Avenue on-ramp and the eastbound 67th Avenue on-ramp to provide additional distance for traffic merging onto
3/10/2021	Online Survey	Alternative 3	High cost	Negative impact on existing business area at the SW corner of 67th & Beardsley for those who needs to go North on 67th.	Simple, cheapest, will it serve the purpose to remedy any issue on 67th ave?	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	will it (Alternative 3) serve the purpose to remedy any issue on 67th ave? In Alternative 3, does the eastbound frontage road (Beardsley) between N67th and N75th lose a lane for its entire length? If so, has there been any traffic analysis to determine impacts to residents/businesses on that road?	All alternatives being considered address existing and future traffic congestion at the 75th Avenue interchange. Alternatives 3 adds a second lane on the eastbound 67th Avenue off ramp, but will not address additional traffic congestion at 67th Avenue. For Alternative 3 the number of lanes on the eastbound frontage road will stay the same
3/10/2021	Online Survey	Alternative 2	Sounds confusing		What happens to the frontage road?	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	Alt. 3 question - What happens to the frontage road?	For Alternative 3 there are no impacts to the eastbound frontage road.

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 1, Alternative 3			Why not use the crossover lane system as on the Happy Valley crossing? Seems to create a much faster flow of traffic as a majority are leaving for the 101 in either direction	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3	Alt. 3 question - Why not use the crossover lane system as on the Happy Valley crossing?	The anticipated future traffic volumes do not warrant complete redesign and reconstruction of the 75th Avenue traffic interchange. A Diverging Diamond would require complete reconstruction of the bridge and crossroad and significant acquisition of new right-of-way from properties along 75th Avenue north and south of the interchange which would increase cost beyond what could be justified.
3/10/2021	Online Survey	Alternative 3	Absolutely oppose spending roughly $30M!!!! Are you insane?!?! We don't want any of our tax money spent on this nonsense but this is the worse option! We are hoping to move before this even starts because our house value will decrease on top of all the CA moving into AZ! We are already overcrowded here in Glendale!	Still insane for wanting to spend that kind of money!	If you are going to force a construction project on us, might as well do the one that is the least amount of money! Whatever you do, get rid of those stupid metered lights that have been turned off since the pandemic began. Amazingly enough, drivers have been able to get on the freeway without them this entire time! On top of that, everyone East of the Mississippi River can manage to get onto highways/freeways without them. Are you trying to tell me that people West of the Mississippi or people that have moved here have suddenly forgotten how to merge onto highways/freeways? Sorry for being sarcastic however give us some credit, will you? This will all be a nightmare just like the current project further down the 101.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3, No Build	Seriously do you really have to do this?!?! Take out the metered lights, stop building apartments on top of the freeways and roads and expand out to the desert! My goodness!!!	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	Alternative 3	Most expensive, longest time to complete and does the same thing as the $12M option (less than 1/2 cost). It does not create other traffic issues.	Makes a mess of the 67th ave exit when combined w/ 75th. We already have an engineering disaster in this area w/ Texas U-turn mess.	Cleanest solution. No new right of way, simplest design.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Beardsley Road Connector/Union Hills Interchange/83rd Avenue Improvements Needed	It is not directly part of 75th & 101 but.... The Union Hills / Beardsley Rd Texas U-turn is the biggest engineering mess in the west valley. It really needs to be corrected. But, absent that please do not create additional traffic messes or bottlenecks. Texas U-turn needs to be re-constructed.	This is outside of the scope of the current project.
3/10/2021	Online Survey	Alternative 3	Terrible, can't remove 67th Ave exit!		Makes sense	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Communication	How are you communicating about the project, I haven't heard anything until today...	We communicated information about the project and opportunities for input through a direct mailer, social media, local news, NextDoor, flyers and other methods. We will add your contact information to the project distribution list to keep you informed of project developments.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Communication	I am pretty upset that I had been a homeowner in Hillcrest ranch for over 22 years and received nothing in the mail about these proposed changes.	We used direct mailers, emails. social media and other methods to provide information about the project and opportunities for input. We will add your contact information to the project distribution list.
3/10/2021	Online Survey	Alternative 3	The cost is exorbitant.	The cost is more reasonable, but it drives business from 67th Avenue because it will take longer to get there.	This is the least expensive option. The traffic pattern is similar to most entrances and exits on the freeway. It does not change traffic flow flow onto 67th Avenue.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Communication	No questions, just a comment. This change wasn't communicated to me effectively by ADOT. It was a comment in Nextdoor that caught my attention.	We used direct mailers, emails. social media and other methods to provide information about the project and opportunities for input. We will add your contact information to the project distribution list.
3/10/2021	Online Survey	Alternative 3	Why? There is already enough traffic getting off on the 75th Avenue exit. Why would we take away the 67th Ave off ramp and force them all onto the 75th Ave ramp? Are you trying to make our lives that much more frustrating? Please, dear Lord do not do this option.	My God, the intersection at the 75/101 will be backed up for miles with this idea. It is already bad enough as it is. This will make it that much worse.	This is the most common sense approach to our issues in this area. Traffic has become a nightmare on 75th Avenue N and S bound from the 101 to Deer Valley Road. The freeway traffic is not the congestion issue, it is the 75th Ave traffic. So yes, this is the best idea of all three. And can we STOP building more high density housing on the access road from 75th Ave to West bound 101? That is the most God awful traffic setup ever. There have been MANY close calls with people getting off at Beardsley and trying to cut over to quickly exit at 83rd Ave while others are trying to move over one lane to the left to move out of the exit only to 83rd lane and continue to enter the freeway. Truly a horrible HORRIBLE design. It is only a matter of time before there is a fatal accident at this area.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Communications	I would STRONGLY encourage you to have someone post this information to the local Nextdoor for our community. (I would but don't post). Otherwise, you will not get a full set of opinions from our area. Maricopa County and Glendale Police regularly post items to our Nextdoor news feed, so I am certain you could also do this.	Thank you for your suggestion. We used Nextdoor to promote the Feb. 10 public meeting and the online survey. We will continue to use Nextdoor and other methods to communicate important project information.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	67th avenue on ramp and exit ramp are extremely busy and need to be improved not eliminated.	Alternatives 1 and 2 relocate the 67th Avenue exit. Alternatives 2 and 3 increase the number of lanes on the exit ramp from one lane to two lanes. Additional interchange improvements at 67th Avenue are not included as part of the Loop 101 widening project but may be considered at a later date.

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Complicated and expensive. What about the EB 75th Exit Ramp? Where does that fit in?	Confusing to northbound traffic and visitors to area. Increased traffic to and through 75th Avenue exit unnecessarily. Also would need to recreate merge from Union Hills entrance ramp. All happening around 90 degree bend. Not safe.	Least expensive and most practical solution. Will require safety education through merge. Still NONE of the solutions adequately address the traffic backup on 75th Avenue prior to the interchange. Also putting in merge lights at the entrance light will increase traffic backup. All traffic lights will need to synchronize to assist in traffic flow.	Thank you for your comments about the interchange alternatives. They were shared with the project team. Alt. 1 No modifications are planned to the existing eastbound 75th Avenue exit ramp on Loop 101 for Alternative 1 or Alternative 3.	Design Concepts	Alt. 1 question - What about the EB 75th Exit Ramp? Where does that fit in? NONE of these solutions will adequately address the traffic backing up on 75th Avenue. Adding an additional lane over the bridge will narrow all lanes to minimum safety width while residents buy larger and larger SUVs. I don't think this is safe enough. Alternative solution: Make the existing middle lane a Flex purpose lane (like on 7th Ave & 7th St): a turn only lane during rush hour and a southbound lane during other hours. Back this flex lane up to at least the first light @ Aspera. This will increase the flow of traffic from further down 75th Avenue. Traffic is now backed up prior to the Deer Valley Rd intersection.	No modifications are planned to the existing eastbound 75th Avenue exit ramp on Loop 101 for Alternative 1 or Alternative 3. The improvements proposed at the 75th Avenue interchange address the southbound 75th Avenue to eastbound Loop 101 travel movement, which is the primary issue. Moving more traffic from southbound 75th Avenue onto Loop 101 will also help alleviate southbound congestion approaching the interchange because it will clear more vehicles.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Although I'm in full support of widening the 101, it appears that all this is doing is really moving the pain point to the 191 & I-17 interchange. Are the connections going to be widened as well?	Selection of a design alternative for 75th Avenue is needed before design plans for the Loop 101 widening project between 75th Avenue and I-17 can be finalized. The public's input, along with engineering and cost considerations, will be used to select the alternative that will move forward into final design.
3/10/2021	Online Survey	No Preference Stated	Way too much cost for benefit to the public.	Still too much cost for the benefit.	Still too much cost. Just add the third lane re-stripe and see if that improves the congestion.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	As stated, just re-stripe with 3 lanes entering the eastbound 101 at 75th Avenue. Change stop light sequence north of 101 using demand study data to operate lights. Find other way to get traffic to and from the 101 other than the 75th Avenue interchange. Put more traffic on the Beardsley exchange. Change bell road westbound into a freeway to west wing. Save the money under the three proposals for a real solution.	Thank you for your comments. We will share them with the project team.
3/10/2021	Online Survey	Other	Build a tunnel for e/b off ramp	Build a tunnel e/b off ramp	Build a tunnel e/b off ramp	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Build a tunnel e/b off ramp	That is not in the scope of this project.
3/10/2021	Online Survey	Alternative 3	so stupid!!!!! There is too much traffic on 67th and now you want to add it to 75? Are you crazy?	This is crazy!!!!!!!!!!!!!!!!!!!!!!!!	Yes! There is a lot of traffic on 67th. Don't eliminate it, make it bigger! Did you talk to anyone who takes 67 to 101????	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Don't mess with 67th avenue unless you make it larger. To eliminate it is the height of foolishness!	Roadway improvements on 67th Avenue between Loop 101 and Happy Valley Road would need to be addressed by the local jurisdictions. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements may be considered at a later date.
3/10/2021	Online Survey	Alternative 1	I like this alternative the best since it avoids any interference with on ramp traffic from 75th with off ramp traffic for 67th.	Places more traffic burden on south 75th intersection and two stop lights for east bound travelers to the south 67th intersection.	Most cost effective solution but concerned with 3 lanes of on-ramp traffic crossing 2 lanes of off-ramp traffic.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Has the project team consider improvements to the west-bound off-ramp and north bound 75th traffic at the intersection? Many drivers fail to come to a complete stop when the light is red. Between my wife and I, we've been rear-ended three times because drivers look south and fail to pay attention to drivers ahead of them who come to a complete stop at the red light.	The westbound off-ramp at 75th Avenue will be widened to two lanes. We will evaluate additional signage as part of the final design of the project.
3/10/2021	Online Survey	Alternative 1	Of your three alternatives, this offers the best solution (but should remain one lane (plus safety lane) instead of two until it gets close to 67th. I would keep frontage road separate from off-ramp and merge the lanes similar to where they are now. I would also slow 67th off-ramp traffic to 40MPH (match frontage) with warnings otherwise you will have some bad rear-end accidents (current ramp up helps slow drivers)	This turns the frontage road between 67th and 75th into a drag-strip, and makes exiting out of shopping center at 67th ave impossible.	you need to slow down the exiting cars so they can safely merge with frontage road traffic and a dual exit does not do this. Additionally, you are dumping more traffic on the freeway at the same place more people are trying to exit. Bad idea...chaos if the sun is in their eyes (summertime)	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Have you considered that by moving the 67th ave eastbound exit to the braiding pattern that you could move the merge point of the existing on-ramp further down to facilitate additional traffic flow WITHOUT rebuilding the bridge to support a three lane on-ramp? Problem is that southbound 75th ave traffic fills the on-ramp area since it has limited merge due to 67th off-ramp traffic causing backup. Without the 67th crossing traffic and additional space, much smoother merge. Move 67th exit and build braiding point before you decide to make a new bridge...	We are not sure what you are suggesting, as the braided ramp concept does move the 67th Avenue exit further to the west and fully grade separates it from the eastbound 75th Avenue on-ramp traffic, with the 67th Avenue ramp going under the 75th Avenue on-ramp. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date.

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3			Removal of the 67th ave exit will increase the Midwestern University traffic through the neighborhood between 67th and 59th avenues. We already have issues with campus users racing through stop signs on Utopia where students cross for Highland Lakes elementary. Once students are forced to travel a mile down a frontage road and that will back up during peak hours, they will look for the next best alternative which unfortunately will be Utopia. Elimination of the 67th ave exit will be a big problem.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Have you considered the impact of the Midwestern University traffic if you close the 67th ave exit?	With Alternative 2 the existing eastbound 67th Avenue off-ramp would be removed and 67th Avenue off-ramp traffic would use the existing 75th Avenue eastbound off-ramp and continue on the eastbound frontage road to 67th Avenue. The existing 75th Avenue eastbound off-ramp would be widened to two lanes exiting Loop 101 and five lanes at the intersection with 75th Avenue. A third lane would be added to the eastbound frontage road between 75th and 67th avenues to accommodate the additional 67th Avenue off-ramp traffic. With Alternative 3, the existing eastbound 67th Ave off-ramp would remain in the same place but would be widened to a two-lane exit. An additional lane would be added to eastbound Loop 101 between the eastbound 75th Avenue on-ramp and the eastbound 67th Avenue on-ramp to provide additional distance for traffic merging onto
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	I live around Deer Valley Rd & 63rd Ave. The biggest problem I see is a VERY large increase in the traffic on 67th Ave (South in AM & North in PM). I see more problems with this traffic getting onto the 101 than exiting it.	The Loop 101 widening project does not include capacity improvements at the 67th Avenue interchange to add lanes on 67th Avenue or the eastbound on-ramp. However, we are evaluating adding a second lane on the westbound off-ramp. Additional improvements at the 67th Avenue interchange may be considered at a later date.
3/10/2021	Online Survey	Alternative 3		The traffic at 75th is ridiculous already. The speed of the drivers coming off the 101 is in excess of 60 miles per hour once they get to Beardsley. If there is not a stop light at 75th and Country Club we will never get out on 75th Avenue.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	I strongly feel that we need a stop light at 75th and Arrowhead Clubhouse Drive. This corner is very dangerous and with children walking home from school, people trying to walk to the business on the North side of the freeway. I'm not sure why there is no police there after school or at rush hour to slow this traffic down. I would ask that if you change this you also consider a stop light to slow the traffic down.	Thank you for your comments. They will be shared with the project team.
3/10/2021	Online Survey	Other	Complete waste of money, much better to sequence the traffic lights at rush hour to give a better flow to traffic. 3 lanes onto to the freeway is a recipe for accidents.	I presume that the traffic on the off ramp would be controlled by lights to enter the freeway one car at a time. What about the build up this would cause on the on ramp three lanes and possibly back up the traffic on the bridge.	I assume all lanes on bridge will have to be narrower to accommodate the extra 3rd lane. Once again this will result in possible accidents with traffic from the off ramp, the majority of which cut the corner when turning left onto the bridge.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	I think a diverging diamond road system would work much better and at a less cost than the proposals. Design is promoted by The Federal Highways Administration . There are now 123 in USA with 29 under construction. Worth considering as it works.	The anticipated future traffic volumes do not warrant complete redesign and reconstruction of the 75th Avenue traffic interchange. A Diverging Diamond would require complete reconstruction of the bridge and crossroad and significant acquisition of new right-of-way from properties along 75th Avenue north and south of the interchange which would increase cost beyond what could be justified.
3/10/2021	Online Survey	Alternative 3	Don't want to see 67th avenue ramp removed	I don't want to see 67th ramp removed		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	If 67th ramp were to be removed I'd want to understand if that adds time and inconvenience to me, not improves	Alternatives are designed to improve traffic flow. Alternative 2 results in additional travel time to eastbound drivers exiting at 67th Avenue, due to the possibility of needing to stop at the signal at 75th Avenue. Alternative 1 and 3 would not result in any additional travel time to drivers exiting at 67th Avenue.
3/10/2021	Online Survey	Alternative 3	do not want off ramps taken away at 67th Ave	again I do not want to see 67th Ave ramp closed	Ramp is open but have to say I feel that 67th is every bit of a traffic kerfuffle as 75th with the amount of cars on it going North to past Deer Valley	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Not really - just would like to see the flow of traffic on 67th improved as well	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements 67th Avenue and improvements at this location may be

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3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Please use the existing routes on or near rush hour. 67th Ave needs way more attention to expansion as opposed to 75th. But that's just an observation. Routing more traffic down 75th Ave would overload pinnacle peak, 75th to 67th, cause severe issues at a already terrible intersection. Pinnacle peak and 67th Ave. Please reconsider more attention to the 67th Ave 101 intersection.	The Loop 101 widening project does not include capacity improvements at the 67th Avenue interchange to add lanes on 67th Avenue or the eastbound on-ramp. However, we are evaluating adding a second lane on the westbound off-ramp. Additional improvements at the 67th Avenue interchange may be considered at a later date. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	Alternative 3	Still has only one lane for the merge onto Loop 101, and too fancy and expensive for the overall gain in traffic flow.	This will create a big choke point at 75th ave for 67th ave traffic, as well as provide only one lane for the merge onto Loop 101	This option seems to better support the goal of increased capacity eastbound from 75th ave, allows two lanes for the merge onto Loop 101, and costs less than half as much. Thank you for the opportunity for input.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Retain full lane width on the interchange?	Adding a third left turn lane will address the projected traffic issues with the southbound to eastbound Loop 101 turn movement and provide an acceptable level of service at the interchange through 2040. Lanes will be narrowed from 12 feet to 11 feet. 11-foot lanes on arterial streets are accepted by ADOT and cities and operate safely all over the Valley and throughout the United States.
3/10/2021	Online Survey	Alternative 1	Eliminating the conflicts between 75th avenue traffic entering 101 and traffic exiting 67th Ave is best while not causing at backup for traffic exiting 75th or 67th avenue.	This would cause major backups for eastbound traffic exiting 75th and 67th at the same location and sharing a stop light.	This would be very dangerous having 3 lanes enter and 2 lanes exiting crossing over between each other at the same time.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	The bridge at 75th doesn't look wide enough to hold an extra left turn lane without winding or taking something away.	The lanes on 75th Avenue will be reduced from 12 feet to 11 feet and the existing raised median will be removed to accommodate the third left turn lane.
3/10/2021	Online Survey	Alternative 3	Too expensive and excessive traffic impacts home owners/ residents south of the 101 between 75th and 67th ave.	Same as above but better than alternative 1.	Not sure if this is the answer to the problems but should improve flow on to the 101.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	There are big problems with the 75th and Beardsley exit from 75th to Union Hills and a redesign should be implemented during this project.	We are not currently considering Loop 101 improvements west of 75th Avenue as part of this project. The limits of this project are 75th Avenue to I-17. Improvements to Loop 101 west of 75th Avenue are planned in the future, but are not currently funded as part of the current freeway program for Maricopa County.
3/10/2021	Online Survey	Alternative 2	I like this option, but it's also the most expensive. I'm not convinced the extra costs are worth it.	This is the closest option to Alternative 1, however Alternative 2 is half the cost which is why I would choose Alternative 2. Are the benefits of Alternative 1 worth 15MM?		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	They need to do the same with 67th ave.	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date.
3/10/2021	Online Survey	Alternative 3	I live south of this exit just off 67th Ave (Schmidt St). This would impact me in the worst way. Leave it alone!	I live south of this exit just off 67th Ave (Schmidt St). Leave it alone!	I live south the exit for 67th Ave (Schmidt St). So this one doesn't impact me for driving ... just the probable increase in taxes. Leave it alone!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	What "problem" does this solve?	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	Other	The best solution would be a diverging diamond interchange like the one on Happy Valley Road at the I-17. Turning traffic would only have to deal with one light, no need to take away lanes on the northbound side or add lanes on the southbound side of 75th Ave.	The best solution would be a diverging diamond interchange like the one on Happy Valley Road at the I-17. Turning traffic would only have to deal with one light, no need to take away lanes on the northbound side or add lanes on the southbound side of 75th Ave.	The best solution would be a diverging diamond interchange like the one on Happy Valley Road at the I-17. Turning traffic would only have to deal with one light, no need to take away lanes on the northbound side or add lanes on the southbound side of 75th Ave.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Why are your solutions for people who DO NOT LIVE IN THE AREA, so inconsiderate and detrimental to people who DO LIVE IN THE AREA? You are going to create a traffic issue Northbound on 75th Ave, backing up traffic at the two intersections of the freeway that will extend southward into the Arrowhead Ranch neighborhood. The best solution would be a diverging diamond interchange like the one on Happy Valley Road at the I-17. Turning traffic would only have to deal with one light, no need to take away lanes on the northbound side or add lanes on the southbound side of 75th Ave.	The anticipated future traffic volumes do not warrant complete redesign and reconstruction of the 75th Avenue traffic interchange. A Diverging Diamond would require complete reconstruction of the bridge and crossroad and significant acquisition of new right-of-way from properties along 75th Avenue north and south of the interchange which would increase cost beyond what could be justified.

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3/10/2021	Online Survey	Alternative 3	Like the concept, but high cost hurts it compared to other options.	Not ideal. Would add a lot of extra traffic to the frontage road my community uses. Additional right of way purchase required for seemingly little gain.	Best option. No need for new right of way, and it's the least expensive. ADOT did something similar with an extra lane between Happy Valley and Pinnacle Peak on I-17, and I really like it.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Why do a triple turn lane for 75th? Would a conversion to a diverging diamond work? Works great at Happy Valley Road. Space, cost, other limitation here?	The anticipated future traffic volumes do not warrant complete redesign and reconstruction of the 75th Avenue traffic interchange. A Diverging Diamond would require complete reconstruction of the bridge and crossroad and significant acquisition of new right-of-way from properties along 75th Avenue north and south of the interchange which would increase cost beyond what could be justified.
3/10/2021	Online Survey	Alternative 3	I use the 67th Ave off-ramp to get to my home. This proposal is unacceptable. The cost is also significantly higher for this plan.		If changes must be made to accommodate 75th ave on-ramp changes this is the least disruptive and the least cost.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Why is the change required for the 75th ave on-ramp? Do the people pushing for this change realize the long disruption any change will cause to current access to Loop 101 from 75th ave?	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Adding a third left turn lane will address the projected traffic issues with the southbound to eastbound Loop 101 turn movement and provide an acceptable level of service at the interchange through 2040. Lanes will be narrowed from 12 feet to 11 feet. 11-foot lanes on arterial streets are accepted by ADOT and cities and operate safely all over the Valley and throughout the United States.
3/10/2021	Online Survey	Alternative 3	way too expensive and confusing for drivers	will make 75th ave exit a mess	Does not negatively impact the local neighborhoods and businesses like the other two options do. In general though, the problem its 101. If you add a dedicated extra lane between 75th and 67th and then also 67th and 59th, you can have both left turn turn lanes empty more quickly onto 101, reducing the backup on 75th and 67th. I would argue 67th is just as bad as 75th in the morning with traffic coming down from Happy Valley. Addressing 75th by itself does little to fix the problem.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Why not include an option to just add the extra lane to eastbound 101 between 75th and 67th and then also 67th and 59th to allow both left turn lanes dedicated access to an eastbound lane and possibly eliminate the need for a third left turn lane on 75th?	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date.
3/10/2021	Online Survey	Alternative 3	Looks too costly	Best for all. I can't figure out why you need 3 lanes to enter 101 from 75th for morning traffic, but 67th doesn't need 3 lanes to enter 101. They don't have much morning traffic?	Less costly	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Why wasn't this figured out back when it was first built? Not that long ago. You didn't know about morning traffic coming off 75th to go East? If your response is that there were not that many houses, then you should have had a clue that houses would be built. That is your job to know!	The Loop 101 Agua Fria Freeway was originally designed to accommodate future traffic volumes 20 years into the future. The proposed improvements address anticipated traffic congestion at the 75th Avenue interchange based on future traffic volumes through 2040.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Widen the 75th Ave roadway at 101. I back track to get on 101W due to 2 lanes	Adding a third left turn lane will address the projected traffic issues with the southbound to eastbound Loop 101 turn movement and provide an acceptable level of service at the interchange through 2040. Lanes will be narrowed from 12 feet to 11 feet. 11-foot lanes on arterial streets are accepted by ADOT and Cities and operate safely all over the Valley and throughout the United States.
3/10/2021	Online Survey	Alternative 1	This is the most logical/safest & responsive to community needs i.e. fire and police response times. Cost effective in that 5 years after completion won't need to be redesigned.	Could result in huge backups as no alternative exits for potential accidents...could slow down response time for police/fire as there is no exit at 83rd either.	OMG!! what a disaster...drivers can't navigate the current 1 merge lane...this is the LEAST safest option.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Beardsley Road Connector/Union Hills Interchange/83rd Avenue Improvements	Any thoughts about access to 83rd avenue to help offset traffic flow onto 75th?	There are no plans to address additional access points between 83rd Avenue and Loop 101. That access is accomplished through the Beardsley Connector and u-turn on-ramp to eastbound L101, as well as the Union Hills interchange.
3/10/2021	Online Survey	Alternative 3	I don't like removing 67th Ave eastbound off-ramp from the 101. Those people that don't like the backup can also go to 67th Ave or Union Hills to get on. Why don't you just add a new ramp from Beardsley/Union Hills interchange onto the 101 E bound and get all that Fletcher Farms neighborhood traffic SB on 83rd Ave to the interchange?	I don't like all the traffic that will end up on 75th Ave around the elementary school when people get frustrated with the E bound back up on the entrance ramp. I don't like removing 67th Avenue on ramp from 101 eastbound	This is the best bet -- this way everyone else doesn't suffer having to wait to get home.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Beardsley Road Connector/Union Hills Interchange/83rd Avenue Improvements	Why don't you just add a new ramp from Beardsley/Union Hills interchange onto the 101 E bound and get all that Fletcher Farms neighborhood traffic SB on 83rd Ave to the interchange? I don't think you considered all the options.	The Beardsley Connector and U-turn on-ramp from eastbound Beardsley Road was added to Loop 101 to provide alternate Loop 101 access for residents traveling from Fletcher Heights and other northwest Peoria neighborhoods and help relieve congestion at the 75th Avenue interchange. An additional Loop 101 access point in this area is not warranted.

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3/10/2021	Online Survey	Alternative 3			This seems so dangerous! Those trying to exit 67th will have to fight with 3 lanes of traffic. Please no !	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Driver Safety	I assume you will Widen the area of 75th (on the north side of the freeway). It's currently 1 lane that turns into 2 turn lanes ....and drivers go around the long extended " turn lane" and cut into the real turn lanes once on the overpass/bridge. It's so dangerous	The traffic analysis indicates that three left turn lanes are required to address current and projected traffic volumes. Extending the turn bays would require removing the existing access from the Laguna at Arrowhead Ranch apartments. This is outside the limits of the study and would need to be addressed by City of Glendale.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 35th Avenue	Why is this being addressed over the simple work of extending 35th ave from Pinnacle Peak to Happy Valley Road to minimize traffic on 39th Drive, where there are several school crossings and to keep in line with the original Master Plan for this area?	This location is within the jurisdiction of the City of Phoenix and outside the scope of improvements for Loop 101. Any extension of 35th Avenue would need to be undertaken by the City. We will share your comment with the city.
3/10/2021	Online Survey	Alternative 2	I don't like all the traffic that will end up on 75th Avenue around the elementary school when people get frustrated with the eastbound backup on the entrance ramp. I don't like removing 67th Avenue on ramp from 101 eastbound	I like this better but same thing applies to closing the 67th Ave exit on to the 101. Your worsening the already horrible 101/59th Ave bottle neck. 43rd Ave needs to be opened. Create a fourth option with a lane on 101/43 Avenue north. The road is already wider than your average roadies and appears to have been planned for future extension or connections.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 43rd Avenue	Yes, my option 4 plan opening up 101/43rd Ave.	That is outside of the scope of this project.
3/10/2021	Online Survey	Alternative 3	I don't like all the traffic that will end up on 75th Avenue around the elementary school when people get frustrated with the eastbound back up on the entrance ramp. I don't like removing 67th Avenue on ramp from 101 eastbound	Waste, shocking stupid. I will never understand the thought process.	The only one that's common sense, wow something simple to widen without some stupid stuff added.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 67th Avenue	75th isn't the problem, 67th ave is but that's part of the ADOT not using common sense to fix the traffic problems on 67th ave and no traffic on 75th ave but yeah widen the one with less traffic! Very smart!	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements 67th Avenue and improvements at this location may be
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 59th Avenue	All three options are horrible - what about 59th Ave exit - that exit is worse than 67th and 75th.	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Improvements at the 59th Avenue interchange are not included in the current Loop 101 widening
3/10/2021	Online Survey	Other				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 59th Avenue	As a resident who drives these roads every day, 75th and 67th are NOT the problem. The problem is 59th Ave and 101. That traffic gets backed up so far sometimes it takes 3-4 light cycles before you can get up to the freeway, from North or South. I have sat there for almost 15 minutes at times to get through the light. Zero money should be spent on 67th or 75th and all these proposals should be focused only on 59th and how to improve the traffic flow, because it's flat out awful.	Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date. Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024. Funding for the 75th Avenue interchange project isn't currently programmed until July 2024, however there are plans to move the funding schedule up to coincide with the Loop 101 widening project. Interchange construction is expected to take approximately 12-24 months to complete, depending on which alternative is selected and how the contractor phases

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3/10/2021	Online Survey	Alternative 3		Terrible plan. If southbound 67th ave and 75th ave traffic, trying to go eastbound 101, are already backing up, flowing all traffic through 75th ave exit and adjoining all 75th ave eastbound traffic through 67th ave, would be a nightmare.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at d 67th Avenue	I don't see the need for 75th ave improvements. 67th ave is where the southbound-to-eastbound congestions are. 67th avenue is used like a highway, for people going south from Arrowhead, Terramar, and the new North Jomax residential.	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date.
3/10/2021	Online Survey	Alternative 3	I live on 67th and have several doctors west of me and use the 67th exit when I am coming home	I think this would add to the amount of accidents that could happen from this change.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 67th Avenue	In my experience I have not seen the amount of traffic on 75th that would warrant the changes. In my opinion the 67th ave interchange is busier.	A 2020 study conducted by the Maricopa Association of Governments, as well as additional traffic analysis conducted by the current study team, supports the need for improvements at the 75th Avenue interchange by adding a third southbound turn lane.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 67th Avenue	Need to do something to redirect or create better flow for 67th between Happy Valley and 101. Like a crowded freeway morning rush hour and 2:30 through rush hour M to F	Roadway improvements on 67th Avenue between Loop 101 and Happy Valley Road would need to be addressed by the local jurisdictions.
3/10/2021	Online Survey	Alternative 3			Most efficient and cost effective model	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 67th Avenue	Remove right of weigh and entrances to all adjacent parking areas from off ramps... Especially 67th westbound.	The project team does not have plans to close any driveways as part of this project. Access management to adjacent properties would be addressed outside the scope of this project.
3/10/2021	Online Survey	Alternative 3			I'd like to see the exit open for 67th Ave due to amount of people exiting here before all the exiting traffic on 75th. The more you can eliminate before the busy exit of 75th the better. Besides the businesses will probably suffer if you close the exit for 67th. When will you consider pushing 67th Ave through to the 303?	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Extension of 67th Avenue to L303	When will you consider pushing 67th Ave through to the 303 so that people could come into the north neighborhoods that have only one way in or out? This will alleviate some 101 traffic.	The potential future extension of 67th Avenue/Pyramid Peak Parkway to Loop 303 is outside the scope of this study. The extension of this roadway would be addressed by the local jurisdictions and would be based on future development in the area.
3/10/2021	Online Survey	Other				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 59th Avenue	Why are you planning on working on 75th Ave or 67th Ave when 59th Ave is a much bigger issue?	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th avenues and improvements at these location may be considered at a later date.
3/10/2021	Online Survey	Alternative 3	Compared to Option 2 it's better because there are no added stop lights for traffic exiting 67th Ave, but the cost seems too high	I strongly oppose this option because it adds an extra stoplight to traffic trying to exit at 67th. They have to stop at 75th and 67th Ave.	Makes the most sense for everyone and the cost is reasonable.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 67th Avenue	Why aren't three turn lanes been added to the 67th Ave ramp as well? It seems 67th Ave is busier than 75th getting on to the 101 eastbound.	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 67th Avenue and improvements at this location may be
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 67th Avenue	Why not make 67th Ave a 3 lane eastbound on ramp and a west bound 3 lane exit. 67th Ave is traveled more than 75th Ave.	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 67th Avenue and improvements at this location may be

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Improvements at 67th Avenue	With all these changes affecting 67th Ave, is there a plan to widen the 67th Ave bridge going northbound?	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements 67th Avenue and improvements at this location may be considered at a later date.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Lengthen 75th Ave Left Turn Lanes	Although it is probably not ADOT's jurisdiction, I believe that just lengthening the two turn lanes on 75th north of the 101 would make a big difference without the three options. There already is two lanes to enter the 101.	The traffic analysis indicates that three left turn lanes are required to address current and projected traffic volumes. Extending the turn bays would require removing the existing access from the Laguna at Arrowhead Ranch apartments. This is outside the limits of the study and would need to be addressed by City of Glendale.
3/10/2021	Online Survey	Alternative 1			Keep 67th off ramp in place. Closing it would cause more traffic on the frontage road. Some of us live off the frontage road. The wait to get on the frontage road would drastically increase as well.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Lengthen 75th Ave Left Turn Lanes	Extend the two lanes on 75th for eastbound 101. Just like 75th and Deer Valley.	The only way to extend the length of the left turning lanes on 75th Avenue is to remove this left turn access from the Laguna at Arrowhead Ranch apartment complex. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design.
3/10/2021	Online Survey	Alternative 3	This would be an adjustment to those who frequently use the area, but ideally reduce the potential backup from combining ramps, while giving adequate merging space.	I foresee major issues with merging and backup adding even more traffic on Beardsley and not solving a problem, but shifting and creating another one.	This would be the least disruptive to current flow of traffic, however could likely lead to merging accidents and issues on the freeway at peak times of day.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Lengthen 75th Ave Left Turn Lanes	Has anyone considered reconstructing the southbound 75th ave to remove the median congestion at Laguna and creating a longer two lane turning lanes just like on 67th ave? It backs up at peak times, but nothing like the 75th ave area. With retiming the stop lights it could be way cheaper and less disruptive.	We are creating a new extended lane to allow extra distance for traffic to merge onto Loop 101. Regarding the "bump-out" in the median island on southbound 75th Avenue approaching the interchange, this allows traffic turning left from the Laguna Arrowhead Apartment Complex to turn southbound onto 75th Avenue. The only way to remove this bump-out is to remove this left turn access to extend the southbound left turn storage. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design.
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Lengthen 75th Ave Left Turn Lanes	I strongly suggest that you look into expanding the capacity of the turn bays for south bound 75th ave. (S to E Movement) as it approaches the TI. Making them longer.	The only way to extend the length of the left turning lanes on 75th Avenue is to remove this left turn access from the Laguna at Arrowhead Ranch apartment complex. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design.
3/10/2021	Online Survey	Alternative 3		It would result in too much traffic on the eastbound frontage road from 75th and 67th which is currently a "quiet" stretch of road for a frontage road that has a few side streets with entrances and exits. It would make the 75th ave intersection busier like 67th ave.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Lengthen 75th Ave Left Turn Lanes	The short length of the southbound turning lanes north of Beardsley is the real problem. If you remove the median and lengthen those further north, more cars can queue there and then you might not even need the third turn lane if you increase the period of green light for turn left. They need to be as long as the left turn lanes at 75th turning left to Deer Valley Rd.	The only way to extend the length of the left turning lanes on 75th Avenue is to remove this left turn access from the Laguna at Arrowhead Ranch apartment complex. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design.

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3/10/2021	Online Survey	Alternative 3	Why would you consider this messy expensive approach to simply add a turning lane on 75th Ave. The problem is not the need for 3 turning lanes at 75th Ave the problem is the two current turning lanes don't have sufficient holding capacity at the light at 75th and the 101 bridge. This is due allowing a left hand turn out of the apartment complex on the NE corner of 75th and 101. That left hand turn out of the apartment complex should be eliminated to allow for expanding the two current turning lanes capacity at the light. There is room to make this change quickly and fairly easily. You are spending millions of dollars to accommodate a few 100 people living those apartments. Ridiculous!	This approach is even more ridiculous than version one. Now you are spending millions of dollars to create a worse situation than you currently have. Forcing all the traffic for 67th Ave (a much busier intersection than 75th Ave) to get off at a combined 75th/67th Ave exit. How does this makes in any rational world. Again, you are creating more confusion and more traffic to accommodate a few 100 people living in the apartment at the NE corner of 75th and the 101 bridge to be able to make a left hand turn on to 75th Ave. The problem is not the need for 3 turning lanes at 75th Ave the problem is the two current turning lanes don't have sufficient holding capacity at the light at 75th and the 101 bridge. This is due allowing a left hand turn out of the apartment complex on the NE corner of 75th and 101. That left hand turn out of the apartment complex should be eliminated to allow for expanding the two current turning lanes capacity at the light. There is room to make this change quickly and fairly easily. You are spending millions of dollars to accommodate a few 100 people living those	This the best of the tree solutions, but still a very expensive way to handle this issue at 75th Ave and 101. The problem is not the need for 3 turning lanes at 75th Ave the problem is the two current turning lanes don't have sufficient holding capacity at the light at 75th and the 101 bridge. This is due allowing a left hand turn out of the apartment complex on the NE corner of 75th and 101. That left hand turn out of the apartment complex should be eliminated to allow for expanding the two current turning lanes capacity at the light. There is room to make this change quickly and fairly easily. You are spending millions of dollars to accommodate a few 100 people living those apartments. Ridiculous!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Lengthen 75th Ave Left Turn Lanes	Why are you not looking at the true issue, which is the limited length of the current two turning lanes at 75th Ave and 101? I drive that route every day and the issues is not needing a third turning lane, it's that the current two turning lanes are two short and can't hold enough cars when the light is red at the 101 bridge.	The only way to extend the length of the left turning lanes on 75th Avenue is to remove the left turn access from the Laguna at Arrowhead Ranch apartment complex. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design. Adding a third left turn lane will address the projected traffic issues with the southbound to eastbound Loop 101 turn movement and provide an acceptable level of service at the interchange through 2040. Lanes will be narrowed from 12 feet to 11 feet. 11-foot lanes on arterial streets are accepted by ADOT and Cities and operate safely all over the Valley and throughout the United States.
3/10/2021	Online Survey	Alternative 2	Graded separated braided ramps work to omit the weaving section but not on the bridge. Design and develop a diverging diamond along 75th Avenue.	Need to view counts of EBT traffic at ramp. Saving $15M perhaps develop a forced EBRT to a michigan U-Turn on 75th to have vehicles then make a NBRT on frontage road instead of a grade separated flyover. This would also allow design and develop for a diverging diamond along 75th Avenue.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Project Cost/Funding	Diverging Diamond PLEASE!	The anticipated future traffic volumes do not warrant complete redesign and reconstruction of the 75th Avenue traffic interchange. A Diverging Diamond would require complete reconstruction of the bridge and crossroad and significant acquisition of new right-of-way from properties along 75th Avenue north and south of the interchange which would increase cost beyond what could be justified.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Signals/Signage	What's the need for 3 left turn lanes? If all the lights are properly synchronized and the on ramp expansion would allow the traffic to enter the freeway. A third lane that still merges in to the first two accomplishes nothing	Adding a third left turn lane will address the projected traffic issues with the southbound to eastbound Loop 101 turn movement and provide an acceptable level of service at the interchange through 2040. Lanes will be narrowed from 12 feet to 11 feet. 11-foot lanes on arterial streets are accepted by ADOT and Cities and operate safely all over the Valley and throughout the United States. Adjustments to signal timing at the 75th Avenue interchange can be recommended in the traffic study and evaluated during final design to improve traffic flow.
3/10/2021	Online Survey	Alternative 3	75th Avenue already has traffic backup issues on the north side, the added traffic from people turning north, either accidently or just for another route, will make it unconscionable. Especially since they are doing a medical complex and increasing traffic already, this extra would put it over the top. Something would have to be done to widen 75th avenue to the north of you do this.	75th Avenue already has traffic backup issues on the north side, the added traffic from people turning north, either accidently or just for another route, will make it unconscionable. Especially since they are doing a medical complex and increasing traffic already, this extra would put it over the top. Something would have to be done to widen 75th avenue to the north of you do this.	This is the least expensive and most reasonable.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Widen 75th Avenue	75th Avenue already has traffic backup issues on the north side, the added traffic from people turning north, either accidently or just for another route, will make it unconscionable. Especially since they are doing a medical complex and increasing traffic already, this extra would put it over the top. Something would have to be done to widen 75th avenue to the north of you do this and something should be done to make access to the northwest corner of 75th and they 101, the recent changes in the past few years have increased traffic back up and there are more accidents.	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th avenues and improvements at these location may be considered at a later date.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Widen 75th Avenue	Wanted to know if there are plans to widen 75th Avenue to 3 lanes on each side from Bell Road to Highway 101 as well. With there being a "dedicated" right turn lane on each side,	Widening 75th Avenue between Loop 101 and Bell Road is outside the scope of this project and would need to be addressed by the City of Glendale.

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3/10/2021	Online Survey	Other				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Widen L101	Has a feasibility report been done to improve traffic flow east and west by extending both north and south sides of the 101 via the landscaped land that looks horrible and not maintained? This idea seems to improve traffic flow for morning and evening traffic commute times and would only require removal of dirt and building sound bearing walls. The other proposed ideas above appear to be ludicrous and without much thought and the 75th and 59th eastbound 101 ramps will now become even more congested.	ADOT will be widening Loop 101 by one general purpose lane in each direction between 75th Avenue and I-17 beginning in late 2023 or early 2024. The widening will be done to the outside within the existing freeway right of way. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th avenues and improvements at these location may be considered at a later date.
3/10/2021	Online Survey	No Build	This will virtually isolate the residents of SIENA and along Thunderbird etc. Further, 75th is a freeway and dragstrip now around the clock. Why isn't Peoria doing anything to offload their traffic instead of building auto dealerships and huge clinics?			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Left turn access on 75th Avenue	How will Siena residents safely cross over to enter 101 South?	Residents in the Arrowhead Phase V Siena subdivision will continue to access southbound 75th Avenue at the same locations they do today.
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Left turn access on 75th Avenue	I am a resident at Laguna Arrowhead Apartments and our buildings only exit leads onto 75th. I was wondering how the constructing would affect our ability to come and go (which is already impaired). Thank you!	We are creating a new extended lane to allow extra distance for traffic to merge onto Loop 101. Regarding the "bump-out" in the median island on southbound 75th Avenue approaching the interchange, this allows traffic turning left from the Laguna Arrowhead Apartment Complex to turn southbound onto 75th Avenue. The only way to remove this bump-out is to remove this left turn access to extend the southbound left turn storage. This is just outside the project limits and would be a City of Glendale item to address. We will be coordinating with the city on this during final design.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety, Signals/Signage	I do have a concern with three lanes of traffic turning left off of 75th avenue onto eastbound 101. Today we have two lanes and I have seen drivers in the very left hand lane trying to go straight onto the service road rather than onto the freeway wherein they have to cross the right hand lane to do so, which is very dangerous. I can see this happening, a driver in the left lane trying to cross two lanes of traffic to get onto the service road to the right. If this is the proposal that is accepted, I would like to see signage clearly indicating that access to the service road has to be from the right turning lane only, far enough in advance to prevent the crossing of lanes after they turn on 75th	Adding a third left turn lane will address the projected traffic issues with the southbound to eastbound Loop 101 turn movement and provide an acceptable level of service at the interchange through 2040. Lanes will be narrowed from 12 feet to 11 feet. 11-foot lanes on arterial streets are accepted by ADOT and Cities and operate safely all over the Valley and throughout the United States. We will evaluate additional signage as part of the final design of the project.
3/10/2021	Online Survey	Alternative 3	Routing all current 67th Exit ramp traffic on to 75th Ave will cause bottleneck at 75th Ave. Increased traffic. Increased noise. Increased pollution. Arrowhead Ranch Phase II currently borders the Loop 101 from Union Hills to 75th Avenue and the entire section is residential (homes located east and south of 101 along "the curve"). This option will have a negative impact on quality of life and our property values. NO to Alternative 1	Routing all current 67th Exit ramp traffic on to 75th Ave will cause bottleneck at 75th Ave. Increased traffic. Increased noise. Increased pollution. Arrowhead Ranch Phase II currently borders the Loop 101 from Union Hills to 75th Avenue and the entire section is residential (east and south of 101 along "the curve"). This option will have a negative impact on quality of life and our property values. NO to Alternative 2	Option 3 is the BEST option to avoid increased traffic congestion at 75th Ave eastbound exit ramp. Avoid increasing noise and air pollution for the residents along the Loop 101 at the exit ramp at 75th Ave. Also most cost effective. Will not negatively impact quality of life or property values of long-term residents.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Landscaping, noise	I would like to know the contact info for the ADOT representative who is in charge of landscaping on the Loop 101 between Union Hills and 75th Avenue (north bound and eastbound along the curve)?	If you have landscaping or other questions about this project, please contact John Tucker at 480-695-4027, jtucker 2@azdot.gov.
3/10/2021	Online Survey	Alternative 3	High cost and complexity. Not fiscally responsible.	High noise and pollution impact to Arrowhead communities.	Overall best option. Minimally invasive and fiscally conscious.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Miscellaneous	Criminals have easy access to our homes through the golf course and use the freeway as quick escape routes according to a Glendale PD official. We've also seen an increase recently in panhandling on 67th and 75th. How would each alternative affect this issue? Thank you	These issues are outside the scope of this project.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build	Have you considered the "No Action" alternative? Is there really a problem that needs fixing??	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.

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3/10/2021	Online Survey	No Build	How would I get to Arrowhead Hospital? Or to anything located at 67th Avenue?	Have you heard about how getting to a hospital during certain emergencies in a timely fashion may mean life or death? Do you not care?	Please explain to me why we need to do more road work? You just finished screwing up the Union Hill exit. Are you that desperate to screw up another one?	Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build	How about you guys do nothing?	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build	I do not understand why make these changes when they appear to be working just fine.	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave exit	I haven't seen any issue with 67th eastbound exit off the 101. I don't think anything on 67th needs to be done. People do use the access road a lot which does cause come traffic at 67th light.	The potential modifications being considered at the 67th Avenue interchange are needed to accommodate planned improvements to the 75th Avenue interchange and future freeway traffic volumes.
3/10/2021	Online Survey	No Build	This is a waste of public funds, will cause the homes in Arrowhead Ranch to lose value due to terrible traffic on 75th.	67th is a very important exit and the business owners will suffer without this exit	Don't like this because there is no reason to widen 75th - but it is the least destructive to the neighborhoods.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build	I question why this is necessary - I live off 75th Avenue and never see any traffic build-up.	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	No Build	NO CONSTRUCTION	NO CONSTRUCTION	NO construction	Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build	Please consider NOT doing any construction in this area. The disruption isn't worth whatever perceived advantage.	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	No Build			All of these plans are unacceptable. No need to do this for a few minutes of delay of those headings south on 75th. Please do not tear up our quiet neighborhood. I have lived here for 25 years and do not see a need for this needless expenditure.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build	Please leave well enough alone.	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	Alternative 3 (On a scale of 1-5, the stakeholder gave Alternative 3 a "5."				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need	Seems to me like no changes need to actually be made and this is a total waste	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	Alternative 3 (On a scale of 1-5, the stakeholder gave Alternative 3 a "4."				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need	There's gotta be a better way to get all the people moving into the north west onto the 101. Hell it's half the reason we moved down here from West Wing. It was just getting too hard to commute.	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.

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3/10/2021	Online Survey	Alternative 3 (On a scale of 1-5, the stakeholder gave Alternative 3 a "5."	Sounds complicated	Better	Quicker simpler do this	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need	Why complicate the roadway?	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	Alternative 3 (On a scale of 1-5, "4."			Don't understand the necessity for this project at all!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need	Why is this necessary????	Current studies indicate that improvements at 75th Avenue are needed. Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	No Build		LEAVE 67TH AVENUE OFF RAMP ALONE	ACTUALLY DO NOT KNOW THE REASONS FOR DOING ANYTHING	Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build	YES, LEAVE IT ALONE!!!	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th avenues and improvements at these location may be considered at a later date.
3/10/2021	Online Survey	No Build	Feel free to make 75th ave wider, however, don't change how we who live alone 67th avenue will no longer be able to just get off at 67th avenue and have to take longer way around, especially those who live north of the 101 where 75th ave and 59th ave are not through streets to happy valley. Also the business at 67th and the 101 would lose a lot of traffic due to the re-routing of the ramps. Also your alternative diagrams and descriptions do not align with the video animations. The video animations show more loss of functionality than the description and diagrams state.	Feel free to make 75th ave wider, however, don't change how we who live alone 67th avenue will no longer be able to just get off at 67th avenue and have to take longer way around, especially those who live north of the 101 where 75th ave and 59th ave are not through streets to happy valley. Also the business at 67th and the 101 would lose a lot of traffic due to the re-routing of the ramps. Also your alternative diagrams and descriptions do not align with the video animations. The video animations show more loss of functionality than the description and diagrams state.	Feel free to make 75th ave wider, however, don't change how we who live alone 67th avenue will no longer be able to just get off at 67th avenue and have to take longer way around, especially those who live north of the 101 where 75th ave and 59th ave are not through streets to happy valley. Also the business at 67th and the 101 would lose a lot of traffic due to the re-routing of the ramps. Also your alternative diagrams and descriptions do not align with the video animations. The video animations show more loss of functionality than the description and diagrams state.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Business/Neighborhood Impacts		Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	No Build	Leave as is. Reducing access at 67 will only congest 59 and 75	Leave as is. Reducing access at 67 will only congest 59 and 75	Leave as is. Reducing access at 67 will only congest 59 and 75	Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build		Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3 (On a scale of 1-5, the stakeholder gave Alternative 3 a "3."	This sounds like a nightmare and a huge inconvenience for all of those coming from south of the 101 and need to turn right onto the freeway. We already need to wait for the 2 lanes of traffic coming from the north, now 3 lanes along with the traffic on 75th ave to turn, right to go east. What about us? We all need to get to work this will be even worse at rush hour and we won't be able to get out of our neighborhoods because 75th Ave will be all backed up as well as Utopia. The noise on 75th ave in the morning is outrageous with the cars in the morning!!	Not sure I even understand this one?	This seems ok	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need, Communication	Everything! It makes no sense and there should be a vote for all those in this part of town!! Not a survey where some people might hear about it! This was pure luck that I saw this!	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. The Maricopa Association of Governments is the region's federally designated metropolitan planning organization, responsible for planning and determining funding for Valley freeways and other transportation improvements. The 75th Avenue Traffic Interchange Improvement project is included in the MAG Freeway Life Cycle Program. MAG is also charged with developing transportation policy for the region. ADOT used email, social media, NextDoor and other methods to communicate project information and opportunities for input to the public.

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3 (On a scale of 1-5, the stakeholder gave Alternative 3 a "5."		This design makes more freeway traffic being dumped into neighborhood traffic. This design was done with 51st to 35th Ave and it is such an inconvenience to have to go all the way to 35th when a ramp for 43rd would be better flow. Drivers use this stretch as the indy 500 and speed up this route		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need, Project Cost/Funding	leave as is and spend money to fix or improve areas that need it like bell rd and 75th ave. P83 district is a nightmare at rush hour	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Bell Road and 75th Avenue are outside the scope of this project and are the responsibility of the City of Peoria.
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build, Project Cost/Funding	Not wasting millions of dollars of taxpayer dollars on a ridiculous project that's my suggestion.	Thank you for you comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build, Project Cost/Funding	Why do this? Waste of taxpayer money.	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date.
3/10/2021	Online Survey	Alternative 3	Everyone in the Arrowhead area and going north towards Terramar and on further north would all have to use 75th Ave. We would end up passing by 67th Ave. if we lived right next to it, and have to go through a school area to get back to our homes	Same reasons as I gave it with comments on alternative one	It's the best alternative for residents who live north of the 101. And it's also the cheapest alternative	Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build, Signals/Signage	Why can't you just leave it like it is and just do a better job with traffic lights. The way everything backs up is definitely due to the way the traffic lights are set up. The way you hold traffic on the overpass on 67th ave., not letting traffic move, and the traffic backs up on 67th going onto the ramp doesn't make any sense.	Adjustments to signal timing at 67th Avenue to allocate green time to both the southbound through movement and left-turn phase can be recommended in the traffic study and evaluated during final design to improve traffic flow. Adjustments to signal timing at the 75th Avenue interchange and other interchanges can be recommended in the traffic study and evaluated during final design to improve traffic flow.
3/10/2021	Online Survey	No Build		Arrowhead Hospital is off of 67th Ave. If you remove the exit it will delay people from getting to the hospital and could potentially cost someone their life.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	No Build, Project Schedule; 67th Ave exit; L101 Pima widening project	There is nothing wrong with these exits. This is a waste of taxpayers money and will cause a major inconvenience during the construction. On the other hand, the 101 has been "under construction" near the I-17 and Cave Creek exits for 100 years, that might be good to get finished before we start another useless project	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. The Loop 101 (Pima Freeway) improvement project, I-17 to Pima Road is expected to be completed this fall 2021. Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete.

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3/10/2021	Online Survey	Alternative 3			Least expensive, intrusive, complicated. Other option severely impact residents of the area who use the 101 or frontage when going from 75th to 67th. The other two options would make this impossible and unnecessarily increase traffic on residential streets where children play.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	Are there any plans to raise the height of the walls along 76th Ave south of the 101 to help alleviate the increased traffic noise due to these changes?	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. According to the noise analysis and noise abatement policy the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all 3 alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Ave. Based on the noise analysis, no modifications are planned to this wall or other existing walls near the interchange.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	Be sure to heighten the wall along the 75 Avenue eastbound exit from the 101. This is the wall along the Arrowhead Ranch Phase II neighborhood.	Based on the noise analysis conducted, no modifications are planned to this wall or other existing walls near the 75th Avenue interchange.
3/10/2021	Online Survey	Alternative 3	This is a ridiculous amount of money to spend when the best alternative is half the price	No need to change people's habits and have them drive further away when a better and cheaper alternative is available	This makes the most sense, is what people are accustomed to and is the cheapest alternative	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	Just a general comment about the walls and hope there's consideration for increasing the height to accommodate all the extra noise	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Ave.
3/10/2021	Online Survey	Alternative 3			This option, in addition to raising the wall in order to reduce the added noise pollution, would be the most desirable. It also appears to be the cheapest making it more economical as well.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	n/a, but regardless of the decision on the interchange, I implore the team to also raise the height of the current wall in order to reduce the added noise pollution	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound frontage road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Avenue.
3/10/2021	Online Survey	Alternative 3	Not needed, just makes frontage road more congested and noisy. Adding complicated construction seems unnecessary for rush hour.	Not needed, will make to much congestion combining two exits. Frontage road noise and flow problems for the neighborhoods.	This is the least complicated solution to help the flow of rush hour traffic.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	No	Thank you for you comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3	We oppose this Alternative 1. We don't believe the expense of building a 75th Ave on ramp over the new 67th Ave off ramp would justify the reduced ingress and egress traffic to the 101 between 75th and 67th Aves. Plus the cost of $30 million is exorbitant	We oppose this alternative 2. It doesn't make sense to double up the exit traffic on the 75th Ave eastbound exit and then have all the addl traffic on the frontage road going to 67th Ave. Increasing congestion, noise and drive time to get to and from anywhere in that general area.	I am in agreement with this Alternative. Seems to us that the additional lanes offered with this option will greatly improve the traffic congestion and flow of traffic. Plus it is the least expensive option.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	no thank you.	Thank you for you comment. It was shared with the project team.

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3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	Please tell me how noise will be addressed. As it is the freeway noise is unbearable at times.	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Avenue.
3/10/2021	Online Survey	Other				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	Please tell me what will be done in each alternative to mitigate freeway noise for residents in Arrowhead Phase 2 that live close to the freeway near 75th ave? The noise from the freeway is already an issue. Was noise even taken into consideration when developing the three alternatives?	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Avenue.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	Proper noise abatement for neighboring homes.	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th
3/10/2021	Online Survey	Alternative 3			The current wall needs to be raised in order to mitigate the noise nuisance that will be created. This is the most solid approach to helping with the noise nuisance in the community.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	The current wall needs to be raised in order to mitigate the noise nuisance that will be created. This is the most solid approach to helping with the noise nuisance in the community.	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Ave.

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3/10/2021	Online Survey	Alternative 1, Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	The sounds of the highway are continue to get louder. Something must be done to lower the sounds of the 101	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. According to the noise analysis and noise abatement policy the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all 3 alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Avenue. Based on the noise analysis, no modifications are planned to this wall or other existing walls near the interchange.
3/10/2021	Online Survey	Alternative 3	It's incredibly loud given the current traffic levels. Any additional traffic without consideration to noise will be a major downgrade for me and the residents of Arrowhead Ranch Phase II.	It's incredibly loud given the current traffic levels. Any additional traffic without consideration to noise will be a major downgrade for me and the residents of Arrowhead Ranch Phase II.	Of the three, this may be the best, but I still don't like it. It's already incredibly loud given the current traffic levels. Any additional traffic without consideration to noise will be a major downgrade for me and the residents of Arrowhead Ranch Phase II.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	What is the project team doing to reduce noise?	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. According to the noise analysis and noise abatement policy the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all 3 alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Avenue.
3/10/2021	Online Survey	Alternative 3			We oppose this alternative 2. It doesn't make sense to double up the exit traffic on the 75th Avenue eastbound exit and then have all the addl traffic on the frontage road going to 67th Ave. Increasing congestion, noise and drive time to get to and from anywhere in that general area.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise	YES PLEASE INCREASE THE WALL HEIGHT FACING THE STREET TO HELP WITH THE ADDED NOISE.	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th
3/10/2021	Online Survey	Alternative 3			The current wall will need to be raised in order to mitigate the noise nuisance created by this project.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		Thank you for your comment. It was shared with the project team.Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3	This Is a terrible option	This is another terrible option	This ok, but not ideal. There is so much traffic on 75th ave. The noise is unbelievably loud.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3	51st Ave is already busy. Could this possibly increase traffic? Noise from 101 is so loud between 51st and 59th hard to sleep at night. Need better sound barrier. Concerns.	Ditto, 51st Ave is already packed. Between current users and Midwestern students. Potentially adding more traffic to 51st Ave will make it even more difficult to get out of our neighborhood		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		
3/10/2021	Online Survey	Alternative 3	Any elevated roadways will cause more road noise than we already experience	Extra traffic on the frontage road will mean extra noise in our neighborhood		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		
3/10/2021	Online Survey	Alternative 3	We'd lose the sound barrier/block fence that keeps the freeway/101 noise out of our community. THIS IS A TERRIBLE IDEA!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!		As long as our noise barrier wall isn't affected.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		
3/10/2021	Online Survey	Alternative 3		This would put way too much traffic south of the noise wall. Not a good idea at all.	This makes the most sense. Is the least costly.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		
3/10/2021	Online Survey	Alternative 3	Would require sound barriers to be heightened to hopefully cut down some of the traffic noise generated by having more cars exiting closer to the residential houses	Doesn't make sense, the log jam you get at the 67th light will just be moved to 75th. The real bottleneck is the 67th eastbound light and how fast it turns red	When you fix the bottleneck of that light this would be the better alternative out of the 3 to get the back up off of 101. I think with population growth the widening of the overpasses is needed similar to the Norterra area	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		

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3/10/2021	Online Survey	Alternative 3	Strongly oppose. While this is the most invasive and also least economical traffic wise, It's important that any alternative chosen that the walls be raised up in order to alleviate freeway traffic.	Strongly oppose. While this is the most invasive and also least economical traffic wise, It's important that any alternative chosen that the walls be raised up in order to alleviate freeway traffic.	Strongly support alternative 3. There also needs to be walls raised along the entire area to ensure noise reduction of traffic. Traffic is already loud in the area, and need to be raised higher.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		
3/10/2021	Online Survey	Alternative 3	Too complicated. Too disruptive. So much construction adds to much pollution to our air. Why are we not considering climate change? Encouraging telecommuting. Alternatives to car such as rail?	Too complicated. Too disruptive. So much construction adds too much pollution to our air. Why are we not considering climate change? Encouraging telecommuting. Alternatives to cars such as rail?	Least disruptive to residents, to those who need 67th Ave, less air pollution from construction, less cost.Leaves dollars for more environmental issues to lower air pollution, etc. Less concrete, less heat island.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise, Air Quality	Address climate, noise, environment early in any assessment not at a late date!	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Avenue. The air quality analysis is still being finalized. The Maricopa County Air Monitoring division requires ADOT to conduct a project specific analysis related to CO and PM levels based on the National Air Quality Act Standards. All of our roadway/freeway projects in the Maricopa County Region (as well as all other transportation improvements) also need to be in compliance with the regional Clean Air Act. We can share the final report once that is ready. Because the Loop 101-75th Avenue Traffic Interchange project will help relieve congestion and improve traffic flow on both the cross street and the
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise, landscaping	Are higher walls and the planting of mature trees being considered?	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Ave.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise, landscaping	Please take measures to mitigate the sound pollution that afflicts the nearby neighborhoods by erecting taller walls and planting mature trees. Thank you!	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Ave.

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3/10/2021	Online Survey	Alternative 3	Alt 1 will create increased confusion and traffic in off-ramp lanes as this is essentially a single exit for two different Avenues. This will certainly increase noise levels as we live on one of the cul-de-sacs adjacent to the existing 75th Ave off-ramp. We are already missing trees along the existing wall and these trees need to be replace with mature trees to help with the already increased traffic noise. This alternative is the most expensive, invasive, and least effective in resolving on and off ramp traffic.	Alt 2. As a resident who lives on one of the cul-de-sacs adjacent to the existing 75th Ave off-ramp, and uses 75th Ave on & off-ramp regularly, we are not excited at the prospect on further contesting the 75th Ave lane with 67th Ave traffic. The lane is already combined with off-ramp traffic coming from Union Hills and the 101 East on-ramp. The existing noise levels are already high with already missing trees along the existing freeway wall and these trees need to be replaced with mature trees to help with the traffic noise. The additional lane to the eastbound frontage road between 75th & 67th Ave will create traffic for those driving northbound along 75th Ave, wanting to enter the freeway and they would need to turn onto the frontage road and then cross two lanes to exit. Especially if the eastbound on-ramp intersection was a "No Turn On Red", traffic will only backup even more alone the 75th Ave turn lane, and blocking northbound through traffic, creating more congestion	Alt 3. As a resident who lives on one of the cul-de-sacs adjacent to the existing 75th Ave off-ramp, and uses 75th Ave on & off-ramps regularly, we favor this alternative over the other proposed alternatives. The added lanes to the eastbound 67th off-ramp, and between 75th Ave on-ramp & 67th off-ramp, will resolve the traffic solution as well, I'd not better than, the other alternatives without altering the familiar traffic pattern for regular users and residents. The freeway wall and the trees lining the wall will still need immediate attention as the number of trees have not been maintained. As we look at the freeway wall (adjacent the the Arrowhead phase 2 community) , we can see where trees are missing and have never been replaced. The replacement trees and additional mature trees would help our community with current and future noise pollution and light pollution. This would also add esthetic value to our area. Many part of AZ freeways have great looking landscape and wall decorations. Our 101 freeway area needs the same attention and care.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise, landscaping		Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 1	Too costly for the expected benefit.	Too costly and there will be increased noise and pollution.	Cost more in line. Least impact.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise, lights	Need more noise/light pollution mitigation on the stretch between Union Hills and 75th Avenue.	ADOT conducted a noise analysis to determine whether additional noise abatement measures are warranted for the 75th Avenue interchange options. The findings showed that the existing noise walls will adequately shield ramp and freeway traffic noise from the surrounding area for all three alternatives. However, Alternative 2 will require new walls along the south side of the eastbound Frontage Road adjacent to residential properties. Walls may be as tall as 8-10 feet to shield residents from the additional frontage road traffic traveling to 67th Ave. ADOT can evaluate and possibly mitigate the lights that are in ADOT right-of-way. Light readings could possibly be done to see if they exceed acceptable levels. However, those results could be inconclusive if area businesses have lights in close proximity to ADOT lights. If we shield our lights the other lights may still be really bright and it might not improve the situation. We will get input from ADOT's lighting team about this and circle back with you.
3/10/2021	Online Survey	Alternative 3	Alternative 1 will add to noise and light pollution to the residential / business neighborhoods adjacent to 75th and 67th Avenue.	Added noise, light, air pollution to the business and neighborhoods.	Marginally better than first two alternatives. Very concerning about increased light/noise pollution to the neighborhoods bordering 75th avenue.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise, Lights, Landscaping	What plans for landscaping to reduce noise and light pollution? Will mature trees be used? Please provide detailed plans/visuals.	Each of the improvement alternatives at the 75th Avenue interchange could impact the landscape areas adjacent to the freeway. If the selected alternative impacts a landscaped area, we would replace impacted landscaping in kind at a similar planting density. ADOT does not use trees for noise mitigation.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Pedestrians/Bicyclists	Possibly add sidewalks to get to the other sides safely	The existing sidewalks on 75th Ave and the bridge will be maintained for bike and pedestrian traffic. Sidewalk ramps and signalized - controlled crossings on 75th Avenue for pedestrians will be updated and modified with the project accordingly.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Pedestrians/Bicyclists/Public Transit	What are the considerations being made for bicycle/pedestrian traffic coming through the interchange?	The existing sidewalks on 75th Avenue and the bridge will be maintained for bike and pedestrian traffic. Sidewalk ramps and signalized - controlled crossings on 75th Avenue for pedestrians will be updated and modified with the project accordingly. Dedicated bicycle lanes adjacent to travel lanes are not planned, due to the addition of the third southbound to eastbound left turn lane and the width of the existing bridge.

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3/10/2021	Online Survey	No Preference Stated	There is nothing in this plan or on the ADOT website for this project to account for people on bicycles or people walking who will cross this bridge and interact with motor vehicle traffic on the exit and entrance ramps.	There is nothing in this plan or on the ADOT website for this project to account for people on bicycles or people walking who will cross this bridge and interact with motor vehicle traffic on the exit and entrance ramps.	There is nothing in this plan or on the ADOT website for this project to account for people on bicycles or people walking who will cross this bridge and interact with motor vehicle traffic on the exit and entrance ramps.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Pedestrians/Bicyclists	What is being done to account for people on bicycles or people walking who will cross this bridge and interact with motor vehicle traffic on the exit and entrance ramps.	The existing sidewalks on 75th Avenue and the bridge will be maintained for bike and pedestrian traffic. Sidewalk ramps and signalized - controlled crossings on 75th Avenue for pedestrians will be updated and modified with the project accordingly. Dedicated bicycle lanes adjacent to travel lanes are not planned, due to the addition of the third southbound to eastbound left turn lane and the width of the existing bridge.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding	This is a waste of taxpayers money. How does spending $30-$12 million dollars benefit anyone	The project will benefit drivers using this interchange by reducing traffic congestion.
3/10/2021	Online Survey	Alternative 3	Cost does not justify the amount of traffic that is current.	Removing 67th would cause more issues as now Jomax has more residents/owners. Commonsense shows this would cause more issues than current.	$12M is still high yet widening will help overflow as traffic is actually minimal and only at certain times of the day. I am sure this review board is already tracking this. "Improve don't reinvent the wheel".	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Project Need	What were the actual issues to even consider spending this time of funds which in turn raises taxes to improve projects that are not necessary?	The Maricopa Association of Governments (MAG) is the region's federally designated metropolitan planning organization, responsible for developing transportation policy and for planning and determining funding for Valley freeways and other transportation improvements. MAG conducted a feasibility study for the Loop 101/75th Ave interchange that identified major traffic operational challenges during morning peak for drivers traveling southbound on 75th Avenue to eastbound Loop 101. Without the proposed improvements, congestion and delays for drivers will reach unacceptable levels. MAG approved adding the 75th Ave Interchange Project to the Loop 101 widening project from 75th Ave to I-17. The 75th Avenue Traffic Interchange Improvement project is included in the MAG Freeway Life Cycle Program, which utilizes funding from the Proposition 400 half-cent sales tax as well as from state and federal revenue sources. The funds are restricted and cannot be redirected to other
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Project Need	Why is so much money being spent on this project? Can this money be spent on helping small businesses, people that have lost jobs, schools, etc? I'm just not sure why this is next on the transportation/roadway list, if you could please help me understand, I would really like to better understand. My understanding is that all types of "bridges" so for example, overpasses, are considered past their "life expectancy" ... do you have any information on how/when all such matters are going to/and are being addressed? Thank you so much for any information you can provide, and/or if you can point me in the right direction to where I can find	The 75th Avenue Traffic Interchange Improvement project will use regional and federal funding designated for transportation improvements. including voter-approved funding from the Proposition 400 half-cent sales tax as well as from state and federal revenue sources. The funds are restricted and cannot be redirected to other projects. Bridges within the ADOT system are regularly inspected and the bridge at 75th Avenue is in good condition and not in need of replacement as part of this project.

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

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3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Project Need	Why spend 12 million on this? Build ventilators instead. Crawling a bit on the freeway in rush hour traffic would be beautiful if we knew it meant people suffering with Covid were breathing.	The Maricopa Association of Governments (MAG) is the region's federally designated metropolitan planning organization, responsible for developing transportation policy and for planning and determining funding for Valley freeways and other transportation improvements. MAG conducted a feasibility study for the Loop 101/75th Avenue interchange that identified major traffic operational challenges during morning peak for drivers traveling southbound on 75th Avenue to eastbound Loop 101. Without the proposed improvements, congestion and delays for drivers will reach unacceptable levels. MAG approved adding the 75th Avenue Interchange Project to the Loop 101 widening project from 75th Ave to I-17. The 75th Avenue Traffic Interchange Improvement project is included in the MAG Freeway Life Cycle Program, which utilizes funding from the Proposition 400 half-cent sales tax as well as from state and federal revenue sources. The funds are restricted and cannot be redirected to other
3/10/2021	Online Survey	Alternative 2, Alternative 3	Vehicle infrastructure will be self driving within the decade. Don't waste public funds on widening roads, instead fund NEW transportation methods.	Vehicle infrastructure will be self driving within the decade. Don't waste public funds on widening roads, instead fund NEW transportation methods.	Vehicle infrastructure will be self driving within the decade. Don't waste public funds on widening roads, instead fund NEW transportation methods.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Project Need	Yes: does ADOT realize that investing in things that make it easier for humans to drive ahead of a massive shift to self driving vehicle infrastructure is a waste of funds?	The Maricopa Association of Governments is the region's federally designated metropolitan planning organization, responsible for planning and determining funding for Valley freeways and other transportation improvements. The 75th Avenue Traffic Interchange Improvement project is included in the MAG Freeway Life Cycle Program. MAG is also charged with developing transportation policy for the region. MAG is actively studying autonomous vehicles and their impacts on transportation infrastructure investments in the region.
3/10/2021	Online Survey	Alternative 3	It seems cost prohibitive to build a bridge for an EB on ramp just for the 75 Ave morning commuters. It wouldn't be necessary or needed during the off hours. The money would be better utilized to construct the EB on ramp/bridge for HOV use. This would be a good step towards encouraging these drivers to carpool.* Why spend our tax money just for them if they aren't responsible enough to consider carpooling or public transportation? We can't continue this kind of freeway expansion for just a small group of drivers every time. It must be beneficial for a much larger group of drivers. *Utilizing detecting technology could be investigated that would minimize HOV violators similar to what's used in California. This might be an alternative to consider for HOV use in budgeting	Why penalize drivers that use/need the 67 Ave EB off ramp for the few hours in the morning to accommodate commuters on 75 Ave.	This makes better sense and is much more cost effective. Plus, it's only needed for the traffic loads during the EB morning commute. This alternative wouldn't penalize drivers that use the EB 67 Ave off ramp anytime. An additional lane might be beneficial but would jamb up off ramp traffic at the intersection. It would be difficult to navigate in the short distance to the intersection. Especially with the traffic coming from the EB access road and traffic exiting the AJ's shopping center.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Design Concepts; Public Transit	Aren't there additional Federal dollars available specifically for HOV design/construction projects? Why isn't there an alternative to include an HOV ramp instead? It just doesn't seem cost effective to build a bridge just for the traffic load during the morning commute without considering an HOV alternative. Has a Park and Ride site been communicated with the cities of Glendale/Peoria to encourage a public transportation alternative?	The federal funding does not make a distinction between adding an HOV lane or a general purpose lane or on-ramp. These types of improvements are based on need to address traffic flow. Adding an HOV-only on-ramp at this location was not evaluated in the scope of this project. The City of Glendale previously conducted a park-and-ride study, which is unrelated to this project. You may wish to contact the City of Glendale regarding that study.
3/10/2021	Online Survey	Alternative 3	Too expensive and don't see the value for the money of something that would have questionable value.	Again, don't see the need for this project. We have enough expensive road construction projects in town without adding one more that doesn't seem to have significant value to warrant the expenditure and disruption.	This option appears to be the least disruptive, least expensive, and retains the exit that I always use when coming from the west on the 101. I never use the 75th Ave exit.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Project Need	How necessary are these changes? Not aware there was a huge problem, and never heard anyone complain about the current configuration.	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date.
3/10/2021	Online Survey	No Build	Your estimate is worthless. You've help steal billions of dollars from taxpayers through shady procurement practices. Enough is enough.	You will be exposed. Thieves.	Stop stealing our tax dollars. Stop making construction companies richer. The ADOT is flooded with fraud	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Project Need	Yes. Stop the scheme. You will be brought to justice for aiding and abetting the looting of our tax dollars.	Thank you for your comment. It was shared with the project team.

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3/10/2021	Online Survey	No Build	$30M for three hours a day for five days a week? That's $38K/hour in the first year! And in half for each successive year. Way too much for so little.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need	What is the justification for this project?	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing.
3/10/2021	Online Survey	Alternative 3	So disruptive to our community! Removing/adding on ramps/off ramps? The COST!!!	So disruptive to our community! Removing/adding on ramps/off ramps?	The cost is MUCH more effective. It is less invasive to us current residents.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Signals/Signage	What is more frustrating is the traffic lights going southbound from Deer Valley to the 101. They are NOT calibrated. Sometimes only one light is green, and there are NO CARS in those lanes!! THAT would save some money if the lights were in sync.	The project limits do not extend north of Loop 101, so signal timing was not evaluated on 75th Avenue north of the interchange. The design team and ADOT will recommend the city review the signal timing.
3/10/2021	Online Survey	No Preference Stated	Cost way to much and now the congestion will be worse getting onto the 101.	Stupid idea to add the 67th off ramp to the 75th and think that's not going to create a backup. Also too much money.	You should have done this years ago but ADOT never plans ahead. Why do we need a two lane exit? Have you finished the widening on the eastbound near Cave Creek Rd? Are you going to mess up the whole 101 at the same time or finish one project before you start the next?	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Project Need; Construction Impacts	Where is the money coming from for this project? Why do we need a two lane exit? Have you finished the widening on the eastbound near Cave Creek Rd? Are you going to mess up the whole 101 at the same time or finish one project before you start the next?	The 75th Avenue Traffic Interchange Improvement project is included in the Maricopa Association of Governments (MAG) Freeway Life Cycle Program, which utilizes funding from the Proposition 400 half-cent sales tax as well as from state and federal revenue sources. MAG is the region's federally designated metropolitan planning organization, responsible for developing transportation policy and for planning and determining funding for Valley freeways and other transportation improvements. MAG conducted a feasibility study for the Loop 101/75th Avenue interchange that identified major traffic operational challenges during morning peak for drivers traveling southbound on 75th Avenue to eastbound Loop 101. Without the proposed improvements, congestion and delays for drivers will reach unacceptable levels. MAG approved adding the 75th Avenue Interchange Project to the Loop 101 widening project from 75th Avenue to I-17. The Loop 101 (Pima Freeway) I-17 to Pima Road project is anticipated to finish in fall 2021. Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project,
3/10/2021	Online Survey	Alternative 3	Most expensive, and probably most disruptive, but would probably provide the best solution	Would make getting to 67th more difficult.	Provides a good solution at the cheapest price.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Signals/Signage	Could you also fix the lights at 67th while you are at it. They do not process like any other 101 overpass in the city. When N/S lights turn green, the lights for 101 access are still red. This causes backups and often end up with people blocking the intersection.	Adjustments to signal timing at 67th Avenue to allocate green time to both the southbound through movement and left-turn phase can be recommended in the traffic study and evaluated during final design to improve traffic flow.
3/10/2021	Online Survey	Alternative 3	Keep 67th ave open to access & exit loop 101. 59th ave is already backed up and cannot handle the extra traffic.	Keep 67th ave open to access & exit loop 101. 59th ave is already backed up and cannot handle the extra traffic.	This is the best plan for those who live in the area and use the on ramps and exits along the 101 from 75th ave to 51st ave	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Signals/Signage	Better improve the timing of the stop lights at the interchanges	Adjustments to signal timing at the 75th Avenue interchange and other interchanges can be recommended in the traffic study and evaluated during final design to improve traffic flow.
3/10/2021	Online Survey	Alternative 3	This seems very confusing and very expensive.		As a resident living just east of 67th Ave and N of the 101 I prefer being able to exit the 101 at 67th Ave and not the frontage road from 75th Ave.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Signals/Signage	Sync the traffic signals such that when one light turns green at the 101 intersection they both turn green. This is a real problem on SB 67th Ave which results in cars hanging into the intersection because the first signal is green but the actual left turn signal is still red. There are numerous accidents at this intersection due to this.	Adjustments to signal timing at 67th Avenue to allocate green time to both the southbound through movement and left-turn phase can be recommended in the traffic study and evaluated during final design to improve traffic flow.

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3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Signals/Signage	When project is completed adjust traffic signals at- northbound lanes so you don't wait FOREVER !	Current phasing at the Loop 101-75th Avenue interchange provides a green for the northbound through movement at the intersection with the westbound ramps while a green indication is given for the southbound through movement and southbound left-turn at the intersection with the eastbound ramps. Therefore, a green overlap arrow for the westbound to northbound right-turn will conflict with the northbound through movement. However, adjustments to signal timing at the 75th Avenue interchange can be recommended in the traffic study and evaluated during final design to improve traffic flow.
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Signals/Signage	Will you please review the timing of the lights at 67 Ave and the 101?	Adjustments to signal timing at 67th Avenue to allocate green time to both the southbound through movement and left-turn phase can be recommended in the traffic study and evaluated during final design to improve traffic flow.
3/10/2021	Online Survey	Alternative 1 and Alternative 2	I like this option my concern is the length of construction time.	This seems to make good changes and is half the money of number 1	This really does Nothing and would really not solve any congestion issues and may create more issues	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Signals/Signage, Project Need	Something surely needs to be done and 75th ave needs to be repaved and the lights need to be timed better approaching 101 coming from north heading south on 75th	
3/10/2021	Online Survey	Alternative 1	I live off 67th and take that exit. Even during non-rush hours, this can be a challenge due to 75th on-ramp traffic. I've had times when I couldn't cut to the exit and got off at 59th.	For those going on to 67th this adds an extra light and backups at 75th. Not good.	This option does not help anyone. It's not an improvement over current conditions for safe exiting to 67th.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Signals/Signage	Not on 75th - but the timing of traffic lights at 59th and 101 is ghastly. Mid-day northbound on 59th to westbound 101 backs up so much that it blocks the left lane through lane to the point where through traffic sits through 2, 3, and sometimes 4 light changes. Mid-day	Adjustments to signal timing at the 59th Avenue interchange can be recommended in the traffic study and evaluated during final design to improve traffic flow.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule; Construction detours	Time-frame? Down time? Detour route during construction? Thanks	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. Maintenance of traffic during construction may include ramp and freeway closures at night during non-peak travel times or on weekends, lane and shoulder restrictions during normal business hours. Ramp reconstruction may require temporary detours. Alternative routes will likely include rerouting traffic on adjacent city streets and frontage roads around construction. This will be evaluated and discussed with the ADOT and the cities during final design. As with all ADOT and city projects, lane closures and restrictions on the freeway and local streets will be communicated to the public.
3/10/2021	Online Survey	Alternative 3	I like the idea however the price is a little steep. If safety is the key factor then this one might work however you have not addressed the hazards of the Union hills on ramp as it stands now it's a danger trying to get off on 75th Ave. with all the traffic trying to get on the 101.	Cost is better however now the people wanting to get off at 64th Ave are forced to sit at 2 stop lights increasing traffic and commute time, this is a FAILURE	The price reasonable however I don't see much of an improvement here just widening. with safety and cost in mind this might be the best option for the Taxpayer money.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	How long is project #3 or #1 going to take?	Construction of improvements are expected to take approximately 12-24 months to complete and will be constructed in conjunction with the Loop 101 widening project. The construction duration would depend on which alternative is selected, because some are more complex than others. Alternative 1 overall estimated project duration is 24 months. Alternative 1 will take 9 to 10 months longer to construct than alternative 3 due to the number of walls and the structure required to separate the 75th Ave and 67th Ave ramps. Alternative 3 overall estimated project duration is 12 months. Alternative 3 will take the least amount of time to construct because the work is primarily confined to outside the freeway and ramp travel lanes.

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3/10/2021	Online Survey	Alternative 3	It is extremely congested from happy valley south the the 101 at all times and hours of the day. If there were an emergency where we need to evacuate removing the 67th Ave freeway access eastbound could be devastating.	This option is ridiculous again obviously you're not from around here it is extremely congested and we need both ramps. There is also an apartment complex developing around 35th Ave and Happy valley that is going to bring in tons of traffic. We need both on ramps one at 75th and one at 67th to go eastbound. Also what is the data of cars getting on at all hours of the day. I'm curious as to the horrific impact you will have if getting rid of 67th Ave going east on ramp.	This is the best option. Also if you took 67th Ave all the way north up Pyramid peak parkway and built access to the 303 freeway this would also eliminate TONS of traffic on both intersections.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	How long is the construction period for proposed option three?	The construction duration would depend on which alternative is selected, because some are more complex than others. Alternative 3 overall estimated project duration is 12 months. Alternative 3 will take the least amount of time to construct because the work is primarily confined to outside the freeway and ramp travel lanes.
3/10/2021	Online Survey	Alternative 3	Too expensive and not necessary.	Need a direct exit to 67th ave. This would make it much longer route home. Adds an extra light to exit. Not in favor.	This is least cost and makes most logical sense. Keeps the exit on 67th ave. A major exit for me to get home. Doesn't add an extra light like the other two options. Strongly support this option.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	How long will each take to develop?	The construction duration would depend on which alternative is selected, because some are more complex than others. Alternative 1 overall estimated project duration is 24 months. Alternative 1 will take 9 to 10 months longer to construct than alternative 3 due to the number of walls and the structure required to separate the 75th Ave and 67th Ave ramps. Alternative 2 overall estimated project duration is 18 months. Alternative 2 will take 5 to 6 months longer to construct than Alternative 3 due to the work on the existing 75th Ave exit ramp and EB Frontage Road widening. Alternative 3 overall estimated project duration is 12 months. Alternative 3 will take the least amount of time to construct because the work is primarily confined to outside the freeway and ramp travel lanes. Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months
3/10/2021	Online Survey	Alternative 3		We use the Eastbound 67th Ave exit frequently. It would be an inconvenience to remove it and force you onto a frontage road/exit situation.	We've been forced to deal with constant construction projects on the Happy Valley I-17 area for several years. Then the construction on Happy Valley Rd near 35th Ave, plus Pinnacle Peak Rd near the water park, at the SAME time. We are tired of construction delays and messed up roads that seem to stretch on forever!!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	How long would this project take? How long will the freeway widening take?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete.
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	I would like to hear about potential timing that can be refined as the project progresses. Thanks!	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently anticipated to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. The construction duration would depend on which alternative is selected, because some are more complex than others. - Alternative 1 overall estimated project duration is 24 months. Alternative 1 will take nine to 10 months longer to construct than Alternative 3 due to the number of walls and the structure required to separate the 75th Avenue and 67th Avenue ramps. - Alternative 2 overall estimated project duration is 18 months. Alternative 2 will take five to six months longer to construct than Alternative 3 due to the work on the existing 75th Ave exit ramp and eastbound frontage road widening. - Alternative 3 overall estimated project duration is 12 months. Alternative 3 will take the least amount of time to construct because the work is primarily confined to outside the freeway and ramp travel lanes.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	Nothing was said about Project Schedules, for any of the projects. can this be updated to the website.	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. This information is updated on the project website.

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3/10/2021	Online Survey	Alternative 1, Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	One question: what are the differences in construction disruption/completion Project Schedules between each of the alternatives? Can a Project Schedule estimate be provided for each alternative at this early stage? I suspect the length and scope of the disruption will impact perspectives on the desired alternatives.	The construction duration would depend on which alternative is selected, because some are more complex than others. Alternative 1 overall estimated project duration is 24 months. Alternative 1 will take 9 to 10 months longer to construct than alternative 3 due to the number of walls and the structure required to separate the 75th Ave and 67th Ave ramps. Alternative 2 overall estimated project duration is 18 months. Alternative 2 will take 5 to 6 months longer to construct than Alternative 3 due to the work on the existing 75th Ave exit ramp and EB Frontage Road widening. Alternative 3 overall estimated project duration is 12 months. Alternative 3 will take the least amount of time to construct because the work is primarily confined to outside the freeway and ramp travel
3/10/2021	Online Survey	Alternative 3	Na	Na	Na	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	Project Project Schedules? When will the improvements at 75th Avenue be constructed? What is the proposed start date and completion? How long will construction take for each of the alternatives? What are the differences in construction disruption/completion Project Schedules between each of the alternatives?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. Funding for the 75th Avenue interchange project isn't currently programmed until July 2024, however there are plans to move the funding schedule up to coincide with the Loop 101 widening project. Interchange construction is expected to take approximately 12-24 months to complete, depending on which alternative is selected and how the contractor phases construction with the Loop 101 widening project. The construction duration would depend on which alternative is selected, because some are more complex than others. - Alternative 1 overall estimated project duration is 24 months. Alternative 1 will take nine to 10 months longer to construct than Alternative 3 due to the number of walls and the structure required to separate the 75th Avenue and 67th Avenue ramps. - Alternative 2 overall estimated project duration is 18 months. Alternative 2 will take five to six months longer to construct than Alternative 3 due to the work on the existing 75th Avenue exit ramp and
3/10/2021	Online Survey	Alternative 3	None	None	Doing options 1 or 2 will increase traffic at 75th	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule; Construction detours	Time to complete project and alternative routes during construction	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. Maintenance of traffic during construction may include ramp and freeway closures at night during non-peak travel times or on weekends, as well as lane and shoulder restrictions during normal business hours. Ramp reconstruction may require temporary detours. Alternative routes will likely include rerouting traffic on adjacent city streets and frontage roads around construction. This will be evaluated and discussed with the ADOT and the cities during final design. As with all ADOT and city projects, lane closures and restrictions on the freeway and local streets will be communicated with the public.

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3/10/2021	Online Survey	Alternative 2	How long will each of these projects take?		This seems like a bandaid.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule; Construction detours	TIME-TIME-TIME involved to accomplish each proposal. Alternative routes??	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently anticipated to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. The construction duration would depend on which alternative is selected, because some are more complex than others. - Alternative 1 overall estimated project duration is 24 months. Alternative 1 will take nine to 10 months longer to construct than Alternative 3 due to the number of walls and the structure required to separate the 75th Avenue and 67th Avenue ramps. - Alternative 2 overall estimated project duration is 18 months. Alternative 2 will take five to six months longer to construct than Alternative 3 due to the work on the existing 75th Ave exit ramp and eastbound frontage road widening. - Alternative 3 overall estimated project duration is 12 months. Alternative 3 will take the least amount of time to construct because the work is primarily confined to outside the freeway and ramp travel lanes. Maintenance of traffic during construction may
3/10/2021	Online Survey	Alternative 3	Overkill and too complicated - besides being too expensive.	Would create long waits for traffic exiting 101 at the light at 75th.	Best plan by far. Less cost, less down time, less confusion, simpler.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	Project Schedule?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. Funding for the 75th Avenue interchange project isn't currently programmed until July 2024, however there are plans to move the funding schedule up to coincide with the Loop 101 widening project. Interchange construction is expected to take approximately 12-24 months to complete, depending on which alternative is selected and how the contractor phases construction with the Loop 101 widening project. Regarding the construction contract language, the contract specifications have not yet been prepared but typically include provisions for timely completion of the project with associated liquidated damages. The construction duration would depend on which alternative is selected, because some are more complex than others. - Alternative 1 overall estimated project duration is 24 months. Alternative 1 will take nine to 10 months longer to construct than Alternative 3 due to the

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3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	What are the estimated start/completion dates/times for any/all of the 3 alternative projects listed above?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. The construction duration would depend on which alternative is selected, because some are more complex than others. - Alternative 1 overall estimated project duration is 24 months. Alternative 1 will take nine to 10 months longer to construct than Alternative 3 due to the number of walls and the structure required to separate the 75th Avenue and 67th Avenue ramps. - Alternative 2 overall estimated project duration is 18 months. Alternative 2 will take five to six months longer to construct than Alternative 3 due to the work on the existing 75th Avenue exit ramp and eastbound frontage road widening. - Alternative 3 overall estimated project duration is 12 months. Alternative 3 will take the least amount of time to construct because the work is primarily confined to outside the freeway and
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	What dates will this take place? I use 75th Avenue Monday through Friday but use the westbound turn lane. Will the traffic affect this area as well?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently anticipated to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	What is the projected Project Schedule?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete.
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	What is the proposed start date of this project?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete.
3/10/2021	Online Survey	Alternative 3	Funneling all traffic off at 75th Ave off-ramp will create too difficult a bottleneck.	This alternative is the worse one with the bottleneck forced at the 75th off-ramp!	This is the best alternative and the least expensive.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	What is the timing of the effort - start on and target completion?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete.

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3/10/2021	Online Survey	Alternative 3	It's expensive and looks nice but I'm not sure the cost benefit is worth the trouble.	I need a direct exit off 67th Ave. Having to exit 75th to get to 67th is not fun. I don't like the concept and idea.	This seems most logical solution. Not too expensive and resolves the problems with traffic on 75th Ave to 101. Also keeps exit open at 67th Ave.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	What's the Project Schedules expected or estimated construction time for each concept.	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently anticipated to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. The construction duration would depend on which alternative is selected, because some are more complex than others. - Alternative 1 overall estimated project duration is 24 months. Alternative 1 will take nine to 10 months longer to construct than Alternative 3 due to the number of walls and the structure required to separate the 75th Avenue and 67th Avenue ramps. - Alternative 2 overall estimated project duration is 18 months. Alternative 2 will take five to six months longer to construct than Alternative 3 due to the work on the existing 75th Avenue exit ramp and eastbound frontage road widening. - Alternative 3 overall estimated project duration is 12 months. Alternative 3 will take the least amount of time to construct because the work is primarily confined to outside the freeway and ramp travel lanes.
3/10/2021	Online Survey	Alternative 3	While this would make traffic flow better, it is costly.	This would be a great annoyance for all 67th Ave users to have to go through an additional light interchange.	Traffic would not have to learn a "new" pattern and cost and traffic disruption would be at a minimum.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	When is the current planned starting date? What is the current time frame of this project?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete.
3/10/2021	Online Survey	Alternative 1		This would make a mess of the access road eastbound from 75th to 67th ave. Also it would keep exiting traffic sitting at 75th for a traffic light	Way better option than #2. I would prefer option #1 but if you don't have the money do this one	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	When is the work to commence and for how long?	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete.
3/10/2021	Online Survey	Alternative 3	I think it is too convoluted and confusing. It is more extensive than necessary.	I think it will bottleneck traffic getting off the highway for 67th and 75th Ave.	This is similar to the northbound exit from 101 to Raintree in Scottsdale. That exit works well.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule	I assume this will be done in conjunction with the proposed widening of 101.	The alternatives being considered to address traffic congestion at the 75th Avenue interchange, as well as the associated upcoming widening of Loop 101 between 75th Avenue and I-17 by general purpose lanes in each direction, will provide an acceptable level of service for predicted traffic volumes through 2040. The Loop 101 general purpose lane widening will widen to the outside of the existing freeway lanes within the freeway right of way. Because the frontage road is not at the same elevation as Loop 101 in many locations, it wouldn't be effective to reduce a lane on the frontage road to widen Loop 101.
3/10/2021	Online Survey	Alternative 3	1. Longer duration to complete 2. Larger budget 3. Not going to provide very big benefits compared to other alternatives 4. More complex (add an year to the completion for sure)	Better than alternative 1 for less cost Additional time compared to Alternative 3	Simpler option Lowest cost among the three Benefit-cost is better among all the alternatives	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule, Alternative 3, Design Concepts	My Questions and comments: 1. All of these alternatives, by the time they come online, are likely to negate the anticipated benefits because of the rate of increase in traffic. For e.g. the completion is probably not going to happen before 2028-30 by which time the traffic would have doubled. 2. Why are we not thinking big - like making 101 a double decker between 75 to 17 or beyond? 3. In the alternative 3, are there opportunities to reduce the Beardsley road to one lane on each side and use that space to add one more lane to 101?	The alternatives being considered to address traffic congestion at the 75th Avenue interchange, as well as the associated upcoming widening of Loop 101 between 75th Avenue and I-17 by general purpose lanes in each direction, will provide an acceptable level of service for predicted traffic volumes through 2040. The Loop 101 general purpose lane widening will widen to the outside of the existing freeway lanes within the freeway right of way. Because the frontage road is not at the same elevation as Loop 101 in many locations, it wouldn't be effective to reduce a lane on the frontage road to widen Loop 101.

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	using the existing access road for a new exit ramp to 67th is too lengthy and adds increase of autos speeding by a resident, medical facility, church, golf range, and gym. Additionally, the southbound 75th ave autos would have no access to 67th. These autos utilized the access road to get to 67th ave. and drove at a reasonable speed. Too expensive project for a poor design.	I agree the new exit ramp for both 75th and 67th aves could easily accommodate the traffic, it is again the continuation of these autos on the access road that presents the neighborhood, church, medical facility, gym and golf range with excess traffic and noise. These autos would undoubtedly be speeding as well. Still too expensive project for poor design.	This design is the most reasonable. It does not impact the families and businesses along the access road negatively. It preserves the access for 75th southbound autos that wish to go to 67th ave. It utilizes the existing on ramp with improvements. I like the integrated off ramp for 67th ave for those autos that had been travelling on 101 freeway, or for those southbound 75th ave autos that perhaps want to access via this alternative. This will undoubtedly please the neighborhood and businesses along the access road. It appears to be the least intrusive to the environment and what is already available for improvement using the existing roadway and landscape. I would encourage a sign for 75th southbound travellers turning east onto the ramp that shows which lane would be exciting for the 67th ave. That way they could make adjustments to their desired lane in advance. This design is most cost effective and looks to be the project that would be completed in less amount of time than the above 1 and 2 proposed projects.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule; Construction detours	what is the proposed start date and completion. how will traffic be rerouted during the construction.	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. Maintenance of traffic during construction may include ramp and freeway closures at night during non-peak travel times or on weekends, as well as lane and shoulder restrictions during normal business hours. Ramp reconstruction may require temporary detours. Alternative routes will likely include rerouting traffic on adjacent city streets and frontage roads around construction. This will be evaluated and discussed with the ADOT and the cities during final design. As with all ADOT and city projects, lane closures and restrictions on the freeway and local streets will be communicated with the public.
3/10/2021	Online Survey	Alternative 3	I'm surprised on all options that the three southbound left turn lanes are not extended further to the north where the traffic backs up past the first light and even past where the traffic enters from the Irma entrance/exit to Sierra Verde community.	Will there be enough ramp for the number of cars exiting for both 75th and 67th Avenues at peak hours?	This is probably the best alternative because of the least disruption to frontage road and exit ramps	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	Alt 2 question - Will there be enough ramp for the number of cars exiting for both 75th and 67th Avenues at peak hours?	Yes, Alternative 2 will increase the number of lanes on the eastbound combined 67th Avenue/75th Avenue off-ramp to two lanes, and will increase the number of lanes to five at the approach to the intersection at 75th Avenue to accommodate the additional traffic.
3/10/2021	Online Survey	Alternative 1	Seems like the BEST option for traffic flow and safety, but is far more expensive. I'm curious what the maintenance costs would be like. Are they also more expensive?	Simple and inexpensive	It's simple, but the on-ramp interchange is already easily congested and seems to cause accidents as as traffic tries to merge. I'm curious if this approach has been successful in other areas.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	Can you please provide information on ongoing maintenance costs and traffic flow & safety information on other areas were similar options have been tried.	We don't have the specific level of detail you are requesting. There are interchange designs similar to these concepts throughout the Maricopa County freeway system that are operating effectively. All of these options adequately address existing and projected traffic congestion at the interchange and follow ADOT requirements for safety and ongoing maintenance needs.
3/10/2021	Online Survey	Alternative 1	In spite of costs and potential delays due to construction, it appears to be the safest of the 3 alternatives.	The volume of traffic entering the off ramp to both 67th and 75th Aves would likely back up onto EB 101, unless lights at 75th were such to allow a significant volume through and across 75th during peak hours	Easily the least expensive of the 3, it's also the most conducive to cross-traffic braiding , coming off 101 and onto the frontage road.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	Clearly, the residential building North of Pinnacle Peak Road has significantly increases the volume of traffic on 67th Ave, as 75th Ave. basically ends at Deer Valley. And since 83rd Ave is essentially accessed at Union Hills from the south off of 101, the obvious choice is using 75th, or, more likely 67th if one is headed north of Pinnacle PEAK. That all said, there is presumably no option if running 75the Ave along the river north of Deer Valley then, correct? I assume studies already proved that this cannot be done some years ago.	Based on the anticipated 2040 Traffic volumes, the current interchange design, with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement, will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040. ● Exis. ng Southbound 75th Avenue approaching the interchange during the morning peak is approximately 1,435 vehicles per hour and 1,594 vehicles per hour during the evening peak. ● In 2040 the anticipated southbound 75th Avenue traffic volumes are expected to be 1,586 vehicles per hour during the morning peak and 2,278 vehicles per hour during the evening peak. ● The southbound 75th Avenue to eastbound Loop 101 Traffic volumes are currently 933 vehicles per hour and are expected to be 1,303 vehicles per hour by 2040. ● The westbound Loop 101 to northbound 75th Avenue traffic volumes are currently 414 vehicles per hour and are expected to be 515 vehicles per hour by 2040. The traffic data indicates most drivers are coming from the north/northwest of the interchange to

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3/10/2021	Online Survey	Alternative 3	Home and business access is set up to use the Beardsley frontage road. A major change that may help in the morning commute will add time to daily access to homes and businesses.	67th is a heavily used exit this might address morning commute, but will have a huge negative impact on traffics usage throughout the day.	This is the only option that will not have a negative impact on homes, businesses and traffic throughout the day.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	How are you address impacts of traffic throughout the day and access to homes and businesses? Does routing traffic a mile in each direction to address morning rush seem like a viable solution that doesn't have a negative impact? How have you addressed, studied impact to businesses and homes these changes will have?	Based on the anticipated 2040 Traffic volumes, the current interchange design, with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement, will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040. ● Existing Southbound 75th Avenue approaching the interchange during the morning peak is approximately 1,435 vehicles per hour and 1,594 vehicles per hour during the evening peak. ● In 2040 the anticipated southbound 75th Avenue Traffic volumes are expected to be 1,586 vehicles per hour during the morning peak and 2,278 vehicles per hour during the evening peak. ● The southbound 75th Avenue to eastbound Loop 101 Traffic volumes are currently 933 vehicles per hour and are expected to be 1,303 vehicles per hour by 2040. ● List the peak pm movements from westbound Loop 101 to north and southbound 75th Ave. The westbound Loop 101 to northbound 75th Avenue Traffic volumes are currently 414 vehicles per hour and are expected to be 515 vehicles per hour by 2040.
3/10/2021	Online Survey	Alternative 3	how many additional cars will enter the freeway per min in the morning rush hour? and will this do anything to keep the traffic from slowing to a crawl at 51st avenue? (other than just moving the start of the backup to 67th ave?)	how many additional cars will enter the freeway per min in the morning rush hour? and will this do anything to keep the traffic from slowing to a crawl at 51st avenue? (other than just moving the start of the backup to 67th ave?)	how many additional cars will enter the freeway per min in the morning rush hour? and will this do anything to keep the traffic from slowing to a crawl at 51st avenue? (other than just moving the start of the backup to 67th ave?)	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	how many additional cars will enter the freeway per min in the morning rush hour? and will this do anything to keep the traffic from slowing to a crawl at 51st avenue? (other than just moving the start of the backup to 67th ave?)	The traffic data indicates most drivers are coming from the north, northwest of the interchange to access Loop 101 eastbound during the morning peak. The alternatives being evaluated address traffic congestion entering eastbould Loop 101 from southbound 75th Avenue. The Loop 10 Agua Fria widening project will add another general purpose lane on Loop 101 between 75th Avenue and I-17 to increase traffic capacity.
3/10/2021	Online Survey	Alternative 3			I do not want 59 to be overwhelmed.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	I live off of 59 and already see heavy traffic closing 67 would put more pressure on 59. Please keep 67 open.	Alternatives 1 and 2 relocate the 67th Avenue exit. Alternatives 2 and 3 increase the exit ramp lanes at 67th Avenue from one to two lanes. Additional interchange improvements are not included as part of the Loop 101 widening project but may be considered at a later date.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	My concern is the congestion at 75th Avenue with all the new construction of apartments and dealerships that are adding new traffic. Are we just kicking the can to a new intersection? You are watching the freeway, but what about the housing area it will affect?	Based on the anticipated 2040 Traffic volumes, the current interchange design, with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement, will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040. ● Existing Southbound 75th Avenue approaching the interchange during the morning peak is approximately 1,435 vehicles per hour and 1,594 vehicles per hour during the evening peak. ● In 2040 the anticipated southbound 75th Avenue Traffic volumes are expected to be 1,586 vehicles per hour during the morning peak and 2,278 vehicles per hour during the evening peak. ● The southbound 75th Avenue to eastbound Loop 101 Traffic volumes are currently 933 vehicles per hour and are expected to be 1,303 vehicles per hour by 2040. ● List the peak pm movements from westbound Loop 101 to north and southbound 75th Avenue. The westbound Loop 101 to northbound 75th Avenue Traffic volumes are currently 414 vehicles per hour and are expected to be 515 vehicles per hour by 2040.

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3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	We have a significant amount of student traffic for Midwestern University (located off the Loop 101 and 59th ave) that already like to speed/race along the existing frontage roads from 75th ave easy to 59th on a daily basis. Existing road development/signage at the Eastbound 67th ave off-ramp where it merges with the frontage road approaching 67th ave is a nightmare.	Based on the anticipated 2040 Traffic volumes, the current interchange design, with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement, will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040. ● Existing Southbound 75th Avenue approaching the interchange during the morning peak is approximately 1,435 vehicles per hour and 1,594 vehicles per hour during the evening peak. ● In 2040 the anticipated southbound 75th Avenue Traffic volumes are expected to be 1,586 vehicles per hour during the morning peak and 2,278 vehicles per hour during the evening peak. ● The southbound 75th Avenue to eastbound Loop 101 Traffic volumes are currently 933 vehicles per hour and are expected to be 1,303 vehicles per hour by 2040. ● List the peak pm movements from westbound Loop 101 to north and southbound 75th Ave. The westbound Loop 101 to northbound 75th Avenue Traffic volumes are currently 414 vehicles per hour and are expected to be 515 vehicles per hour by 2040.
3/10/2021	Online Survey	Alternative 3	If you look the traffic existing 59th and 67th is a lot in both directions we live a few blocks n of freeway in between 59 and 67th this will increase our already crowded streets of local traffic trying to get home or out of the neighborhood.		What sense does it make widening the ramp when the local east west and north south streets can't take more traffic and busy times.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	What do you expect happens to the East west north south neighborhood roads and traffic while doing this and after this would be done? We as the west side already feel slighted by Adot not considering HOA ramps from 51 etc heading west .	Construction of interchange improvements at 75th Avenue, as well as Loop 101 widening improvements, will likely cause temporary traffic restrictions and driver delays to the roadways in the vicinity of the project. Once the project is completed the improvements will improve the southbound 75th Avenue traffic flow by clearing more traffic entering eastbound Loop 101 during the morning peak travel period.
3/10/2021	Online Survey	Alternative 3			Removing the exit ramp at 67th Avenue will impact businesses in the area. 75th Avenue northbound already has excessive traffic and these plans will add to the current traffic congestion.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	Why are the ramps being changed?	Based on the anticipated 2040 Traffic volumes, the current interchange design, with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement, will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	With the increase of population in the area and 67th Ave a direct access to those growth areas heading north, closing the ramp is a horrible idea. I have seen a huge increase on surface streets and this will only increase that traffic...horrible idea. The traffic is so bad that when I have taken 59th ave using the EB ramp to the 101 it not uncommon to get stuck at that intersection stoplight for 2 and even 3 cycles. How is this not going to get worse by shutting	None of the alternatives being considered remove the eastbound exit ramp at 67th Avenue. Alternatives 1 and 2 relocate the 67th Avenue exit. Alternatives 2 and 3 increase the number of lanes on the exit ramp from one lane to two lanes. Additional interchange improvements at 67th Avenue are not included as part of the Loop 101 widening project but may be considered at a later date.

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3/10/2021	Online Survey	Alternative 3	Too costly of an alternative compared to the other options	Too much congestion combining 67th Ave and 75th Ave exiting traffic on the same off ramp		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes	Would like to see proposed traffic count/traffic flow data for the proposed options to see what the improvement may be	Based on the anticipated 2040 Traffic volumes, the current interchange design, with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement, will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040. ● Existing Southbound 75th Avenue approaching the interchange during the morning peak is approximately 1,435 vehicles per hour and 1,594 vehicles per hour during the evening peak. ● In 2040 the anticipated southbound 75th Avenue Traffic volumes are expected to be 1,586 vehicles per hour during the morning peak and 2,278 vehicles per hour during the evening peak. ● The southbound 75th Avenue to eastbound Loop 101 Traffic volumes are currently 933 vehicles per hour and are expected to be 1,303 vehicles per hour by 2040. ● List the peak pm movements from westbound Loop 101 to north and southbound 75th Ave. The westbound Loop 101 to northbound 75th Avenue Traffic volumes are currently 414 vehicles per hour and are expected to be 515 vehicles per hour by 2040.
3/10/2021	Online Survey	Alternative 3	Cost versus impact too high versus alternative 3.	There is too much volume to consolidate the two off-ramps to one joint ramp. You create more opportunities for congestion especially in the event of an emergency and could cause access and egress issues for public safety agency response to them.	Still don't believe this is even necessary. I travel this road daily and don't see a great need for changes other than improve traffic flow through signal management.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes, Alternative 1, Alternative 2, Alternative 3	What data supports making any of the proposed changes?	A 2020 study conducted by the Maricopa Association of Governments, as well as additional traffic analysis conducted by the current study team, supports the need for improvements at the 75th Avenue interchange to add a third southbound turn lane.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes, Design Concepts	how is this actually going to help funnel traffic better? right now, it's 2 lanes into 1; how will 3 lanes into 2 initial and then to 1 constant lane be any better. The more lanes funneled into an on-ramp is going to cause more back ups with traffic as there will be more traffic coming from the on-ramp shoving its way in. All this construction to help 1 on-ramp, which will cause more congestion, for what?! 2-3 hours a day, 4 maybe 5 days a week?!!	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Based on the anticipated 2040 Traffic volumes, the current interchange design, with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement, will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040.
3/10/2021	Online Survey	Alternative 1		Too much exiting volume for the interchange to handle with the conflict with SB lefts.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes, Design Concepts, Widen 75th Avenue	How is the ADOT partnering with Glendale to widen southbound 75th? Not too uncommon to see backup all the way to Rose Garden in the AM Peak.	None of the alternatives would widen 75th Avenue. Widening southbound 75th Avenue is outside the limits of the study and would need to be addressed by City of Glendale.
3/10/2021	Online Survey	Alternative 1	this is the best option does not add more congestion at the 75th east bound off ramp nor the 75th ave freeway intersection. Worth doing it right the first time, other two options would greatly increase congestion and have to be "fixed" over time, costing more $$$	this is likely the "worst option" it would greatly increase congestion at the 75 ave off ramp as well as the intersection of 75th and the freeway - and have to be "fixed" over time, costing more $$$	this is likely the "most dangerous option" trying to create an onramp with 3 lanes of traffic merging with freeway off ramp traffic for 67th ave is a recipe for disaster - and would have to be "fixed" over time, costing more $$$ and most likely immense damage to wrecked vehicles and possibly lives.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes, Noise	Explain the environmental impact to the 75th ave off ramp and intersection (noise and congestion) for option 2	Alternative 2 would increase noise levels along the eastbound frontage road, due to the additional traffic. New walls are recommended in that location to address this.
3/10/2021	Online Survey	Alternative 3	IMO 67th ave eastbound traffic is higher than 75th eastbound, meaning you'll have double the amount of cars traveling along Beardsley.	Same comment as above, furthermore the car noise will be increased along Beardsley being a nuisance to homeowners on that side.	I'm still having a problem with your saying SB 75th is busy. 67th wins hands down. Anyway, this alternative looks the best of the three.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes, Noise	Will the portion of 75th that spans the 101 need to be widened? I hope not, but just curious.	Adding a third left turn lane will address the projected traffic issues with the southbound to eastbound Loop 101 turn movement and provide an acceptable level of service at the interchange through 2040. Lanes will be narrowed from 12 feet to 11 feet. 11-foot lanes on arterial streets are accepted by ADOT and Cities and operate safely all over the Valley and throughout the United States.

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3/10/2021	Online Survey	Alternative 3	This seems the most disruptive to local traffic for those that use 67th Ave	Not as disruptive as number 1	Seems like this would be the best and cheapest solution	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes, Project Cost/Funding	I use the frontage roads a lot between 59th, 67th and 75th so as little disruption to those would be great. I understand that the need for more lanes is needed for 75th Ave but please keep in mind that a lot of people use 67th so don't mess with it to accommodate 75th, please.	Alternative 3, which you indicated is your preference, will include these changes to 67th Avenue. The existing eastbound 67th Avenue off-ramp would remain in the same place but would be widened to a two-lane exit. An additional lane would be added to eastbound Loop 101 between the eastbound 75th Avenue on-ramp and the eastbound 67th Avenue on-ramp to provide additional distance for traffic merging onto
3/10/2021	Online Survey	Alternative 3	This would cause back ups on the 101 eastbound as more cars would exit onto 75th and very expensive	Create traffic back ups getting off the 101	Cheapest and seems less infringement on current road design and traffic flow	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes, Project Cost/Funding, No Build	Why change the current design in place??	Without the proposed improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have an unacceptable congestion and delays for drivers during the morning peak periods. From a traffic operations perspective and analysis, the level of service for this movement is projected to be failing. Current studies indicate that improvements at 75th Avenue are needed. The study that recommended improvements at the 75th Avenue interchange also evaluated potential improvements at 59th and 67th Avenues and improvements at this location may be considered at a later date.
3/10/2021	Online Survey	Alternative 1		This would result in high congestion at the 75th and 101 interchange	The increased traffic merging from 75th to 101 eastbound would result in increased accidents and congestion with the following merges occurring (101->67th, 75th->101, 75th->67th). With the current speeds and congestion witnessed at this interchange, the widening of the 75th crossroads will make this worse	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes, Project Schedule, Signals/Signage	Given historic and projected growth rates for the area, how long will the expansion of the 75th Crossroad to three lanes alleviate the issue? Are there traffic flow rates from impacted areas that you can share? (i.e. where's the traffic coming from that's causing the congestion at 75h & 101) Have there been studies looking into adjusting the traffic signals at the 101W offramp to 75th Ave North to provide a green arrow to the right to lanes of traffic when the traffic going from 75th South to 101E has green arrows? (apologies for the sentence structure). The objective is to reduce congestion at the 101W & 75th Ave N stoplight which can backup onto the freeway.	Based on the anticipated 2040 Traffic volumes, the current interchange design, with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement, will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040. The traffic data indicates most drivers are coming from the north/northwest of the interchange to access Loop 101 eastbound during the am peak. Adjustments to signal timing at the 75th Avenue interchange and other interchanges can be recommended in the traffic study and evaluated during final design to improve traffic flow.
3/10/2021	Online Survey	Alternative 3			I use the 75th Avenue on-ramp every day and cannot imagine how much worse it will be--even if wider--if we're also dealing with traffic coming from people who otherwise would use 67th Avenue to 75th Ave every morning.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Volumes.	Why is the choice to move an eastbound exit further West? Seems silly as a lay person that people intending to drive east would first drive a half mile or more west.	With Alternative 3 we would add a new extended lane to allow extra distance for traffic to merge onto Loop 101. This configuration is similar to most other interchange configurations throughout the Valley. The analysis shows that the length of the lanes is adequate and safe for traffic exiting and entering Loop 101.

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Don't understand why during the peak times the #1 Southbound lane could not be converted into the 3rd left turn lane similar to downtown where the lanes are designated for turns only after a ballgame etc. Then maybe have a moveable partition similar to back east where the 67th ave off ramp is closed during those peak hours. The signage for this area would need to be converted to digital to indicate the 67th ave off ramp is closed, and the digital signage for 7th avenue would need to be added to indicate the turn lane being active. It seems to me this would be a less expensive solution, and would result in less disruption long term to residents needing to use the 67th ave off ramp as it would only impact them during morning rush hour.	This would be similar to the 40th street and 44th street exits on Eastbound 202. Not sure how much traffic actually uses the 67th ave off ramp to know what the impact will be of consolidating 75th and 67th, but keep in mind you already have the odd northbound 101 ramp from union hills and the special southbound frontage road to northbound 101 on ramp that enter into the picture just prior to the proposed consolidated off ramp. This could lead to unintended consequences for eastbound traffic if that ramp backs up similar to how Bell Road Northbound off ramps used to, or the Southbound Glendale exit on the 512 freeway does now in the morning.	compared to the other 2 options, this might be the least invasive, but could also be ineffective in the long run. With all the building going on north of Deer Valley Road and between 67th avenue and 83rd avenue, I think more attention needs to be given to 67th avenue on ramp issues as well. With all that development going on, the traffic on 67th avenue is only going to become heavier and while we are addressing the 83rd ave traffic that enters the 010 on the 75th avenue interchange, nothing is being done about the additional traffic that will continue to be added to the 67th ave interchange. I think we may be premature in solving the 75th avenue issues if we overlook 67th ave as that will eventually bleed into the 75th avenue issue.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic volumes, Design Concepts	Please see my comments above. I think we really need more information on other traffic in the area, plus I think there might be a couple options we could consider that would be less expensive, and not require as much permanent disruption.	Based on the anticipated 2040 Traffic volumes, the current interchange design, with improvements to increase capacity for the southbound 75th Avenue to eastbound Loop 101 movement, will provide an acceptable level of service to accommodate anticipated traffic flows at the interchange through 2040. Existing Southbound 75th Avenue approaching the interchange during the morning peak is approximately 1,435 vehicles per hour and 1,594 vehicles per hour during the evening peak. In 2040 the anticipated southbound 75th Avenue Traffic volumes are expected to be 1,586 vehicles per hour during the morning peak and 2,278 vehicles per hour during the evening peak. The southbound 75th Avenue to eastbound Loop 101 Traffic volumes are currently 933 vehicles per hour and are expected to be 1,303 vehicles per hour by 2040. The westbound Loop 101 to northbound 75th Avenue Traffic volumes are currently 414 vehicles per hour and are expected to be 515 vehicles per hour by 2040. The traffic data indicates most drivers are coming from the north/northwest of the interchange to
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.			Thank you for your comments. They will be shared with the project team.
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.			Thank you for your comments. They will be shared with the project team.
3/10/2021	Online Survey	Alternative 3	How can you take three lanes of traffic and merge them into one lane on the on ramp without a backup? Can't be done.	How can you take three lanes of traffic and merge them into one lane on the on ramp without a backup? Can't be done.	This is the only plan that gives more distance to merge 3 lanes to 2 and then finally 1. What is really needed is to extend the merge lane to 59th Ave or further.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	How do you expect adding another turn lane and then funneling 3 lanes down to down to 1 merge lane would improve anything. You just moved the issue down the road a 1/4 mile. Thank you.	Adding a third left turn lane will address the projected traffic issues with the southbound to eastbound Loop 101 turn movement and provide an acceptable level of service at the interchange through 2040. Lanes will be narrowed from 12 feet to 11 feet. 11-foot lanes on arterial streets are accepted by ADOT and Cities and operate safely all over the Valley and throughout the United States.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule; Construction Closures	how long would this project take to complete and impact of closure	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. Maintenance of traffic during construction may include ramp and freeway closures at night during non-peak travel times or on weekends, lane and shoulder restrictions during normal business hours. Ramp reconstruction may require temporary detours. Alternative routes will likely include rerouting traffic on adjacent city streets and frontage roads around construction. This will be evaluated and discussed with the ADOT and the cities during final design. As with all ADOT and city projects, lane closures and restrictions on the freeway and local streets will be communicated
3/10/2021	Online Survey	Alternative 3	N/A	N/A	N/A	N/a	N/A	N/A	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		N/A	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		N/A	
3/10/2021	Online Survey	Alternative 1	Eliminates back up on eastbound 67th exit	Adds backup for 75th and 67th exits	Cause more of a back up at the 67th exit	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit	N/A	

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3/10/2021	Online Survey	Alternative 3	I chose this as my second alternative because of the cost and the amount of time. It's probably going to a much bigger project and will inconvenience me for a longer duration as well.	This I think is the most foolish move, I believe the traffic 75th exit ramp will take on more cars than its expected the light at that intersection is already long and in order to relieve the cars waiting on the 75th exit ramp they are going to need to make the light there much more longer. This is a very bad move.	This is the best choice, because of cost is lower, time to finish project will be faster, the current traffic at the 75th exit will not be impacted, 3 lanes can be added to the 75th EB entrance, 2 lanes can be added 67th EB exit, extra lanes can be added to the EB 101 freeway and later down the line if this project needs to be expanded to alternative 1 it wont be to to far from this choice	Thank you for your comments about the interchange alternatives. They were shared with the project team.		N/A	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		No	
3/10/2021	Online Survey	No Preference Stated (Stakeholder stated support for Alternative 3 but on a scale of 1-5, he/she rated it a 1".")	Don't support Alternative 1	Don't Support Alternative 2	Support Alternative 3	Thank you for your comments about the interchange alternatives. They were shared with the project team.		no	
3/10/2021	Online Survey	Alternative 3		I live off of 67th Ave.	Most economical	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	no	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		no	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		No	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		No	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		No	
3/10/2021	Online Survey	Alternative 3	Hate this plan	Hate this plan	Best plan for Arrowhead Ranch residents	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No	
3/10/2021	Online Survey	Alternative 3			Appears to be the simplest and cheapest way to achieve the goal.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No	
3/10/2021	Online Survey	Alternative 3	Additional traffic on the frontage road is not ideal. Also costly, by at least double.	Additional traffic at the 75th Ave intersection would be a hindrance and additional traffic on the frontage road would not be ideal.	Most ideal solution with less disturbance and cost.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No	
3/10/2021	Online Survey	Alternative 3		I strongly oppose moving 67th off-ramp traffic to a frontage road		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit	No	
3/10/2021	Online Survey	Alternative 3			As a resident of Arrowhead Ranch, I would like to say that option 3 is what we hope will be done. Don't look forward to the constructions, but during rush hour an improvement is needed. Thank you.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		No	
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.		no	
3/10/2021	Online Survey	Alternative 3	I think removing the 67th off ramp is a mistake to alleviate traffic congestion.	In my mind it's best to keep the 67th off ramp as is instead of adding 5 lanes at 75th.	This plan makes the most sense to alleviate traffic as it is adding a lane at each location instead of moving all traffic to 75th Ave.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No	
3/10/2021	Online Survey	Alternative 3	Too costly & not safe	Not safe	Safest & most cost efficient model	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		No	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		No	
3/10/2021	Online Survey	Alternative 3	Most costly		Least costly & keeps the 67th Ave ramp in place	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No	
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.		no	

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3/10/2021	Online Survey	Alternative 1	You will also have to look into the 2 lanes before the access road light moving SB. There's only one lane converting into two. This backs traffic up almost 1/4-1/2 mile due to everyone jamming into the left two lanes. With 3 lanes hope this fixes the problem. Again this is traffic moving SB on 75th ave making a left onto the 101			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.		No	
3/10/2021	Online Survey	Alternative 1	The proposed changes should cover population growth north of 101 and remove any safety concerns relative to the existing 67th Ave ramp off of 101 and 75th Ave on ramp to 101	This alternative is the least desirable as it places too much traffic on the 67/75 exit ramp which would appear to back up traffic along the 101 perhaps as far back as Union Hills causing a safety concern and get worse as population/commercial growth continues north of the 101	Though this works now, this is the least desirable solution longer term as it appears that this would add confusion to 75th Ave entering and 67th Ave exiting in the same area and perhaps be a safety hazard particularly as traffic grows with development	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	NO I think that the alternatives are clearly stated.	
3/10/2021	Online Survey	Alternative 3	Too expensive and a lot of change.	Confusing	The better choice and less cost	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No not at this time	
3/10/2021	Online Survey	Alternative 1	although it is more costly and time consuming, it will sustain long term growth.	This would also sustain long term growth but will back up traffic at the 75th light to head to the 67th exit... possible backup on the freeway.	Although this is the least cost, it will cause more accidents for the on/off ramps using the same lane... not designed for long term growth.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	no, but good luck, you cannot please everyone and I have been seeing people not understanding what is actually being done.	Thank you for you comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3	I don't think the benefits of this option are 2+ times the benefits of Option 3, which is less than half the cost.	I hate the idea of not having an off ramp at 67th and having to drive more than a mile on the frontage road.	This looks like the easiest and least expensive option.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	No, thank you.	
3/10/2021	Online Survey	Alternative 3	Way too costly and loud.	Lots of traffic along the frontage road.	Very inexpensive and easy.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	None	
3/10/2021	Online Survey	Alternative 3			Don't see the need to spend extra dollars on Alternatives 1 and 2.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	None at this time	
3/10/2021	Online Survey	Alternative 2	Looks good to me.	Looks good to me.	Looks good to me.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	None at this time, thank you.	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Not at this time.	
3/10/2021	Online Survey	Alternative 3	I use the 67th on ramp every day and it is convenient off of 67th which is a busy road. Please don't remove!		ok	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Not now, following...	
3/10/2021	Online Survey	Alternative 3	Why move the 67th Ave exit so far south? This appears to be a costly option.		Prefer this option as the most economical. Don't understand the advantage of option 1 or 2.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Please clearly explain the advantages of option one over the other 2 and the higher cost to add new bridge.	Alternative 1 eliminates the weaving movement of traffic on L101 for traffic entering at 75th Avenue and exiting at 67th Avenue, and also maintains a separate eastbound exit ramp for 67th Avenue, whereas Alternative 2 combines the 67th Avenue ramp with the 75th Avenue ramp. There are pros and cons for each alternatives, which is why we are asking for input from the community on their preference.
3/10/2021	Online Survey	Alternative 3	Unnecessary expense and dumps massive traffic into neighborhood access and around golf course, creating safety issues for neighborhoods	Same concerns about excess traffic along access rd, next to neighborhoods and golf course and safety around neighborhoods. Also increases the time at traffic signals at 75th ave to accommodate additional traffic using the ramp.	Of the three proposals shown, this one is by far the best choice. It has the least disruption of local traffic patterns and the area around the freeway access road. However, to add the additional left turn lane from S-bound 75th to Beardsley, the entire bridge SHOULD be widened to accommodate the extra lane. Just narrowing existing lanes and eliminating medians is short sighted and will result in more dangerous conditions. Widening each side of the bridge by 5', while adding cost, would be the best way to increase the lane AND ensure safety of all drivers and pedestrians using the bridge. My support would be a 5 if	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	See note above	Thank you for you comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Schedule; Construction Impacts	So will this be another 5 year project before its complete? In other words, in the contract will it be stipulated that the work must be done in a timely manner and if not what penalties will be instituted? My reason for asking is that the work on 101 east of I-17 has been going on for quite a while!	Construction of 75th Avenue improvements will generally occur in conjunction with the planned Loop 101 general purpose lane widening project, which is currently expected to begin in late 2023 or early 2024 and is anticipated to take 24-30 months to complete. Regarding the construction contract language, the contract specifications have not yet been prepared but typically include provisions for timely completion of the project with associated monetary
3/10/2021	Online Survey	Alternative 3	No	No	Better	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Connection between L101 and L303	You are going to need a 101/303 connector in this area. Better start planning now. Cuz these aren't good solutions.	Thank you for your comment. It was shared with the project team.

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3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			In my opinion Alternative 3 is the best option. However, the idea of three lanes merging onto the 101 (on ramp) sounds terrifying. I'd hate to be the car in the middle lane trying to merge onto the freeway with vehicles on both sides trying to push ahead to beat others on the freeway. I can just imagine the middle car being the sandwich getting squashed. Dangerous!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		This is too risky considering the hospital access that would be impaired.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Hospital Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			I don't understand why we're trying to reinvent the wheel here. Option 3 seems straightforward and in alignment with current Phoenix roadways.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3	Totally ridiculous waste of time and taxpayer dollars	Again. Totally ludicrous	This is the best of the three alternatives	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	Benefit of: keeping on and off traffic separate - keeping off traffic to the intended exit only - more simple merging of on traffic Consider moving the sound wall at 67th Ave back (west) to allow more room for off traffic to merge to the right for right turns. Comment: Though this survey is specific to 75th Ave, I noted on the analysis and the appendices that changes may be planned for 67th Ave. I appears that the braiding of the eastbound ramps is a possibility here also. This would further support the braided ramps at 75th Ave for user consistency.	Benefit of: lower cost - ease of merging on traffic - allows for traffic intending to turn right at 67th Ave to prepare early and not have to struggle with other eastbound traffic. Rear end collisions are common at 75th and at 67th (and everywhere else) combining off ramps will more than double the traffic intersecting at 75th Ave and will likely have the same volume intersecting at 67th Ave. This, in my opinion, may result in additional rear end collisions.	I do not support on and off traffic mingling with the addition of left turn lanes from 75th Ave, along with two off traffic lanes to 67th Ave. Too much conflict.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too expensive and disruptive to already congested traffic.	Eliminating 67 Ave exit will double load the end frontage road signal at 75th. Evening Ebbets at 67th is already heavy, crazy to force those to foyers back to before 75th.	Cheaper, less disruptive. Deal with issue when Agua Fria 101 is widened, in the future.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I don't understand the benefit of Alternative 1 enough to justify the price tag being double of either of the other 2 alternatives. In addition, I believe this work will cause additional congestion during construction.		I believe this alternative would be the best option due to the cost, impact on the community during construction, and even after construction as the 67th Ave off ramp would still be available to use.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			perhaps punching 67th ave through to the 303 would help as well	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Extension of 67th Avenue to L303		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Simply don't want to lose access to 101 from 67th	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Best option based on price and impact to homeowners	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding, Business/ Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Why complicate and spend more money	Why complicate and spend more money, plus would make that frontage road a speedway. I can see rear end collisions happening when drivers trying to slow down and make a right turn into neighborhoods. And people will try to take short cuts through nbhd	Makes the most sense, least amount of taxpayer money and no nbhd disruptions (and I don't live in the Arrowhead nbhd this would disrupt, but I wouldn't want it on the frontage road if I lived right there.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Design Concepts		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Too much increased time eastbound on "surface street" vs freeway in order access 67th street. Don't like the tunnel because of glare when coming out, flooding potential, an accident causes blockage/backup etc	Too much increased time eastbound on "surface street" vs freeway in order access 67th street	Best use of freeway time, best access to 67th, least amount of time spent on surface streets. Comment: two key points....Please keep freeway traffic on the freeway. Make it safe for everyone exiting and entering the freeway at the same time in the same area	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I understand this one and it makes sense to me. However, I would also like to see the 67th ave bridge addressed as well. Traffic is very heavy there and another 4500+ homes are getting ready to be built in the area north on 67th ave and Jomax.	This frontage road will be turned into a race track, just like the one between east of 51st Ave & 35 Ave.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts; Improvements at 67th Avenue		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	This project is not needed!			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need		
3/10/2021	Online Survey	Alternative 2, Alternative 3	Too expensive			Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Way too excessive and expensive		Least invasive & least expensive = best option	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Overkill, over engineered. Way too expensive.	Even with the added off ramp at 75th Ave, it adds more traffic than necessary to the 75th off-ramp.	This is the better alternative to move traffic and at a lower cost.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3			Alternative 3 gets the job done at the least expense.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	I think the extra cost is worth the safety of not having tons of cars on 67th off ramp fighting with 75th on ramp.	Would be a big pain to have to stop at 75th Ave Light. Then again 67th light.	I think it may be less safe option, tougher for lots of traffic merging on and off to get through each other. But I would go with these hands down over option 2, if option 1 doesn't win. (I prefer option 1)	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts; 67th Ave Exit; Driver Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			This alignment would preserve the exit to 67th avenue, which is vitally important due to the location of the hospital north of Union Hills. It is also more convenient for residents near 67th ave to not have the exit removed.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Hospital Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		Maybe you need to explain better how taking away the ramp at 67th Ave would be helpful.	This sounds like the best idea.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	No. We use both sides of 67th all the time and would hate to have to deal with all the congestion closing the 67th ramps would cause.	No. We use both sides of 67th all the time and would hate to have to deal with all the congestion closing the 67th ramps would cause.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too expensive, for very little benefit.	I believe it would create a lot of traffic on the frontage road	Cost effective and works great	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	I do not want to lose the 67th ave off ramp.	I do not want to lose the 67th ave off ramp. That would add too much trouble to have to get off at 67th to go to my house.	This option makes the most sense.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts; 67th Ave Exit		
3/10/2021	Online Survey	No Preference Stated			I would like to keep the existing 67th off ramp in the same place, but widened to a two-lane exit.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	I do not like the idea of closing the ramp. Plus this is the most costly option.	Same reasons as above. Half the cost is a plus.	Seems like the easiest most logical option and costs the least.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	.	.	.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Keep 67th Ave off ramp open!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too complicated and expensive. It is confusing to have to exit the eastbound freeway for 67th avenue before you even get to 75th avenue.	Putting 67th and 75th ave exit traffic through a traffic light on 75 ave would create a huge backup on the east bound 101.	This is the most reasonable way to go.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	WAY too many taxpayer dollars spent on a project that will potentially cause more problems than it would solve, in addition to the nightmare cause during the very lengthy it would take to complete.	All traffic going to 67th Ave and 75th Ave will be bottlenecked to the 75th Ave exit. A $15M project that will cause a ton pr problems and solve very little.	Best bang for the buck. It loosens up the bottlenecks that currently exist, doesn't take anything away, will take the least amount of time to complete, and is the least expensive. This is a no brainer.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Project Cost/Funding, 67th Ave exit		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Removing the 67th off ramp will increase the traffic on 75th. There are SO MANY homes being built north of 67th, that is going to increase the need for the ramps at 67th Ave. Not good to remove AT ALL.	Removing the 67th off ramp will increase the traffic on 75th. There are SO MANY homes being built north of 67th, that is going to increase the need for the ramps at 67th Ave. Not good to remove AT ALL. This will also make Arrowhead Loop a throughway for people from 67th to 75th Ave for access to 101. There is a school on Arrowhead Loop and we already have problems with people speeding. Last thing we need is increased school traffic in school zone.	Expand both 75th and 67th so they can both process more traffic. It is also less money! Always a plus!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts, Project Cost/Funding, 67th Ave exit		
3/10/2021	Online Survey	Alternative 2	Too expensive.	Cheaper and appears to accomplish the same goals as option #1. I like that the I won't have to worry as much about another driver not obeying the yield sign at the 67th Ave exit.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	This alternative appears to be the best option. Proper setup for the exiting traffic is a must because of the increased flow and mergers between the EB 101 traffic and traffic from the Texas U-Turn. This option maintains traffic flow for those attempting to exit for either 67th ave or 75th ave, and will not result in a bottleneck at 75th Ave. Well worth the extra cost!!!	This option would work if every driver chooses the correct lane. This could happen, but the driver that does not plan ahead will create havoc. In addition, the traffic signal at 75th would need to be adjusted for the increased flow, which will make south bound 75 traffic an issue.	This increases the hazard for those exiting the 101 (x2). The red triangle the states to yield to ramp traffic is often ignored by frontage road drivers and drivers exiting the 101 do so while maintaining a high rate of speed. Plus, this reminds me of the 101 and Broadway/Southern while attempting to get to the AZ60. What a mess!!!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts; Traffic Merging; Driver Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Only solution that fits are neighborhood for all our traffic.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Removes the 67th exit and is the most expensive. This does not work for residents near 67th.	Still removes the 67th Ave exit and is the second most expensive option.	67th Ave exit is retained and the cheapest cost. Win/Win for local residents.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.			
3/10/2021	Online Survey	Alternative 3		This seems to be the overall least favorite among the community. No one likes this one especially those living on 67th. Please not this one.	Divided between this and option one. Mostly due to cost. Option one seems best for future expansion though.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This would have the a negative impact on the Arrowhead Ranch community.	This would have the most negative impact on the Arrowhead Ranch community.	This would have the least impact on the Arrowhead Ranch community of the three options. The current sound wall surrounding Arrowhead Ranch Phase 2 also needs to be raised, in order to mitigate the noise nuisance that will be created.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise; Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3	Too expensive and not necessary	Horrible option	Cost effective and does the job best	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Cannot imagine why your experts think merging 67th and 75 Ave exits is a good idea. Do they live here?	Cannot imagine why your experts think merging 67th and 75 Ave exits is a good idea. Do they live here?	Traffic continually increases on 67th Ave. Do not remove this off-ramp! Widen if necessary. This option is the least costly also.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	way too expensive and confusing to have the exit for 67th before 75th	like that this is significantly cheaper and will make getting on the 101 from 75th easier but don't like that to get to 67th you have to exit before 75th and stop at the 75th stoplight	like the price, like that 67th has a normal exit	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Design Concepts; 67th Ave Exit		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	DO NOT CLOSE 67TH AVE ON RAMPS	DO NOT CLOSE 67TH AVE RAMPS	Sounds like the best alternative to me as a resident of this area	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3			If this is even needed. The traffic on 75th avenue near the mall has too many entrances, lights and especially turn lanes. This would make things worse!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need		
3/10/2021	Online Survey	Alternative 1	This option will allow 67th avenue exit and traffic flow remain separate from 75th avenue. The option selected should not dump 67th avenue bound traffic onto 75th avenue.	This option will make 75th ave interchange busier and more dangerous.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Driver Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2	This seems unnecessarily excessive.	Much of the traffic coming off the 67th exit is turning right, meaning they must cut across a few lanes of the frontage road. This option efficiently addresses this problem.	Doesn't really help the problem of traffic turning right onto 67th.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	N/A	N/A	N/A	Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	This is the best long-term solution given the growth of the area.	This is a moderate and shorter-term approach. The only positive is the cost, compared to option #1. I believe we'll lose money and add to the disruption in the long run, though, when future adjustments have to be made.	This is a band-aid approach that doesn't begin to take our long-term growth into account. In the long run, we'll spend more money by implementing alternative #3, then paying to fix its problems in a few years. To add insult to injury, it costs almost as much as option #2.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This will cause me to drive a mile out of my way to access the 101. Very expensive option and unclear of what, if any, problems it would solve.	See above		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need		
3/10/2021	Online Survey	Alternative 1	It's cool and elegant. Too bad it is expensive.	No exit to 67th Ave. Unacceptable.	Cheapest option and accomplishes the primary goal of restriping the 67th onramp and does not remove any traffic ramps.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I think it would be a great disservice to the residents and businesses if the 67th Ave exit ramp was closed and no frontage road from 75th - 67th Ave.	I think it would be a great disservice to the residents and businesses if the 67th Ave exit ramp was closed. It would cause too much traffic @ 75th Ave light.	I think this would be great.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Design Concepts		
3/10/2021	Online Survey	No Build	This is a waste of taxpayer funds			Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Least expensive, less time to complete?	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Project Schedule		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			This would also save 3 million from #2 and be less disruptive to the community	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			If they all provide the same level of safety and accessibility, the least cost and least impact to 67th Avenue seems to be option 3. Started my career at Ohio DOT and appreciated well kept roads.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3			We already have issues with major traffic backup on 67th Ave. If you close that exit, part of the congestion would divert west onto Arrowhead Loop, creating untenable congestion closer to homes and children walking to school; additionally, creating more traffic noise than we already experience.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	67th is a main artery for homeowners north of the 101. Removing the ramp makes no sense.	Again 67th is a main artery for homeowners north of the 101. Removing the ramp makes no sense.	Of the 3 options provided this is the lowest cost and least impactive. Question are there plans to address the congestion exiting the 101 at 67th westbound, that is an issue as well.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This would keep traffic moving better and be a longer term solution, although the cost is comparatively high.	This would create major backups at a 75th avenue bridge intersection and traffic light. I believe this is the least beneficial alternative for traffic flow as well as residents and businesses.	This is the least disruptive for residential and business interests, costs the least and likely can be finished quickest.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Business/Neighborhood Impacts; Construction Impacts		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1			Continue to cause a back up trying to get onto the 101 eastbound!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	I believe that long combined on/off ramps are dangerous. The Union Hills exit on westbound 101 is a prime example. There is too much mixing of traffic - I refuse to use it because it's too dangerous.	The 67th Ave & 101 intersection works fine - leave it alone!	This appears to be the safest and sane-est option	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging; Design Concepts		
3/10/2021	Online Survey	Alternative 3			I don't actually support any construction with how long it takes and what a major inconvenience it causes, but the third option looks the best to me.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Construction Impacts		
3/10/2021	Online Survey	Alternative 3	This looks like such an unnecessary and confusing change. And the fact that it is double the cost of the other options makes the whole idea awful. I am not for this.	There is so much traffic on 67th Ave alone, that it is NOT a good idea to merge these two off ramps together. I have seen off-ramps like this elsewhere in Arizona, and they are not great because 1) those wanting to get off at the second exit (in this case, 67th Ave) will have to wait at an additional light cycle (75th Ave) before traveling along a frontage road (at slower speed than the freeway) which means a much longer access travel time and 2) This style is much more confusing for those trying to reach 67th Ave because the exit is not where the road is - there will be many more people missing their exit because it's location is not intuitive. Overall not a good	Consistent, faster, and cheaper. This is the smartest option.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 1	This would greatly reduce the congestion between 75th and 67th by allowing the on ramp traffic to merge quickly due to no off ramp traffic at 67th.	I see issues with congestion on the frontage road	The merge would be a nightmare!!!!!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	To move the 67th Avenue off-ramp to west of 75th Avenue doesn't make sense. This option costs a lot more money for taxpayers.	There could be some confusion consolidating the off ramps with 67th and 75th Avenues	This is the cheapest option and minimizes construction time and money.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Wall needs to be raised to block traffic noise and trees planted to maintain current appearance of neighborhood	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This will make 67th and East bound Deer Valley worse than they are now.	This will make 67th and East bound Deer Valley worse than they are now.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Please leave exit 67th and 75th as they are with only enhancements as needed.	Thank you for your comments about the interchange alternatives. They were shared with the project team.			
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	That sounds very confusing. I live at 75th ave & frequently drive from 75th ave to 67th ave on the 101 and I still want that possible.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Access from 75th Ave to 67th Ave		
3/10/2021	Online Survey	Alternative 3	Too costly	To much disruption	Least costly, the least disruptive. Retaining wall will need to be heightened	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3	We don't need any additional lights to exit the freeway. The 101 is almost as bad as the 10. Six years ago it was light. Six years from it will be a parking lot. 39 year Peoria resident	See previous comment	People have a hard enough time trying to figure out how to enter and exit via one lane as it is. Too much traffic volume. Not thinking future consequences.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		Absolutely opposed to remove a 67th ave exit.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Too expensive			Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	Just please select alternative 1. I know it's more expensive, but it's the better solution			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build			I want the 67th entrances and exits from both directions in the 101 to still be available. I do not want any 67th entrance or exit closed. I don't think it is fair to the community to have our entrances and exits closed that we use as well as it will hurt the businesses that are located near the 67th exits and entrances.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Excessive confusion to exit 1 mile early, ridiculous cost.	Excessive confusion to exit 1 mile early, ridiculous cost.	Least invasive changes, best cost, still allows for increased lane widening.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Very expensive and sounds like a huge mess!	OK, But not as cheap or convenient as Option 3	Cheaper and seems like would take the least amount of time to complete.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			67th Ave is much busier than 75th Ave, widening both would be most beneficial for both residents and nearby businesses	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Improvements at 67th Avenue		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Bad option	Bad option	The intersection of 67th ave and 101 is already overwhelmed with traffic and should not be closed. Drivers cannot even stay in their designated lanes to navigate the double left turn lanes and it would be a disaster having a third left turn lane on 75th ave. This will cause more accidents. There needs to be much better planning prior to zoning areas for businesses. The exit ramps designed for 51st, 59th and 67th avenues are already inadequate and it is dangerous to merge off the freeway and try to get into the middle or right lanes during times of high traffic volume- poorly designed from the beginning. I would prefer it remain the same but if not-option 3 would be the easiest to live with. There needs to be clear signs showing drivers that they must stay in their chosen lane for the entire	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	I think this would really hurt the businesses at 67th Ave, both sides.	frontage road might work, lots of people will miss it on the 101 curve	I hope Arizonans can zipper merge!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts; Traffic Merging		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			I would like to see the current wall raised higher to mitigate loud noise from Loop 101. Also, my sister was very sick with Valley Fever when Loop 101 was constructed. Quality of air is already a huge concern for my family regarding Loop 101, especially related to proposed reconstruction of Loop 101.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Noise		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Seems to be, far and away the best alternative and the best value also.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	The 75th Ave, southbound on-ramp is crazy with the criss-crossing of vehicles coming off the 101 and other streets getting on and off, it's a cluster mess! We don't need more traffic getting on and off the 75th Ave and 101 interchange.	The 75th Ave, southbound on-ramp is crazy with the criss-crossing of vehicles coming off the 101 and other streets getting on and off, it's a cluster mess! We don't need more traffic getting on and off the 75th Ave and 101 interchange.	The 75th Ave, southbound on-ramp is crazy with the criss-crossing of vehicles coming off the 101 and other streets getting on and off, it's a cluster mess! We don't need more traffic getting on and off the 75th Ave and 101 interchange. This makes the most sense and the cheapest solution, Alternative #3	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Has the lights been audited for traffic flow on 75th ave. The flow of traffic could so much better if there were right turn green lights. Residents should be using union hills to access the 101 vs 75th ave. No changed to 67th ave should be made.	Same comment on 5	Option Alternative 3 is the best option and least impactful to businesses and residents. Please look into light survey to make sure flow of traffic is best.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Signals/Signage; Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			I live off of the 75th avenue exit if this makes any difference	Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Noise levels to homes in Arrowhead Ranch would increase and too expensive	Definitely do not like this plan as it infringes on Arrowhead Ranch homeowners with increased noise levels	Most cost effective and least disruptive option of the three.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Noise		
3/10/2021	Online Survey	Alternative 2		Excellent! Cheap too!!		Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	Please DO NOT ALTER the 67th Ave. and 101 intersection in any way.	Please DO NOT ALTER the 67th Ave. and 101 intersection in any way.	Please DO NOT Alter the 67th Ave. and 101 intersection in any way.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Improvements at 67th Avenue		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	101 Eastbound prior to proposed 67th Ave braided off ramp is already congested and causes issues due to drivers failures to merge appropriately from Union hills on ramp.	Same as question 5.	These changes will make significant positive impacts for all associated traffic flows in the area, while maintaining the most cost effective budget.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Project Cost/Funding		
3/10/2021	Online Survey				Road work takes forever!! I think President Eisenhower okayed the work on 7th Ave/101.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Construction Impacts		
3/10/2021	Online Survey	Alternative 3	I fear this option could impact Emergency access to the Abrazo Hospital for critical patients coming from the west. Although it's a dedicated exit lane, it's not a 2 lane exit like Option 3. For the same reason, I fear this will heavily impact the many businesses that line up and down N67 Ave. Not paying close enough attention, drivers will pass the new exit tunnel, expecting to find an exit that's actually closer to 67th Ave. Drivers will just choose businesses further east of 67th after missing the exit.	I feel this is the worst of the 3 options. I fear Option 2 will impact Emergency access to the Abrazo Hospital for critical patients coming from the west. Ambulances will have to go through two intersections (75th) and (67th) before they can turn and head south to the hospital. Out of all 3 Options, this one will affect businesses up and down the busy 67 Ave corridor. Without a dedicated exit to 67th, drivers and consumers will have to go through two intersections before they reach the busy commercial corridor at 67th and the 101. If drivers miss the exit to 67th, expecting an actual off ramp at 67th, they will just take their business further east, down the 101 corridor. This will also add to the home commute of the many people living in Arrowhead Ranch. Instead of continuing eastward along the 101 at freeway speeds, they will be forced to slow down as they travel the long distance on the Frontage Road. I can't imagine the people that live along Beardsley will be too excited about all the extra traffic.	I prefer Option 3 the most. I think it's best for the communities and businesses that exist off the 67th Ave corridor. -This option provides the safest route for emergency vehicles coming from the west headed to the Abrazo hospital at 67th and Union Hills. Get critical patients to the hospital quickly. -Adding the 2nd lane at the 67th Ave exit will improve exiting the freeway, to the busy 67th Ave corridor for everyone. -Also, this option puts the 67th Ave exit much closer to the actual destination street (67th), which will greatly benefit businesses. Shoppers and consumers will have faster and easier access to the many, many businesses at the 101 and 67th intersection. -It also better supports commuters and homeowners who live off 67th Ave, providing them a quicker return home to the Arrowhead Communities; they will continue to have a dedicated exit closest to their homes. We appreciate the opportunity to voice our opinions and concerns about this important project that impacts our community.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Hospital Access; Business/Neighborhood Impacts; Design Concepts		
3/10/2021	Online Survey	Alternative 2	This would solve the conflict of on-ramp 75th traffic criss-crossing with off-ramp 67th traffic, which is a serious safety concern, but is quite expensive. Option 2 addresses the safety issue at a lesser cost.	This would solve the conflict of on-ramp 75th traffic criss-crossing with off-ramp 67th traffic, which is a serious safety concern.	Terrible idea! The conflict of on-ramp 75th traffic criss-crossing with off-ramp 67th traffic is a serious safety concern. This option does NOT solve that problem, in fact it makes it worse with two lanes to cross to merge onto 101 EB.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging; Project Cost/Funding		Thank you for your comment. It was shared with the project team.

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	Why waste taxpayers money? Use the money to improve road surfaces. This sounds like a means of make work.	Again, a waste of money	No, no, no!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3			But no meters...everywhere I've ever used meters they end up backing traffic up on the on ramps, and make it more difficult to merge onto the freeway..basically make things worse. Have used them here, in CA, and in MA	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Ramp Meters		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	stop wasting money. there's way better things that $30 MILLION could be used for. look at how big that number is. $30,000,000. that's a lot of zeros.	stop wasting money. there's way better things that $15 MILLION could be used for. look at how big that number is. $15,000,000. that's a lot of zeros.	stop wasting money. there's way better things that $12 MILLION could be used for. look at how big that number is. $12,000,000. that's a lot of zeros.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I fear pushing the 67th exit so far west will impact the businesses along 67th. Drivers will pass the new exit without realizing it, expecting the off-ramp to be further east and closer to the actual exit (Like most off-ramps in Phoenix Metro, that reside closer to the actual destination street, in this instance, 67th Ave.) This Option also provides only 1 exit lane for 67th Ave. This is a very busy corridor (67th) with lots of traffic. Adding two lanes to the 67th Ave exit, like Option 3 does, would future-proof the exit for our booming, growing population in this area. I fear this option would also delay ambulances and emergency vehicles heading to the Abrazo Arrowhead Hospital, delaying care to critical patients. Cost is also a concern, although this option is by FAR more preferable than Option 2!	First and foremost, this is the worst option of the 3 Options. This will delay ambulances and other emergency vehicles headed to the Abrazo Arrowhead Hospital at 67th and Union Hills. Exiting emergency vehicles will have a long, slow drive along the Frontage Road, delaying life-saving minutes for critical patients. It also will greatly affect the success of the many businesses along 67th Avenue. I believe eastbound drivers will simply pass 67th by, not wanting to drive so far along a Frontage road (Beardsley). Or, drivers will expect the exit to reside further east along 101, and by the time drivers realize their mistake, that they missed 67th Ave, it will be too late! They will simply continue east to another exit, and other businesses that are NOT alone 67th Ave. This option hurts businesses on 67th Ave. It will also add time to the commute of homeowners who live off 67th Ave, who are returning home from work, as they have to drive so far along a reduced-speed Frontage Road. In my opinion, to reiterate, this is the worst option of the 3 Options	I believe this is the best option. It increases the lanes at exit at 67th Ave from 1 to 2 lanes. The 67th Ave exit is much closer to the actual destination street (67th), which will benefit businesses along the 67th Ave corridor, and provide quicker access for emergency vehicles and ambulances headed to the Abrazo Arrowhead Hospital with critical patients. It also better supports commuters and homeowners who live off 67th Ave, providing them a quicker return home; they'll have a dedicated exit closer to their homes. Thank you for the opportunity to provide feedback. We appreciate it.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts; Hospital Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3	Amazing how extra lanes are added to get 75th ave onto freeway eastbound quicker. To me this is a mini parking lot since all the added lanes funnel down to one prior to merging with traffic. All for the great bargain of 30mil. Does not compute in my book. Big NO on this choice	Once again, added lanes shrink down to one. Where is the advantage? Is a bargain at 15mil.	Least invasive. Similar to many other on/off ramps throughout the valley. Actually have extra lane to get onto freeway. Least expensive at $12 million.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Design Concepts		Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 1		This option will have ALL 75th ave and 67th ave access crunched into one exit. That is a lot of traffic, It fixes getting on the fwy but makes exiting there horrific		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3			I like this option the best as it does not take away the 67th off-ramp and costs much less.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	While this is more expensive this looks to be the safest option and will sustain the northwest Peoria growth the best.	This is my second choice - still keeps safety in mind but will result in longer time spent at the lights at 75th Ave.	This choice requires merging and given the issues I see daily with people refusing to merge and follow the signs this is an accident waiting to happen - additional growth in the NW part of Peoria may be to much for this extra lane to handle.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging; Traffic Congestion; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too costly!! It will only add more congestion to the area!!	Not an option!	The best possible choice in my opinion for our community.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3			Least impact to all and costs less...people getting off at 67 still have the choice to get off at 75th now if they wish to not be part of the tight off ramp congestion with the 3 lane on ramp at 75th. for only a fraction of the day that will be an issue...all the rest of the time as is would be fine	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		Unacceptable	If changes must be made, this is the best of the three alternatives.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too expensive, don't like the idea of losing the 67th exit ramp.	Don't like the idea of losing the 67th Ave exit ramp.	Least expensive and still resolves the problems, keeps the 67th Ave exit ramp.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 1	This appears to be the safest option to separate 75th on-ramp traffic from 67th off ramp traffic.	This alternative eliminates the crossing of traffic from 75th on ramp and 67th off ramp. Seems more economical than option 1. Will increase traffic on Beardsley there.	I strongly oppose this option. It is already difficult to get over to take the 67th exit. Increasing the 75th on ramp by one lane and shortening the 67th off ramp will make this worse. Please do not consider this option!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Driver Safety; Traffic Merging; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	Cost is too high for relocating the eastbound 67th Ave off-ramp. Money could be used for other more important improvements.	Consolidating the 75th Ave & 67th Ave exits would only create more traffic at the 75th Ave exit and send more vehicles on the frontage road between 75th Ave & 67th Ave.	This is by far the most practical solution that would achieve the same goal as alternatives 1 & 2, but would cost quite less than the other two alternatives.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			This is my best way home living north of Happy Valley, Do not want to see 67th exit removed	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	The amount of construction time required to achieve such a significant change is prohibitive.	It appears this would simply cause a larger stack at 75th and allow a longer tail; however, this moves the problem from 67th to 75th and now causes more residents to be impacted.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Construction Impacts; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3	I like this approach (it will greatly assist merging traffic), but not sure of the need for the cost.	Opposed to plans that remove the 67th Ave exit.	This will suffice, but not sure how exactly how it will help.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit, Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	It's twice the price but this is the safest and least frustrating alternative. It will serve the motorists better and longer into the future.	Safer than Alternative 3, but traffic wanting to get to 67th now has to wait for an additional light at 75th. Also, acquiring new ROW would presumably impact the homeowners south of the frontage road.	Additional lanes of traffic crossing through each other (75th entrance traffic and 67th exit traffic would increase the problem. I am familiar with the current situation as I often exit at 67th.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety; Traffic Merging; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3			This area is busy enough without you taking away 67th avenue access	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	Waste of money. Design has many issues. Not smart	Again, waste of money and won't truly help anything.	Best cost and makes most sense. No reason to remove ramp.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Project Need		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Removal of the 67th Avenue off-ramp would be extremely difficult on residents of this area and beyond. I take this route regularly as many residents do. I cannot imagine having to drive an extra mile out of my way on top of my regular route on a daily basis.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3		Combining the 67th and 75th exit would cause terrible issues for traffic. It would impede traffic flow for the country club and church in that area.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Please keep the 67th Ave exit ramp.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3			Alternative 3	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2	Alternative 1 seems very expensive compared to Alternative 2 for minimal functional improvement.	Seems like this is the best balance of cost vs. benefit/safety.	With the increase in traffic over time, and the many inconsiderate drivers we have, having to cross several lane of on ramp traffic to exit at 67th seems like accidents waiting to happen.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging; Traffic Congestion; Driver Safety; Project Cost/Funding		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Seems the most cost effective	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Taking into consideration how drivers use and respond to the different road layouts., the more the layout differs from the most frequently used roadways, causes congestion due to user confusion. This is the most complicated, the most expensive, and the longest build time. It will cause more problems than it would solve, especially for the 67th ave traffic. The combined exit for west bound Union Hills and Bell road has been terrible for traffic as too many user mistakes are made in lane changes and selecting the correct exit. Please do	The objection to this is the same as the objection I have to option #1. Doing away with the 67th exit is a bad idea and is also more expensive and has a higher (negative) impact than option #3.	Option #3 is the only viable option when it comes to decreasing the 75th ave eastbound on-ramp congestion, leaves the 67th ave exit intact, is the most cost effective, and has the least impact on the landscape and traffic changes. I do not even see how the other 2 are acceptable options up for consideration.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	This project is too costly. This option will negatively impact the area. This option will put too much traffic in the curve area where the freeway goes from northbound to eastbound. Drivers will miss the turnoff and have to exit at 59th Avenue and track back.	This option will negatively impact the area. This will put too much traffic in the curve area where the freeway goes from northbound to eastbound. Drivers will miss the turnoff and have to exit at 59th Avenue and track back.	The interchange will need better signage to guide drivers in the new lanes.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Project Cost/Funding; Signals/Signage		Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 2	Too costly for little to no extra benefit for roadway users. Very inconvenient for the public living and businesses operating in close proximity.	This proposal meets the requirements for handling the extra traffic flow currently experienced, and allows for future redevelopment should such be necessary. Cost efficient as well.	Just too little being done... No, thank you! Unsolicited comment: have watched ADOT construction in the state over the years (40 plus) and wish to commend you for your planning and project execution. Having one time worked in the road construction industry, I have great respect for the thoroughness of planning and execution of these many, many projects that I have witnessed from Sierra Vista, to Tucson, to Phoenix and others locales...keep up the good work,	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		Thank you for your comment. It was shared with the project team.
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			You need to remove/enforce the access road lane. Since the access road traffic does not head the post signage, it has blossomed to a major accident occurrence site.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		DO NOT GET RID OF THE 67th EXIT/entrance		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	We need 67th ave on ramp. Already a nightmare there and would make it worse to take away.	We need 67th ave on ramp. Already a nightmare there and would make it worse to take away.	We need 67th ave on ramp. Already a nightmare there and would make it worse to take away.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave On-Ramp		
3/10/2021	Online Survey	Alternative 3	67th Ave has just as much traffic as 75th in the morning. This access road to the freeway is EXTREMELY important to have at 67th Ave.	67th Ave has just as much traffic as 75th in the morning. This access road to the freeway is EXTREMELY important to have at 67th Ave.	This is cost effective and still allows residents who use 67th Ave all the down to Jomax to utilize the 101 at 67th Ave.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; 67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 1, Alternative 2, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	The cost alone disqualifies this option!	The valley is built predominantly on a 1 mile grid. I don't see why you would change it in this instance. People already use the freeway as a way to bypass the frontage road entering on one ramp and exiting on the very next ramp (w bound 101 between 51st and 59th avenue).	This is a no brainer! The cost is right the plan is consistent with the majority of freeway access ramps in the valley.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	67th Avenue is the main throughput to the Happy Valley neighborhoods	I believe that 67th Ave. should be widened before 75th Ave. is		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Improvements at 67th Avenue		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Removing 67th ave exit is a terrible idea and would not benefit the surrounding community.	Removing 67th ave exit is a terrible idea and would not benefit the surrounding community.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		This seems like an option that would make traffic a lot worse for everyone involved, and may cause more accidents.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			67th is a very busy. You can not eliminate it but widening it would help tremendously.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Improvements at 67th Avenue		
3/10/2021	Online Survey	Alternative 3			We cannot lose this off ramp! It is critical to the area.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1		I think this will cause a lot of congestion on the 75th Ave off ramp and intersection. Also, it would mean a lot more traffic for those living along the frontage road.	I could see this becoming somewhat of a gridlock of cars merging on and off the highway. The distance between 67th and 75 is not long enough for people to safely merge this many lanes. I think you will see a lot of accidents. Financially it makes sense though.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Traffic Merging		
3/10/2021	Online Survey	Alternative 1		This sounds like the safest option		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety		
3/10/2021	Online Survey	Alternative 3	To much money! I don't think we need to do something like that.	That would not be good for anyone getting off on 67th Ave from the west.	This seems like the best overall. Not just cost but overall	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 2	To costly	Less cost versus #1	# 2 seems more logical	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	This appears have the best traffic flow for both traffic entering and exiting the freeway	I like how this one keeps the frontage road between 67th and 75th ave. How will this be different than just eliminating the 67th off ramp and forcing all traffic off at 75th and then using the current frontage road? Will it increase congestion at the 75th off ramp?	Option 3 seems like the same thing we currently have just with an extra lane going on the freeway. Not sure how this fixes traffic issues.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Design Concepts		
3/10/2021	Online Survey	Alternative 3			Cost and high personal use of 67th ave access to 101	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Merging two high volume traffic exits is not a good idea.	Merging two high volume traffic exits is not a good idea.	Best option with less hassle to everyone and is more economical.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 1, Alternative 2, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Easiest option and most cost effective. Don't waste our money on unnecessary expenditures.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	We use 67th Ave on & off ramps every day. It would make more congestion & more traffic & time , if all the cars has to go to 75th Ave.	Keep 67th Ave ramp open!	Keeping 67th Ave ramps open , are the best options & best price. We all need to be considering all the costs involved.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Things work fine just as there are!			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need		
3/10/2021	Online Survey	Alternative 3	cost and time issue - especially cost - who's paying for? You???? (not me!!!)	Do NOT agree with taking people's land. Keep your paws to yourself.	good cost. no land-snatching.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Property Impacts		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This is a good idea but seems too expensive compared to Alternative 3	67th Avenue is a highly travelled roadway. I do not believe 75th Avenue should become a priority over it. Combining the off ramps puts additional burdens on 67th Ave users.	This is the most cost effective option that maintains adequate off and on ramp access for 67th Avenue.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit; Improvements at 67th Avenue		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	A lot of construction and cost for very little gain. Seems like you are trying to solve a problem for 75th Ave. commuters and in turn, you are creating one for 67th Ave commuters. Sometimes things don't have to be this "fancy" and complex to solve a problem. A good example of where this was just done is at the I-17 and Happy Valley and the new "Diamond Interchange." ADOT spent A LOT of time and money on that project and actually made that intersection far more dangerous and confusing for drivers instead of improving it. We already have a huge problem in AZ with wrong-way drivers so an interchange configuration where you have to cross over oncoming traffic just doesn't make sense. I wish I would have received a survey for alternatives on that project before it began as well so that I could have voiced my opinion.	Again, only partially solving a problem for 75th Ave commuters and creating a giant headache for 67th Ave commuters. In this Alternative #2 scenario, 67th Ave users are now being forced to exist into a larger, very congested intersection that they would normally be able to bypass in today's set up.	This seems like the most logical, cost effective alternative that is a win for both the 75th Ave commuters and the 67th Ave commuters.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts; Driver Safety; Traffic Congestion		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Will make flow of traffic worse in some directions.	Will make flow of traffic a bottle neck I. Some directions.	Least invasive to flow of traffic but doesn't completely fix problem need to address light to close to light at 75 & 101 at Aspera is causing problems and until that is addressed there will always be a bottleneck in some form or fashion and with widening and adding turn lane eastbound it will be harder for those wanting to get across 101 or westbound at 101. I voted neutral all of the way down the line because I'm not sure what the right option is. The only thing I can say that is a huge issue is that adding more lanes that have to "Yield" will be a huge issue. It is now from the frontage road at 67th Ave and nobody ever yields and it's a huge problem and there are never cops there to see them running down the folks getting off of the freeway. I'd be concerned about adding 2 more lanes of this nonsense unless something is done about these bad drivers that do not obey the law either by not really knowing the law or simply disregarding it because they feel more entitled. I literally had someone tell me one time that they don't care about yielding because nothing is ever done so why should they slow	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Signals/Signage; Traffic Merging		
3/10/2021	Online Survey	No Preference Stated				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Preference Stated				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A	I voted neutral all of the way down the line because I'm not sure what the right option is. The only thing I can say that is a huge issue is that adding more lanes that have to "Yield" will be a huge issue. It is now from the frontage road at 67th Ave and nobody ever yields and it's a huge problem and there are never cops there to see them running down the folks getting off of the freeway. I'd be concerned about adding 2 more lanes of this nonsense unless something is done about these bad drivers that do not obey the law either by not really knowing the law or simply disregarding it because they feel more entitled. I literally had someone tell me one time that they don't care about yielding because nothing is ever done so why should they slow down! Good luck ... I don't envy	
3/10/2021	Online Survey	Alternative 3			Widening the 67th ramp would be beneficial to all, residents, shops and traffic flow.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Would accept this option	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This is too expensive and and doesn't take into consideration the closeness of the project and the flow of traffic.	Still doesn't take into consideration the flow of traffic and the problems that exist.	The least disruptive to the flow of traffic but doesn't completely fix the problem at 75th, there is a light entirely too close to next light at 101 which causes the bottleneck to begin with by adding a third lane this still won't fix the problem but will cause accidents and traffic back trying to go across 101 or trying to turn westbound on 101	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	Inconvenient and too costly.	Inconvenient and too costly.	More convenient and logical as well as less costly.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3		Removing 67th ave ramp would just overload the 75th ramps. Plus the business' on 67th need the exit!	Cost wise this is the best choice. Don't take 67th Ave exit away!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I use the 67th ave off ramp coming from Westgate/California/Rocky Point.	I use the 67th ave off ramp coming from Westgate/California/Rocky Point.	Keeps 67th Ave Exit and costs the least.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	Project cost really high.	Oppose. 67th Ave is needed for traffic flow. No extra needed neighborhood traffic and noise is needed.	Most cost effective and 67th Ave remains.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Exit from 101 to 67th ave is very important to my regular commute	Exit from 101 to 67th ave is very important to my regular commute	Exit from 101 to 67th ave is very important to my regular commute	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	Least accidents	reasonable cost saving alternative	Accident generator. not worth the small savings.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 2, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This is a major off ramp			Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This threatens the quality of life for Arrowhead Ranch Phase 1 and 2.	This threatens our quality of life.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts; Hospital Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			I always use the 67th exit to get to my house when northbound on the 101.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	no comment	no comment		Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I do not agree with removing ramp access at 67th ave	I do not agree with removing 67 avenue ramp access		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	To do any changes to the 67th exit would be a disservice to those that currently use that exit and to the growing population north of the 101 at 67th. Thank you for your consideration!	To do any changes to the 67th exit would be a disservice to those that currently use that exit and to the growing population north of the 101 at 67th. Thank you for your consideration!		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	With the growth off of 67th and Happy Valley/Jomax it would be ridiculous to remove the 67th off ramp entirely, and a waste of tax dollars.	With the growth off of 67th and Happy Valley/Jomax it would be ridiculous to remove the 67th off ramp entirely, and a waste of tax dollars.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	There is simply way too ,I have traffic that uses the 67th Ave off ramp / exit all day long. Numerous vehicles use 67th to go north and avoid going to I-17 and something like this would only increase the morning backup of east bound traffic between 51st Ave and the I-17 as well as the northbound I-17	There is simply way too ,I have traffic that uses the 67th Ave off ramp / exit all day long. Numerous vehicles use 67th to go north and avoid going to I-17 and something like this would only increase the morning backup of east bound traffic between 51st Ave and the I-17 as well as the northbound I-17		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Keep 67th Ave exit open			Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Do not remove 67th off ramp. Too many people use that to get to there home. If you need to remove off ramp, 59th would be better alternative			Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	This is too expensive. In the morning, the majority of the traffic flow is eastbound 101.	75th Ave can back up traffic on the ramp during rush hour already. This would exacerbate the issue.	This is the cheapest and makes the most sense.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Alternative 1 has the greatest and longest impact on the area during construction. When completed, it doesn't make it more effective than option 3. Anything will be more effective at preventing backups than option 2	When there a back up driver's will be stuck on the frontage road with the only option to contest neighborhoods, putting children at risk of getting hit by a car.	Best option both economically and for traffic flow. Minimal impact on drivers and the quickest construction.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Construction Impacts; Traffic Congestion; Pedestrian Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Whoever came up with this concept clearly doesn't live in the community. Get a clue!!	Whoever came up with this concept is simply clueless! I'm betting it was a man's idea??	Just the cost alone is a no-brainer!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I use the 67th ave off ramp frequently and it would be extremely inconvenient for it to be gone	I use the 67th ave off ramp frequently and it would be extremely inconvenient for it to be gone.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I think this is a very complicated plan considering traffic is just coming off the curve.	I am very opposed to using the 75th street exit ramp and eliminating the 67th street exit ramp. It is going to make the 75th/101 EB too congested and could potentially back traffic past the curve for less visibility coming around the curve.	I think this is the best plan!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			75th & Union exits are congested enough as is . It's already an issue , taking 67th Ave exit would make things worse by far even if 75th was widened.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1		I don't want to have to go through two stoplights to get to 67th Avenue (to reach my neighborhood) from the 101.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Way too expensive and will cause long delays on 67th Ave for months during construction		The exit ramp on 67th is highly necessary!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	Too costly and will take too much time. Is unnecessary.	Terrible solution for anyone who regularly travels the 101 East toward 67th avenue. Will cause additional congestion at 75th avenue exit to accommodate everyone through one light.	Least invasive option and is friendliest on taxpayers. A good compromise all around.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	This could be confusing causing wrong way drivers	This creates hardships for businesses, the school and communities north of the freeway as well as the churches.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety; Business/Neighborhood Impacts		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 1	Seems to be the safest option.	Seems this option will lead to more traffic waiting to get through light at 75th Ave.	This option will add to more possible collisions with those getting on from 75th and now 3 lanes merging with those trying to get off. More accidents.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			I do NOT want to see the eastbound 67th Ave off-ramp eliminated. It would increase the off-ramp traffic at 75th Ave a lot. Plus I like saving 3-18 million $ over the other 2 proposals.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Waste of money if other options are possible, at considerable less cost.	Absolute inconvenience for the massive amount of traffic that uses the 67th Ave off ramp.	Least invasive & disruptive to residents using the 67th ramp & is the smartest use of money.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 1	I'm voting for option 1 because closing the 67th ave ramps would cause many problems for local business owners and residents.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		Leave as is, more traffic will still cause slow down at freeway		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 2		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Number 3 is the cheapest & best route. We live off of 67th Ave. This would make us go way out of our way to come home. 75th ave is already very busy. I avoid it for that reason.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Not a good idea at all.	You have to keep 67th ave the way it is.	This is the only option	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3			Prefer to keep 67 Avenue open and make minimal changes to existing roadway. I also like that this is the least expensive alternative.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3			Less expensive and minimal changes needed. Keeps 67th Ave exit open which I would prefer.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Keep off ramp for 67th, less costly overall and less traffic jams at nearby ramps	Thank you for your comments about the interchange alternatives. They were shared with the project team.			
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	This is the best long term solution of those offered. Growth out here isn't stopping. It would be ideal to have 83rd connect to 101 but I suspect that's less likely to happen.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	83rd Avenue connection to L101		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Why spend an extra $17M of hard-earned tax dollars when Alternative 3 will accomplish the same objective? Why remove the 67th Ave east bound off ramp when it works today? Please do not try to fix something that is not broken.	Why spend an extra $3M of hard-earned tax dollars when Alternative 3 will accomplish the same objective? Why remove the 67th Ave east bound off ramp when it works today? Please do not try to fix something that is not broken.	Will meet the project objectives with the lowest cost and least disruption.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	67th ave access to 101 is critical and should not be removed. 67th avenue goes farther north than 75th ave, that means those residents off 67th, or even 67-83 north of deer valley would be significantly harmed/delayed. This would put further traffic on Happy Valley/I17 onramp	67th ave access to 101 is critical and should not be removed. 67th avenue goes farther north than 75th ave, that means those residents off 67th, or even 67-83 north of deer valley would be significantly harmed/delayed. This would put further traffic on Happy Valley/I17 onramp	This is by far the most optimum option of the 3- it costs the least and maintains 67th ave 101 access (imperative).	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Strongly oppose alternative 1 due to the amount I travel the 101 eastbound to my residence.	Somewhat oppose alternative 2 due to the amount I travel the 101 eastbound to my residence.	Strongly support alternative 3 due to lower cost and minimal construction on my freeway exit. It would help reduce high congestion on my exit during rush hour traffic.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding;		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I use the 67th off ramp on a daily basis.	I use the 67th Ave off ramp on a daily basis	I use the 67th Ave. off ramp on a daily basis and this also is the most economical.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1			This option reminds me of the 101 southbound exit to US-60, near Broadway by Tempe, with people having to cross lanes within a short distance. Criss-crossing lanes causes congestion and excessive breaking, leading to accidents.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			So many obvious reasons, too much to type	Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	While this is the most expensive proposal, I truly believe this is the best option for a long term solution to the problem	This option would likely impede traffic trying to exit at 67th Ave, and likely would mean long traffic signal delays on 75th Ave	This really looks like a short term fix, a band aide if you will. If this option were chosen, we would likely need to fund a new project to fix the same problem in the not distant future.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I agree some improvements need to be done. I don't see how removing the 67th Ave exit completely would ease traffic even if a third lane is added at 75th Ave. I believe with the added lane and removal would cause more traffic			Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Please don't eliminate the 67 exit! This would be awful for those of us who live on 67 Ave	This would be awful for those of us who live on 67 Avenue!		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3			Best alternative as a resident of Peoria that uses 67th Avenue as my primary method of entering / leaving Loop 101.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This seems like the best option for smooth traffic flow and can handle the most traffic safely. I realize it's the most expensive but it will save residents the most time, is the safest option and avoids having to spend more money later when the other options don't work as well and we have to redo it anyway.	This seems like the worst plan as it will slow down all of the 67th Ave traffic and make the 75th Ave intersection even busier as a result. Very long light control sequences to handle all the traffic for both 67th and 75th.	Not as effective but least expensive. Feels like the most "band aid" solution of them all.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	Do not take away the 67th ave off ramp !!	Do not take away the 67th ave off ramp!!!!!	Keep the 67th ave off ramp!!!!!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This would keep the 67th ave ramps, but cost the most money	Very inconvenient and work for us that use the 67th ave exit ramp.	Least Expensive and keeps all the on and off ramps.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I strongly oppose the removal of the eastbound 67th Ave off-ramp an exit that I use extensively. There are cheaper / better alternatives available.	I strongly oppose the removal of the eastbound 67th Ave off-ramp an exit that I use extensively. There is a cheaper / better alternative available.	This is the best solution by far in addition to being the best value. There is no need reinvent the wheel in this case.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3			This option makes the most sense considering how popular the 67th exit is, it's also the most convenient in my opinion as well as the cheapest option.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build			The 67th ramp must stay due to increase in traffic from Jomax Rd. The on ramp is very crowded during weekdays now and will only get worse if rerouted.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	No way - i don't want to drive to 76th and if you have ever existed 59th it is a nightmare in the evening rush hour this will make it worse. Please do not close 67th	Please do not close 67th	This is the best alternative especially with the church	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 1, Alternative 2, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Removing the 67th Ave ramp would only bring on it's own set of problems for traffic and residents who use that exit.	This would cause mass back up both exist separately get extremely busy as it is	This solution seems to be the most efficient	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Traffic Congestion		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This is expensive, complex, and just plain weird... Why would you eliminate the 67th ave exit from the eastbout 101, only to have to build a new "tunnel" to flow traffic from a 75th ave exit to 67th ave? That just feels like a strange idea to us...	Like option 1, this idea, too, feels weird. And it seems like it would end up dumping tons of traffic heading for 67th ave onto the frontage road between 75th and 67th ave. Again, not clear why you'd eliminate the 67th ave exit from the eastbout 101? That just feels like a strange idea to us	This is the only one of the three options that feels like it makes sense...	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I own a business on Beardsley and 67th ave. This would definitely hurt our business flow. It makes it more difficult to access our restaurant	I own a business on Beardsley and 67th ave. This would definitely hurt our business flow. It makes it more difficult to access our restaurant		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3	Do not remove 67th Exit	Strongly disagree	Might be a better choice	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Add third turning lane and widen the on ramp to include the third lane merging into two metered lanes .	See comment on first proposal	Best option	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2, Alternative 3	Time and cost	Less time and cost	Time and cost	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 2	Massive undertaking that is unnecessary due to option 2.	Safest and most cost effective option.	Unsafe, but cost effective.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Driver Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	This is the only good solution, as it does not eliminate the exit for EB 67th ave, and it also eliminates the crossover traffic with people exiting at 67th while others are entering from 75th.	I like this less than the braided option (1) because it means those traveling to 67th avenue will have to contend with another traffic light.	This is just a deadly accident waiting to happen. This should not be a serious option.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Traffic Congestion; Driver Safety		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	This seems like the safest plan for people exiting onto 67th.	Too many stoplights, slowed traffic exiting to travel onto 67th from east.	Seems like the most dangerous alternative to those exiting to 67th. Crossing 2 or three lanes of on-ramp from 75th will make it difficult to exit at 67th.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Traffic Congestion; Driver Safety		
3/10/2021	Online Survey	Alternative 1	This is the best option for continued traffic flow for people who need to access 67th Ave. it's would prevent traffic backing up at a light for the frontage rd once the freeway is exited. With the continued growth northbound on 67th Ave this is the best option to accommodate future traffic. There is no access to the new neighborhoods north of deer valley from 75th Ave	This will cause traffic backups at the intersection for eastbound access to 67th Ave. the alternative is for access to 67th via north on 75th Ave and east on Deer Valley to 67th. The interaction at Deer Valley & 67th Ave is already a problem when making a left turn from eastbound Deer Valley to North 67th Ave.	This is the worst of the 3 options. With the increased on-ramp traffic and lane and having to cross additional lanes to exit would be unsafe and more accident prone.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Traffic Congestion; Driver Safety		
3/10/2021	Online Survey	Alternative 3	Forcing people onto the frontage road is a horrible idea. Our neighborhood (Just before AJ's - Arrowhead Ranch Phase 1) would get a lot of cars cutting through it to avoid the backup of cars from 67th Ave Light. It happens today if there is a accident blocking traffic on 67th ave and is very dangerous for the kids in the neighborhood	Forcing people onto the frontage road is a horrible idea. Our neighborhood (Just before AJ's - Arrowhead Ranch Phase 1) would get a lot of cars cutting through it to avoid the backup of cars from 67th Ave Light. It happens today if there is a accident blocking traffic on 67th ave and is very dangerous for the kids in the neighborhood.	Of the 3 choices this seems the best and wouldn't negatively impact our neighborhood by increasing traffic on the frontage road.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts; Pedestrian Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	75th Ave. it's not a good exit for people that live north of the 101. It would be a major bottleneck.		It makes more sense to spread the traffic out between 67th Ave. and 75th Ave.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	I could live with this since low congestion at 75th if you are proceeding to 67th because you are segregated from the frontage traffic.	This one is very bad. High congestion waiting at the light at 75th eastbound if you are continuing to the frontage to eventually reach 67th. High noise for residents along frontage.	The best alternative. No need to remove ramp at 67th.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Don't take away our intersection exit.	Don't take away our intersection exit.	Don't take away our intersection exit.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 1, Alternative 2, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	As a resident of the Arrowhead neighborhood located along the 101 access road, this would be a terrible solution for all the residents located here. We already have only two entrances to our neighborhood, one of which is already a one way exit.	As a resident of the Arrowhead neighborhood located along the 101 access road, this would be a terrible solution for all the residents located here. We already have only two entrances to our neighborhood, one of which is already a one way exit.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Neighborhood Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2	This is a very expensive option since the 67th Ave exit would have to be so extended. I think better results could be achieved with Option 2 for half the cost. Option 2 only adds 1 stoplight.	I think this is the least congested option. I visit the shopping center on the SW corner all of the time. This option would make pulling out North to go East a lot easier and have less congestion on the freeway for an off ramp. Frontage road traffic doesn't yield like they are supposed to. So this would make exiting at 67th Ave, either from the freeway or the shopping center, a lot easier for everyone involved.	Too much congestion trying to get off at 67th Ave with increased traffic getting on from 75th Ave	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	I've lived in my home 15 years & 67th Ave is the road that leads to my home. Surrounding roads would take me out of the way when exiting the freeway.	I've lived in my home 15 years & 67th Ave is the road that leads to my home. Surrounding roads would take me out of the way when exiting the freeway.	I've lived in my home 15 years & 67th Ave is the road that leads to my home. Surrounding roads would take me out of the way when exiting the freeway.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	Realizing the cost... and cost aside; as a frequent user of the 101, 75th and 67th Avenues, I prefer the braided version rather than criss crossing with 67th Ave exit traffic while trying to get on the 101. I see this as the future even if you start out doing #3... I'd rather have option 1 from the start.	Bad idea...I see bottle backed traffic	Doable, but again I see this as a temporary fix to an inevitable problem.... option 1 is best.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	Looks like it would be a disaster if something happened on that very long, boxed in off ramp.	Adds an additional light to wait for when exiting and seems like it would really cause backups.	Least costly and unlikely to cause new problems.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3			The best solution	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	Best option to increase traffic flow on 75th Ave EB onramp and keep 67th Ave EB offramp.	Loss of 67th Ave EB offramp. I use it all the time.	Basically, no change other than added lanes.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	Best EB onramp traffic alternative at 75th Ave. Keeps 67th Ave EB exit ramp.	Loss of 67th Ave EB exit ramp.	Pretty much the way it is today.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		This option would increase the congestion to only be at the 75th off ramp and will make that worse than ever.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	I prefer Alternative 1.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too much added traffic at the 75th exit Use 67th Ave exit frequently	Too much added traffic at the 75th exit Use 67th Ave exit frequently	Appears to be logical change. Least cost and least construction disruption to current traffic flow Additional left turn lane from 75th Ave to Eastbound 101 would help traffic flow at that intersection	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; 67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	67th Avenue needs to have an exit.	67th Avenue needs to have an exit.	67th Avenue needs to have an exit.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 2, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	67th Ave feeds north and south as much as 75th does! Cutting that off is a horrific idea, and would actually make 75th and 59th worse!	67th Ave needs widening and should have a criss cross traffic intersection	67th is the heart, and 59th and 75th are arteries. It's the center of the flow to north Phoenix, and would force traffic all over in a poor situation for growth.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Improvements at 67th Avenue		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Appears best results for tax dollars!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	Oppose removing 67th Ave off-ramp	Oppose removing 67th Avenue off-ramp		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Do not remove the 67 ave. eastbound ramp	Leave the 67 ave. eastbound ramp as it is.	This is the best alternative.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	By removing eastbound 67th Ave exit ramp, direct access to Arrowhead Hospital / Emergency facility will be greatly impacted.	By removing eastbound 67th Ave exit ramp, direct access to Arrowhead Hospital / Emergency facility will be greatly impacted.	By retaining eastbound 67th Ave exit ramp, direct access to Arrowhead Hospital / Emergency facility will NOT be impacted.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Hospital Access		
3/10/2021	Online Survey	Alternative 3			67th Ave access on and off 101 is very important to us.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			this is the best choice. Taking away 67th Ave will just make 59th and 75th more crowded then they are now.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Expensive		Seems like best option	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2	Too much money	I like this one the best	Hard to merge. People drive like crazy and go way too fast to merge with those exiting	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			If there is already trouble with the 75th on-ramp any option that would force more traffic by deleting the 67th makes no sense.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Completely stupid idea. People on 67th ave must go to 75th ave and ADD more traffic to an already overloaded situation.	Completely stupid idea. People on 67th ave must go to 75th ave and ADD more traffic to an already overloaded situation.	Best solution and the cheapest.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 2	cost period, and is simply one that does NO make sense			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1		
3/10/2021	Online Survey	Alternative 3			This option is most like the way it is now and costs the least.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	Although this is the most costly of the options it seems to be the one that offers the best plan for the future as well as the most effective in limiting on/off ramp traffic accidents		retains the status quo to some degree, least costly but if creating a safer driving environment is a goal, I don't think this would greatly limit accidents	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Driver Safety		
3/10/2021	Online Survey	Alternative 3	seems more complicated than necessary	seems if you eliminated an off-ramp, you will bottleneck someplace else. However, since I live close to this intersection, perhaps there is a traffic benefit to me - or disadvantage as the access to the loop will not be as quick. (always pros and cons)	Right now, I hate the exit. It feels so unsafe to me. The widening will help. Can you lengthen it too? There is so much going on in that area. When I exit 67th I need to get into the right lane to turn right on 67th and drivers come at me from the access road because they don't know to yield and they are also coming out of the AJ's strip mall side street. All happening in a very short window.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Driver Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	Do NOT close the 67th Avenue exit. The amount of traffic that uses 75th and 67th combined would create a complete nightmare situation for us residents in all having to exit on one ramp.	Do NOT close the 67th Avenue exit. The amount of traffic that uses 75th and 67th combined would create a complete nightmare situation for us residents in all having to exit on one ramp.	Do NOT close the 67th Avenue exit. The amount of traffic that uses 75th and 67th combined would create a complete nightmare situation for us residents in all having to exit on one ramp.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Excessive cost for minimal or no gain, and significant disruption of 67th avenue traffic pattern!	Creates significant disruption to residents of Arrowhead Lakes Condominiums as well as the 67th avenue traffic pattern!	The most cost effective, and least intrusive to residents!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	So you won't be able to get off at 75th. Great let's put way more traffic on 67th and make it a bigger cluster fun$ than it already is.	Back traffic up coming off 75th . Not a good idea	Probably the best of the 3	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	No Build	This was a nightmare up by Happy valley. Please stop screwing the highway up. The happy valley I 17 improvements made it more dangerous to use			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Construction Impacts; Driver Safety		
3/10/2021	Online Survey	Alternative 3			This would be the most cost effective.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	Overpass seems excessive in this area and would be a visual blight.	If it ain't broke...		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Trying to get on 101 from 67th ave. In this plan would cause us to go too far out of the way. It would cause increase on 58th ave. Eastbound ramp.	Too far out of the way to access 67th on ramp to 101!	Cheaper & much easier, makes more sense!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Freeway Access		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	Do not like the idea of taking away 67th Ave exit there are several residential properties in the area and would create pointless frivolous spending to make a nuisance for homeowners in the area.	Do not like the idea of taking away 67th Ave exit there are several residential properties in the area and would create pointless frivolous spending to make a nuisance for homeowners in the area.	Do not like the idea of taking away 67th Ave exit there are several residential properties in the area and would create pointless frivolous spending to make a nuisance for homeowners in the area.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	This makes the most sensible, and safe, solution to the problem.		I believe that this would cause too many problems with people merging onto 101 from 75th and people exiting onto 67th.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too expensive and seems confusing			Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	terrible	not good	no good solution - is this really needed???	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need		
3/10/2021	Online Survey	Alternative 1	This is the best long term solution. Exiting 75th and going under the new ramp would be fine and move traffic quickly to 67th Ave.	All that traffic stopping at the light. Not a good option.	I have personally seen accidents happen as people exit 67th Ave eastbound and try to make the right into the plaza. Having 2 lanes spill out will be a disaster!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Driver Safety		
3/10/2021	Online Survey	Alternative 3	Retired Highway Patrol Officer, option 1 will result in less accidents and congestion in this junction area.	Retired Highway Patrol Officer, option 1 will result in less accidents and congestion in this junction area.	Retired Highway Patrol Officer, option 1 will result in less accidents and congestion in this junction area.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Driver Safety		
3/10/2021	Online Survey	Alternative 3			Seems least impact on current traffic needs at existing 67th Ave. on/off ramps. If it ain't broke don't fix it!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			1. 67th Ave is the Main & Only feeder street east of the New River to I-17 with a straight shot north/south. It goes north to Happy Valley Rd. which is the Only east/west street thru street connection from I-17 to 303 north of Bell Rd. 2. 67th Ave. is the Primary access to the Only Hospital within 5+ miles. 3. Best alternative with the least traffic congestion to north/south Plus the Costs of Construction make the best sense.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit; Hospital Access; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Intersections 101/Beardsley & 67th Avenue already experience extensive back-ups at rush time periods which get busier each year and more so in the afternoon/evening periods. Please do not make it worse. Adjusting the light cycle times might help currently but only minimally.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Signals/Signage		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 2			This is clearly the most dangerous of the 3 options.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety		
3/10/2021	Online Survey	Alternative 3	My objection to this is the cost.	There's too much traffic to accommodate this option. The frontage road is already dangerous enough.	This seems to make the most sense and costs the least.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Driver Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			This is the most straight forward approach and has the least impact on the surrounding community.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			I prefer alternative 3	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			67th ave is an incredibly busy exit & I feel that a East bound exit is a necessity. If everyone has to get off at 75th to get to 67th is will make traffic much worse.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Not only does this seem the most cost effective, it does not remove the 67th eastbound on ramp that is used often.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Cheapest option. Keeps 67th exit open.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Please do not change 67th Ave On or Off ramps. Any changes to 67th Ave will increase pressure on 59th Ave as well. People heading east will cut across Deer Valley Rd to 59th Ave, and this residential area will become a freeway. It's bad enough as it is. Thanks	Please do not change 67th Ave On or Off ramps. Any changes to 67th Ave will increase pressure on 59th Ave as well. People heading east will cut across Deer Valley Rd to 59th Ave, and this residential area will become a freeway. It's bad enough as it is. Thanks.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Cost is too high			Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		What a pain, and the congestion it would cause isn't really an option. It would also have a huge impact on the economic stability of merchants located in that area	Looks to be the best fit and less investment to all involved	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts; Traffic Congestion; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			I live off 67th Ave and travel eastbound every morning for work. Going to 59th Ave to enter the 101 would only add to already overwhelming traffic. 59th Ave is a mess and 75th is out of the way. This alternative is the most cost effective and will actually reduce congestion not only on 75th and 67th, but 59th as well since that will be my only option if 67th Ave is removed.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Avenue Exit		
3/10/2021	Online Survey	Alternative 3	Traffic isn't that bad at 75th Ave to require a 30 million dollar project. WASTE OF MONEY!	Closing the 67th Ave off-ramp would cause more traffic and frustration for residents.	We don't need any of these, however if we have no choice this is the better option. We would get to keep the 67th ave off-ramp AND residents won't be subjected to 2+ yrs of construction. Plus it's the cheapest option. I would rather the money be spent on fixing the stop lights that never seem to sync up.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need; Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too expensive for the potential value	Expensive and alternative 3 looks like it is sufficient.	Most cost effective and also seems to work well with keeping the 67th Ave. exit which is a good/functional alternative for some drivers for 75th Ave. going north.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This option seems confusing and MUCH too expensive.	The removal of the existing 67th Ave ramp will make EB and WB traffic on local roads in the community much worse as drivers divert to either the 59th/101 or 75th Ave/101 ramps (additionally, the 59th/101 and 75th Ave/101 areas are both already heavy with traffic and do not need more!); additionally, existing local businesses at the current 67th/101 interchange will be severely negatively affected by the closure of the ramp -- this is an unnecessary negative impact on already stressed businesses	This is by far the best, simplest, and most cost-effective solution.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	NO	NO WAY		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternatives 1 and 2		
3/10/2021	Online Survey	Alternative 3	Too costly	Don't like losing 67th Avenue off-ramp	More cost effective and makes better sense	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Too expensive and will cause severe traffic flow issues with not having a dedicated 67th Ave EB exit	Too expensive and will cause severe traffic flow issues with not having a dedicated 67th Ave EB exit	Best and most cost effective option for proper and efficient traffic flow and convenience.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Less costly but effective, less disruption for residents.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	No thanks!! Expensive and I don't want to lose my 67th exit!	No again please, same reasons		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Alternative three is by far the best choice	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 3	We do not need to spend $30 million on this project when there is a reasonable option for $12 million.	We must keep the 67th Ave exit.	We must keep the 67th Ave exit.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3			Do not remove the 67th Ave entrance and exit	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		This alternative would inconvenience more residents morning, noon and night than it helps those accessing the eastbound 101 in the morning only	Less disruptive to residents and the least expensive to accomplish. The savings could be use to install speed bumps or traffic lights on Deer Valley between 59th and 67th to discourage drivers using this route to bypass 67th and 75th. This residential route is highly abused.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too complicated and too expensive!			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3			All other options look to remove access to arrowhead country club and the church via Beardsley from 75th ave	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Neighborhood Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Crazy~!	Crazy~!	less crazy~!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		Want to keep 67th ramps as I live very nearby.	Really don't want to live thru construction phase to see minor adjustment to traffic flow, but this would be lesser of 3 evils.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Construction Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3			I like have a two lane exit for 67th Ave	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Eliminating an exit and forcing more traffic on the frontage road makes no sense.	Eliminating an exit and forcing more traffic on the frontage road makes no sense.	This makes the most sense to me and has the lowest cost.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	1) No off-ramp to 67th Ave 2) Most Expensive 3) Longer time for construction	No Off-Ramp for 67th Ave	Best Alternative: 1) Off-Ramp for 67th Ave 2) Least Expensive	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	Why in the world would we need to spend over twice the amount of option 3 only to create such a confusing 67th Ave exit?	This puts way too much traffic on the access road between 75th & 67th Ave's past residential access points	This is the least intrusive option and least confusing to freeway drivers who will frequently miss the 67th Ave exit with options 1 & 2, then have to turn around at the 59th Ave exit.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit; Traffic Congestion; Neighborhood Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			This is the obvious best choice.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 3	The merge from 3 lanes to 1 lane (EB 101) looks like it will be quite a mess. Also, I don't want to lose the 67th Ave on ramp	Better than #1, but I do not like an option that eliminates the 67th Ave on ramp	By far the best of the three.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This will send an unnecessary amount of traffic and congestion onto Beardsley between 75th and 67th			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		The frontage road does not be touched. Messing with right of way on that road makes no sense and as a property owner in Arrowhead Lakes Condos I would not want this option because you cut into our property.	This is the best way to ease traffic that is only heavy in this area a couple times a day.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Property Impacts		
3/10/2021	Online Survey	Alternative 3	I think we need to leave 67th Ave and 75th Ave as separate on/off ramps - there is just too much traffic at both intersections (with the NW Peoria growth) to combine them. While I think this option would work, I believe it will be confusing to many motorists (such as the cross-over exit at Union Hills). It is also the most expensive.	This would cause all 67th Ave traffic to filter through the (already congested) 75th Ave intersection. Both exits are heavily used, and I believe this "funnel effect" will cause back-ups onto the freeway.	This appears to be both the most cost effective and common sense approach. It will leave both the 67th and 75th Avenue on/off ramps separate, while adding capacity for more vehicles. This one makes the most sense.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	No Preference Stated			Do not take out EB exit ramp on 67th Ave!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 1	I like the fact that we will not have to deal with 67th Ave exit traffic	I don't want to double up with 67th ave traffic while trying to go left on 75th	I think lanes entering the freeway will really mess with the 67th Ave traffic	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Traffic Congestion; Traffic Merging		
3/10/2021	Online Survey	Alternative 3	I strongly oppose Alternative 1	I strongly oppose Alternative 2	I strongly support Alternative 3	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative Preference		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Expensive and pointless to block the use of 67th when it's highly used. Why make 67th a bigger problem? No one wants a home that can't be accessed from the freeway, especially when it's located off the freeway!	Again pointless to block 67th users from their homes and business. Added lanes sure, but you are doubling the amount of traffic at one exit if you eliminate the other exit. One extra lane will not suffice for doubling the amount of traffic.	Least cost, most logical. Keep the problem at 75th. Don't cause more issues to 67th by creating a whole new set of problems by shutting it down blocking access to homes and business.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Neighborhood Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	Alternative 1 looks like the best for traffic movement.	Alt 2 is not as good as Alt 1, but acceptable.	Alt 3 will be a traffic disaster with 3 lanes of traffic entering at 75th Ave in conflict with two lanes exiting at 67th Ave.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Traffic Merging		
3/10/2021	Online Survey	No Build	Do NOT remove the 67th Ave on ramp	Do NOT remove the 67th ave on ramp.	Removing the 67th on ramp should be off the table. LEAVE the 67th on ramp. Increasing to 2 lanes is fine.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Very expensive.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	In			Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Takes away options, too expensive. Why would you change an off-ramp that works fine. Lengthy construction project	Takes away options, too expensive. Why would you remove an off-ramp? 75th off ramp traffic would be way too crowded to accommodate 75th and 67th, even with more lanes	This makes perfect sense, and least expensive	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts; Traffic Congestion		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	With the new bridge this option the traffic will allow much better and safer traffic flow. Seems this option will be the best as future traffic increases.	This would require more surface street and intersection to access northbound 67th.	This is a cost effective option, but seems not to accommodate future traffic growth.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Driver Safety; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Alternative is too extreme and too costly. Leave all interchanges as is.	67th Avenue exit needs to left as is. Driving along frontage road is a waste of time and endangers youth and elderly who live along the route. 67th Ave is busy enough to deserve its own separate exit.	Keep it simple stupid (KISS) is the best option for the area.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit; Pedestrian Safety		
3/10/2021	Online Survey	Alternative 3	Would probably take years to complete, cause major traffic problems and cost is WAY TOO MUCH	The way people drive here, I see a huge problem have to cross over 5 lanes of traffic to exit 67th Ave. That is the exit I would use.	Least expensive with least amount of disruption to the area. Also, the previous project of the overpass bike/pedestrian path on the frontage road of 59th Ave. was a complete waste of money .Of all the years I've lived here I can count on one hand the number of times I had to stop to let someone cross ! You really need to research when spending our tax dollars !!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion; Construction Impacts; Traffic Merging		
3/10/2021	Online Survey	Alternative 3	does the benefit of eliminating right of way justify cost	Terrible alternative to force 67th Ave traffic to exit 75th Ave. Will create backup at 75th Ave	Lowest cost, keeps merging and ROW as is.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit; Property Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Removing that off ramp will put more traffic on 75th Ave. It will certainly be a lot more inconvenient and cause more problems getting to 67th Ave which is the major street heading north since it goes through and 75th Ave does not	Same as above		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	This cost way too much money and will take way too long!!	This will be a MEGA disaster by adding all EB off ramp 67th ave traffic to 75th ave making the situation far worse than it is now!!!	Nice plan, please go with this one!!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This option is cost prohibitive.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	Open up northbound 75th or 59th ave as 67th is already overused with new developments in the north			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Extend 75th or 59th Avenue		
3/10/2021	Online Survey	Alternative 3		would be a huge burden on the residents and local business	nice changes and would help	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Waste of money for a bridge when you have plenty of land to use	Entices drivers to do 70-75 mph down the access road to 67 ave.	Most common way used	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Driver Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3			Seems to be the least disruptive, less expensive than the other two alternatives	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too disruptive to traffic during construction and not financially responsible.	Better financial choice than option 1	Least disruptive to traffic during construction and most financially responsible	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	Just leave it the way it is!!!	Leave it alone!!	If you have to do something, I guess this, but still just leave it all alone!!!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3	How many lanes would be provided along the 67th Avenue off-ramp (along Beardsley) from the relocation point all the way to 67th Avenue? Concerned for residents in adjacent neighborhoods safely turn from and on to the new "off-ramp" and speed of traffic.	Seems some days (especially Fridays) the volume of vehicles exiting EB 101 to 67th Avenue is especially great. Would this compound the volume of vehicles exiting at 75th Avenue, i.e. 67th + 75th? If possibly so, then what plans are there for expanding the current exit lane to 75th Ave (between Union Hills on-ramp and 75th Ave)?		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts	Alternative 1: How many lanes would be provided along the 67th Avenue off-ramp (along Beardsley) from the relocation point all the way to 67th Avenue? Alternative 2: Seems some days (especially Fridays) the volume of vehicles exiting EB 101 to 67th Avenue is especially great. Would this compound the volume of vehicles exiting at 75th Avenue, i.e. 67th + 75th? If possibly so, then what plans are there for expanding the current exit lane to 75th Ave (between Union Hills on-ramp and	
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		I want whatever has the least impact on the neighborhood. I moved here before the loop was joined up, just a small section built. Many years ago!		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	This would be a traffic disaster		Would make traffic flow easier with congestion	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	Expensive - do not want all traffic to exit at 75th and do not want crossover bridge for 75th exit when there are better alternatives available	Do not want the extra 67th ave traffic exiting at 75th - and do not want to lose the option of driving that mile from 75th to 67th on the 101 when going eastbound	Not only is this option less expensive - it allows for the extra traffic to move smoothly with the additional lanes and keeps both the 75th and 67th exits - entrances available	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	I believe this option gets the traffic off of the 101 earlier and will allow for backed up traffic to stay out of harm's way. When traffic is backed up due to the light on 67th Avenue I fear being hit because I am stopped next to high speed freeway traffic that might not realize I am stopped	This configuration will not work well due the volume of traffic it would try to hold. I believe this option would not allow the Union Hills traffic to enter the eastbound 101 traffic safely as some traffic on eastbound 101 is attempting to exit to 75th or 67th. The traffic already can back up into the high speed off ramp area	This option does nothing to get cars off of the freeway in fact it allows more cars to be in a potentially dangerous place. The light at the intersection of 67th Ave is the real culprit and I would suggest a non stop lighted flyover that would merge N and S bound traffic on 67th to keep it moving albeit probably slower but moving nonetheless	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	67th isn't the issue. No need to make any changes to that ramp or area.	67th isn't the issue. No need to make any changes to that ramp or area.	This is all that needs to be done to the ramps etc. What this doesn't address is all the turn lanes to the apartments and businesses that are too close to the turn lanes. This is what is causing a lot of the issue. Traffic can't even get to the turn lanes before bottlenecking. All of these need to be redirected in order for any change to work	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Access Management		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	Please do not eliminate 67th Ave Eastbound exit.	Please do not eliminate 67th Ave Eastbound exit.	Please do not eliminate 67th Ave Eastbound exit.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This is similar to the new off ramps on the I-10 and those are not effective at all. This will also cause immense traffic slow downs on the 101 curve eastbound approaching 75th Ave. Also drivers cannot even handle merging onto the freeway with only one lane so 3 is only going to exacerbate that problem	See above.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Traffic Merging		
3/10/2021	Online Survey	Alternative 3			By far best option!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 3			The developers that are over building in the area should be footing the bill for all of this.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	This drawing makes it appear the all 75th ave traffic turning eastbound will ONLY have loop 101 access and lose access to the frontage road to 67th. This might not be the case, but the drawing makes it appear that this will be the case. Alt. 1 will increase the volume of traffic on the frontage road significantly, negatively impacting the golf experience. It may also impact access to and from the AJ's shopping center with the increased volume, negatively affecting local businesses.	My house backs up to the 75th off ramp. Traffic noise has been increasing over the years. Doubling the off-ramp traffic by adding 67th ave traffic here would only make things worse. Additionally, the trees don't really help with noise. They only make a mess of my yard anytime the wind blows. Higher walls may help, but Alt. 2 is still not good.	This seems to be the most reasonable Alt of the 3 for everyone.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Business/Neighborhood Access; Traffic Congestion; Noise		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1		I think this alternative will create traffic flow issues at the intersection of 75th ave and the eastbound off ramp.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Cost of this is too high!	This would be a mess for homeowners who live off of the frontage road.	This is the lowest cost with the least disturbance to the area in general	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 2	Too costly			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Terrible		Cheapest and easiest. You shouldn't have to get off at 75th ave just to exit on to 67th a mile later. This is the best option by far and is the most intuitive abs convenient for drivers	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Traffic displaced from what is now the eastbound 67th Ave exit ramp would degrade what is a relatively quiet and peaceful area for neighborhood walks and exercise.	The new right of way would disturb, take away space from, and add significant traffic to what is a relatively quiet and peaceful area for neighborhood walks and exercise.	Alternative 3 is by far the estimated cheapest and disturbs the surrounding neighborhoods the least. I fail to see why this isn't the obvious choice...	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding; Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	Excessive cost with no benefit to locals			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3	Confusing & expensive	Adding a lot more traffic to frontage road	Makes most sense	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	Cost and lack of access to 67th Ave.	Same as previous alternative.	Cost and the ability to get off the 101 at 67th Avenue.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	1			This is really the only option that will help the situation. Closing the 67th off ramp will only create more problems. SERIOUSLY!! I'm here every day at all times of the day at the others will not work.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 1	Seems this option works best for traffic		Potential for greater traffic issues	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	I am not in favor of closing the 67th Avenue exit ramp.	Closing the EB 67th Avenue exit ramp is not an option. I strongly oppose.	Lowest cost and not closing the 67th Ave EB exit ramp is the most desirable.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	Removing eastbound 67th Avenue ramp would be a nightmare. This would overload 75th and 59th more, increase traffic through residential neighborhoods.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	This would cause more traffic than there is and possibly more accidents. no.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Driver Safety		
3/10/2021	Online Survey	Alternative 3	Is the most expensive and disruptive both during construction and afterwards for those who live near 67th Ave	Cheaper than alternative one, but still inconveniences those on 67th Ave.	Is less than half the cost of alternative 1 which saves taxpayer dollars; improves flow of traffic for both without the long term disruption and inconvenience for those who use the 67th exits.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Construction Impacts; Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3	There is a hospital off of 67th. Those minutes can make a difference between life and death to have to backtrack or go in another direction.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Hospital Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1		Freeway traffic on the frontage road?? No.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	I use the 67th off ramp. It shortens my commute.	That ramp is used. You would be limiting arrowhead ranch residents and squishing all of our subdivisions into a rubberneck.	Much better option for all those in Arrowhead and north of the 101.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3	67th off ramp should be left as is	67th off ramp should be left as is	Less impactful but cannot be done concurrently.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Construction Impacts		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No build		This is a terrible idea.	This is still a terrible idea, all options will only make the situation worse.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Design Concepts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Seems like overkill, but I don't know the being the scenes discussions and I realize that	I think 67th needs to keep its own exit, not a frontage road exit	Adding lanes makes the most simplified sense as long as there's space	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		Getting rid of the 67th ave exit is stupid. How many people use this to get to CCV services on a weekend?		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Removing the exit to 67th Ave is completely unacceptable! Hundreds/thousands of people use this all day every day. Plus there is a Hospital off of the 67th Ave exit. They need to be able to get to the hospital quickly. If you remove this exit you will have 75th Ave exit over congested even with your other changes. This is a not a viable solution.	Removing the exit to 67th Ave is completely unacceptable! Hundreds/thousands of people use this all day every day. Plus there is a Hospital off of the 67th Ave exit. They need to be able to get to the hospital quickly. If you remove this exit you will have 75th Ave exit over congested even with your other changes. This is a not a viable solution.	This seems to be the only option that would work since it does not involve getting rid of an important exit.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Hospital Access; Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Residents living off of 75th Avenue have previously been inconvenience of the modification / changes to the westbound ramp to the 101. After over a year to make the modifications, we now have a much more complicated, time consuming and stressful process to access the 101 freeway. Now to basically do the same for Westbound 101 access / 67th Avenue access sucks! 75th Avenue is not just a thorough way for Aspiria and NorthWest Peoria residents. Those of us that live off of 75th Avenue must use this road and 67th Avenue daily!	The residents that live off of 75th Avenue north of the 101 use the frontage road to travel and access business on south 67th Avenue. These routes are used many times a week. 75th Avenue is already like a island with limited access to westbound and northbound and eastbound (Through the neighborhood) Please do not further limit our access or create more complicated, time intensive travel to access our local business.	Preferred option by far!!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Business/Neighborhood Impacts; Neighborhood Access		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	Please keep the 67th Ave entrance open!	Leave things alone..it is fine as is! Waste more time and taxpayer dollars!!	I live close to here..I can't see why we need to do anything!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Need		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too much not needed projects	Not needed	Least amount of time and money	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3	Way too expensive	Don't like the fact that the exit would be completely removed. I think it would cause more traffic and angry residents who no longer have a true exit.	Seems like the easiest choice to get the job done	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/funding; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Don't add a third turn lane. Traffic is less now that people realize they can work from home.	Don't add a third turn lane. Traffic is less now that people realize they can work from home.	If you're going to spend my tax $... I vote for the least costly project. Although if you just didn't add another turn lane....	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Eliminating 67th exit would be terrible idea causing more congestion on 75th	Eliminating 67th exit would be terrible idea causing more congestion on 75th		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 3	Tell Peoria to STOP BUILDING APARTMENTS which is what will continue to make this situation worse and worse.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		No! As someone who uses the 67th Ave off ramp daily, that is terrible idea!	Yes! Do This!	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		I don't want to have to stop at a light when I'm getting off 101 east bound for 67th avenue		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 1	This option seems the least likely to cause traffic accidents since it keeps both ramps separated.	There is a lot of traffic that goes onto 75th and 67th. Having them exit together seems like we'll get heavy backup with a combined exit.	This is a traffic nightmare. Traffic exiting at 67th will have to contend with heavier traffic coming on from 75th. Plus, the exit st 67th conflicts with traffic exiting AJ's. Any plan that removes the off ramp at 67th will be beneficial.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety; Traffic Congestion; Traffic Merging		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1		Concern here is that the growing NW valley will eventually cause congestion on this one exit. There are many people who use 75th ave exit to wrap around to the WB frontage rd to get to Lake Pleasant since there is no Beardsley exit coming from the 101 N		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		I work near 67th ave and the I10 freeway. And having to wait with the people entering the freeway at 59th ave and combining with them at 67th ave is awful. So much traffic.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 1	I support this proposal because I believe it is the only one that eases morning traffic congestion on southbound 75th Ave.	This does not appear to ease morning traffic congestion on southbound 75th Avenue	This alternative does not appear to ease morning traffic congestion on southbound 75th Ave.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 2	seems like overkill when option 2 seems better for less money	best option	seems dangerous for people exiting and entering in such a short space	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Driver Safety		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Preference Stated	I have lived at the Laguna Apartments for 5 years and have been a Glendale resident for all 24 years of my life. As an insurance agent and resident who witnesses all kinds of creative driving the idea of 3 idiots racing to enter the freeway in stand still rush hour traffic sounds like a headache	this ones the worst		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Driver Safety		
3/10/2021	Online Survey	Alternative 1	This is my first choice, very creative solution.	This is my second choice, but concerned about the backup at the light at 75th ave with both 67th and 75th exiting at the same light.	This would be dangerous with the 3 lanes exiting off the 101 competing with 3 lanes merging onto the 101 from 75th ave.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Traffic Merging		
3/10/2021	Online Survey	Alternative 1	I like this option the best because with 3 lanes merging onto the 101 headed eastbound, it would be a mess with traffic already on the 101 trying to merge onto the off-ramp to exit at 67th ave. It already is a mess and with 3 lanes merging it would be even worse. This is the most creative, and in my opinion best solution. Thanks for including the public for input, much appreciated. Oh, and pick option 1, and most certainly NOT option 3 :) Option 2 I could live with,	This option is ok, but I think that stoplight at 75th ave would back way up with traffic exiting for BOTH 75th and 67th. It already backs up pretty good when exiting for 75th. I still prefer Option 1, but this would be my second choice.	This is a horrible idea, and would be DANGEROUS. With 3 lanes of traffic merging onto the 101 and competing with the traffic trying to exit at 67th. Please don't do this.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging; Traffic Congestion; Driver Safety		

L101-75th Ave Traffic Interchange Alternatives Comment Log - Online Survey

Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	No Build	ridiculously unnecessary waste of our taxpayer money.	again an unnecessary waste of taxpayer money.	still an unnecessary waste of taxpayer money.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Cost too high. I do not like nor agree that 67th exit ramp should be close to 75th ave. E bound frontage road should be kept and 67th exit should not combined.	Same opposition as Alternative 1, with the exception that I approve of keeping the frontage road.	Best alternative, still want frontage road maintained and left in place. Would definitely wish that even this Alternate and the whole project be abandoned and leave everything the same. Widening and adding lanes and all three Alternates would increase traffic to that intersection and diminish quality of life.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit; Project Need; Business/Neighborhood Impacts		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3		Removing the 67th off ramp will cause back up on the 75th off ramp due to the lack of an exit		Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave Exit		
3/10/2021	Online Survey	Alternative 1		I hate having to exit past my stop and then travel on frontage roads. I just hate this.	This is okay, especially for half the cost of option 1. But I still like option 1 best.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Cost/Funding; Neighborhood Access		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3	I would support this if the EB frontage road from 75th to 67th is kept. Otherwise it will increase travel time from north of 101 to Abrazo Arrowhead hospital.	Too much traffic trying to use one off ramp	This seems like it would work in theory, but there's too much merging, and Arizonans prove daily we can't be trusted to let others merge safely	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Hospital Access; Traffic Congestion; Traffic Merging		
3/10/2021	Online Survey	Alternative 1	Braided ramps are the best option because it increases capacity and eliminates weaving sections. It does the best job taking care of two problems; mobility and weaving. It will also eliminate the need to do this in 15 years when costs will certainly be higher than they are today.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 1		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	I feel this alternative will do the most to relieve traffic.		I don't feel this alternative will provide enough relief from the traffic.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 2		Having an access road would help alleviate some traffic tie-up in event of accidents on the freeway, as often happens in the mornings.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion		
3/10/2021	Online Survey	Alternative 1, Alternative 2, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		

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Comment Date	Comment Method	Alternative Preference	Alternative 1 Comments	Alternative 2 Comments	Alternative 3 Comments	Comment Response	Topics	Question	Question Response
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	Too much unnecessary work to achieve the purpose of allowing higher access to eastbound 101	Eliminating 67th ave eastbound exit on the 101 would cause more traffic on the eastbound 75th ave 101 exit. There would also be a conflict with traffic entering the 101 eastbound from Union Hills and Beardsley Road.	I live south of 75th avenue so accessing the 101 has not been an issue. The loop 303 should been built along the original Happy Valley alignment. The 75 ave traffic is a consequence of this decision.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need; 67th Ave Exit		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3	The cost does not outweigh the inconvenience and confusion of having the 67th Ave EB Exit Ramp so close to the 75th Ave EB Exit Ramp, and subsequently, having those that use the 67th Ave EB Exit Ramp travel for close to a mile on the access road.	Combining the 67th Ave and 75th Ave EB Exit Ramps would be, in my opinion, a disaster. Additionally, as with Alternative One, those intending to exit via the 67th Ave EB Exit Ramp would have to travel for close to a mile on the access road.	I feel this Alternative is the most cost effective. It has the added benefit of most closely resembling every other Exit and Entrance Ramp along the Loop 101 - if not in the entire city! This would cause the least amount of confusion and adaptation by the general public.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Congestion; Business/Neighborhood Impacts; Neighborhood Access; Project Cost/Funding		
3/10/2021	Online Survey	Alternative 3			This is the cheapest, most understandable option that still allows the flexibility to easily jump up one exit rather than having to take a frontage road or do some convoluted navigating with the over/under option. There are exits like this more commonly in the valley and it would cause less confusion once completed.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	Alternative 3		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1	This would eliminate the conflict of both exit and entering traffic at the point of merging flows during peak usage.			Thank you for your comments about the interchange alternatives. They were shared with the project team.	Traffic Merging		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 1, Alternative 3				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		
3/10/2021	Online Survey	Alternative 3		don't see how combining the eastbound exiting 67th and 75th ave traffic and forcing that large number of cars to wait at 75th ave light is any improvement at all.		Thank you for your comments about the interchange alternatives. They were shared with the project team.	Project Need		
3/10/2021		Alternative 2				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A	No	
3/10/2021		No Preference Stated			I live south of the 101 right off of 67th Ave and use that eastbound ramp daily. I wish to have it widened or left alone.	Thank you for your comments about the interchange alternatives. They were shared with the project team.	67th Ave exit		
3/10/2021		Alternative 1				Thank you for your comments about the interchange alternatives. They were shared with the project team.	N/A		