

# **Loop 101, 75th Avenue to I-17 Widening Improvement Project**

## **Public Meeting Summary**

**MAY 2022**

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

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# 1. Introduction

## Project Overview

A project to widen and improve Loop 101 from 75th Avenue to I-17 is currently in the design phase. Construction is projected to begin in 2024 and last approximately 24-30 months. The project will address growing traffic demands in the northwest Valley by adding one general purpose lane in each direction. Other improvements will be made along the 7.4-mile segment. Project elements include:

- Widen Loop 101 to add general-purpose lanes
- Reconstruct the 75th Avenue interchange to add a third southbound left turn lane and widen the eastbound on-ramp
- Modify exit and entrance ramps
- Widen freeway bridges over 51st, 35th and 31st avenues
- Widen frontage roads in some locations
- Modify freeway drainage system
- Construct retaining and noise walls where warranted
- Resurface freeway pavement (diamond grinding)
- Replace freeway signing and striping
- Install new Freeway Management System (FMS) elements (wrong-way driver detection, ramp metering, digital message signs and Closed Circuit TV (CCTV) cameras
- Convert freeway and ramp lighting to LED
- Restore impacted landscaping and irrigation

**Figure 1: Project Area Map**



## **2. Virtual Public Meeting**

ADOT hosted a virtual public meeting on Feb. 24, 2022 from 6-8 p.m. The purpose of the meeting was to provide information on the project's major design elements, including the location of new and modified noise walls, as well as the anticipated construction timeline and impacts. The meeting also provided opportunities for the public to ask questions and make comments.

The virtual public meeting was hosted using the WebEx Events meeting platform. Attendees could participate by computer or phone. The meeting included a Spanish call-in phone line with simultaneous Spanish translation of the meeting. A total of 154 community members participated in the English public meeting and one community member called into the Spanish line, for a total of 155 meeting attendees. Project team members and staff from the city of Phoenix, city of Glendale, MAG and FHWA also participated in the meeting.

### **2.1 Public Meeting Notification**

#### **2.1.1. Project Website**

The project website provided a project overview, including a list of the project elements, a timeline, the public meeting date and instructions on how to participate in the public meeting, project fact sheets in English and Spanish, a link to an online comment form and information on the ways to ask questions or make comments. All the materials related to the public meeting were posted to the project website, including:

- Public meeting information and instructions for accessing the meeting online or by phone
- Public meeting presentation (English and Spanish) posted prior to the meeting
- Final Noise Report posted prior to the meeting
- Public meeting recording (video/audio) posted shortly after the public meeting
- Project video simulation
- Title VI/Civil Rights information

Copies of the public meeting materials posted to the website are included in Appendix A.

#### **2.1.2 Govdelivery and Emails**

Information on the virtual public meeting was distributed on Feb. 1 2022 via Govdelivery to the Loop 101 Agua Fria subscriber list, as well as by email to the stakeholders on the project contact list. Reminder notices about the meeting and how to provide comments were sent via Govdelivery and email on Feb. 14, 17 and 23. Copies of the Govdelivery notices can be found in Appendix A.

#### **2.1.3 News Release**

ADOT Public Information staff distributed a news release about the meeting to media outlets on Feb. 15, 2022.

#### **2.1.4 Social Media**

ADOT posted meeting notices to Nextdoor on Feb. 1, 14, 17 and 23. ADOT posted 38 social media posts on its Facebook and Twitter pages between Feb. 3 and Feb. 23, 2022, providing information about the

public meeting and commenting opportunities. Copies of some of the Facebook posts promoting the meeting can be found in Appendix A.

#### **2.1.5 Direct Mailers**

Direct mailers in English and Spanish were sent to all residential and business properties (18,038 total) within one mile e of Loop 101 within the project limits. The direct mail 8.5 x 5.5 postcard included information about the project, how to participate in the virtual public meeting and how to provide comments. The mailers were sent on Feb. 4, 2022. A copy of the direct mailer can be found in Appendix A.

#### **2.1.6 Earned Media**

News articles about the public meeting ran in the Glendale Independent, Peoria Independent and Phoenix Independent. A copy of a newspaper article about the meeting can be found in Appendix A.

#### **2.1.7 Project Contact List**

Community Relations staff developed a project stakeholder email list, which includes businesses, HOAs, churches, apartments, schools, community organizations and other neighborhood contacts in the project area. The list was developed using contact lists provided by the cities of Phoenix and Glendale, as well as contact information gathered directly from stakeholders during calling and canvassing efforts. Additionally, a mailing list of property owners and businesses within a quarter mile of the intersection was obtained through public records. A larger mailing list of all properties within a mile of the intersection was used for the project mailer and obtained directly by the mailing house. A list of those properties was not provided to ADOT by the mail house. The study mailing list was used for multiple outreach efforts as described in this report.

#### **2.1.8 Nextdoor Posts**

On Feb. 3, 2022, ADOT Community Relations staff posted information about the virtual public meeting date/time and instructions on how to attend on Nextdoor. The post also included information on how to ask questions or make comments during the formal comment period. Reminder messages were posted on Feb. 10, 17, and 23. The posts were shared with Nextdoor communities in and around the project corridor. A Nextdoor message reminding stakeholders to make comments before the close of the formal comment period (March 10) was posted on March 9, 2022. Copies of Nextdoor Posts are included in Appendix A.

### **3. Public Meeting**

The meeting was hosted online through the WebEx Events meeting platform. Participants could also call into the meeting if they did not have the ability to participate online. A phone line for Spanish speakers was also provided for simultaneous translation of the meeting, including the Q&A portion of the meeting. The virtual public meeting featured a PowerPoint presentation by the project team, followed by a question and answer (Q&A) session. Participants were able to ask questions verbally or submit them through Webex's online tools. Key project team members were panelists at the meeting. Panelists included: ADOT Project Manager Rashidul Haque, Consultant Project Manager Gary Melita (Stanley Consultants) and ADOT Community Relations Project Manager John Tucker.. Additional ADOT and

consultant staff were 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, mail or online. Participants were notified that all project related materials, including the presentation, were available online and that the meeting recorded would also be posted to the website.

### **3.1 Public Meeting Materials**

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

- Fact sheet
- Online comment form
- The noise report for the project
- Anonymous Self-Identification Survey
- After the meeting, a recording of the presentation (English and Spanish) was posted on the project website, in addition to a video simulation of the project improvements

#### **3.1.1 Presentation**

The presentation (English and Spanish) can be found in Appendix B and covered the following topics:

- Project Overview
- Project Elements
- Schedule
- How to Provide Input
- Q&A

## **4. Public Comments**

This section presents a summary of the comments received during the public comment period that ran from Feb. 3 through March 10, 2022. During the comment period, questions and comments could be submitted through the following methods: USPS mail, telephone, e-mail and online. An online comment form was created in Survey Monkey at [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101).

A total of 130 comments were received through the following methods:

- Virtual public meeting: 38 comments/questions
- Online comment form: 77 comments
- Project Information Line: 2
- Email: 13
- Mail: 0

Community Relations staff worked with the project team to provide responses to each of the questions/comments to include in the comment log.

The public comment log is included in Appendix C. Names, email addresses and other personally identifying information was redacted from the comment log to protect privacy.

#### **4.1 Summary of Comments**

Comments primarily focused on requests for new or raised noise walls. Many similar comments were received from multiple commenters. Comments were grouped into the following categories:

- Noise/Noise Walls - 89 comments
- Construction Impacts - 12 comments
- Other - 11 comments
- No Build - 8 comments
- Interchange ramp at needed at 43rd Avenue - 4 comments
- Interchange ramp needed at 35th Avenue - 3 comments
- Diamond Grinding/Rubberized Asphalt - 3 comments

A sample of comments from each category is provided below and all comments received during the public comment period are included in Appendix C. Names and other identifying information was redacted from the comment log to protect privacy.

##### **Noise /Noise Walls**

- Please include a sound barrier to block the freeway noise that goes into the Arrowhead community, specifically Arrowhead lakes. There is already a lot of freeway noise in the area.
- We live in Arrowhead Lake community, and there needs to be very high sound walls on freeway st the 51st Ave overpass, all the way to 59th Ave. Sound waves are currently so loud, it's unnerving. Please take this into consideration for expansion design.
- It's my understanding that you are not proposing any additions to the Freeway Walls adjacent to Arrowhead Lakes west of 51st Ave. Please consider adding more sound barrier walls. I live over 1/4 mile away from the freeway and it's still too noisy even being somewhat buffered by the houses between our house and the freeway. Please add these walls!!

##### **No Build**

- Please don't do this project, save the money, the noise and pollution will increase and this will not be good for our health or enjoyment of our homes. We don't need this project!!!
- I am strongly against widening the freeway. It worsens pollution. It's a waste of money. Instead make motorists PAY for the roads they use. Allow for tolling of the interstate. Use tolls at a market based price that allows for a smooth control of traffic to fund any required expansions. Time to stop allowing people to leech off taxpayer money. Redirect all money into local communities for addressing actual community needs.

- Why don't you invest our tax money in accelerating public transportation options that reduce contributions to global warming, like extending light rail to the NW valley instead of more and more lanes on the Loop 101. We need a more enlightened and dramatic change in direction to our planning for future transportation in the Phoenix metro area. Allowing for more cars that consume fossil fuels and generate air pollution is not it!

### **Construction Impacts**

- Is it possible to work two shifts a day and get this done more expediently?
- We would greatly appreciate it if the surgical operation for this project could be done in less than 30 months with maybe additional crews out there on the job.
- What concerns us is the fact that you're going to be doing work on the 51st Avenue bridge. That's understandable, but that's gonna put even further stress on the 59th Avenue traffic, which is tantamount to being disastrous at this point. So, I don't know if there's anything you can do about that.

### **Diamond Grinding/Rubberized Asphalt**

- Will the 75th Ave to I-17 Widening Project include noise-reducing rubberized asphalt or some other noise reducing surface? There seem to be complaints from neighborhoods to the east of I-17 about freeway traffic noise after those widening projects were completed.
- When removing the existing asphalt at the beginning of construction and throughout the efforts there needs to be a more focused effort of removal of debris. With the widening projects elsewhere in the valley, most specifically the recent 101 expansion in the north valley, debris causing chips in windshield and other impacts to vehicles was very problematic. So getting the roadway thoroughly cleaned following the removal of asphalt is needed and at frequent intervals throughout the project construction.
- Will the diamond grinding help with noise mitigation?

### **Interchange Ramp Needed at 35th Avenue**

- Need a ramp for 35th Ave. because 59th Ave is getting backed up and cutting through our neighborhoods.
- Please add an off-ramp at 35th ave. westbound on I 101

### **Other**

- I have some questions that impact my thoughts about this project. 1. What is the current posted speed on the frontage roads? 2. What is the current average speed on the frontage roads during non-rush hour traffic? 3. What is the expected change in non-rush hour speed on the frontage roads after the completion of the project? 4. If the expected speeds on the frontage roads are expected to be higher than the posted limit, what proven safety countermeasures are being put in place as part of this project to keep speeding to a minimum?
- Addition of a third turn lane south from 75th Avenue to eastbound 101 is addressed in this project. However, nothing was presented to address the backlog of northbound traffic on 75th

avenue to westbound 101. What is ADOT and the city of Glendale doing to address this daily backlog?

#### **4.1.2 Frequently Asked Questions**

Community Relations created a Frequently Asked Questions (FAQ) document and worked with the project team to develop answers to those questions. The FAQ document is found in Appendix C.

## **5. Title VI Reporting**

### **5.1 Self-ID Surveys**

Meeting participants were asked to complete ADOT's self-identification survey for Title VI reporting purposes. A total of 27 people completed the self-ID survey. Twenty-four participants identified as White, two identified as Asian and one identified as Hispanic/Latino.

### **5.2 Title VI Meeting Summary**

A Title VI public meeting summary documenting ADOT's efforts to comply with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on March 10, 2022.

### **5.3 Title VI Compliance Report Summary**

The Civil Rights Office conducted a review of the public meeting and determined the meeting was compliant with Title VI and Title II requirements. The CRO's report is included in Appendix D.

## **Appendix A: Public Meeting Notification**

**Project Website (Public Meeting page)**

**Govdelivery Notices**

**News Release**

**Social Media**

**Direct Mailers**

**Earned Media**

**Nextdoor Posts**

## Project Website (Public Meeting page)

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

Overview Documents **Public Meetings** Noise

#### Loop 101, 75th Avenue to I-17 Widening Project Virtual Public Meeting

The project team gave an overview of the project at a virtual public meeting held the evening of Thursday, Feb. 24. The overview was followed by a question and answer session.

Links to the presentation slides, and video recordings of the meeting are available here in English and Spanish. A link to a video simulation of the project is also included on this page.

#### Presentation Documents

- [Project Presentation - English](#)
- [Project Presentation - Spanish](#)



Recorded Public Meeting - English



Recorded Public Meeting - Spanish



#### COMMENTS/QUESTIONS

Project questions and comments can be provided through March 10, 2022 in the following ways:

- Online Comment Form: [survey.monkey.com/r/loop101](https://survey.monkey.com/r/loop101)
- Phone: 480.695.4027
- Email: [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)
- Mail: Attn: L101, I-17 to 75th Ave Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

## Govdelivery, sent Jan. 28, 2022

From: Arizona Department of Transportation <adot@info.azdot.gov>  
Subject: Virtual public meeting about Loop 101, 75th Ave to I-17 widening project

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/30818ac>



SHARE

### Virtual public meeting about Loop 101, 75th Ave to I-17 widening project set for Feb. 24

The Arizona Department of Transportation and its project partners are hosting a virtual public meeting for the Loop 101 (Agua Fria Freeway), 75th Avenue to Interstate 17 widening project, which is currently in the final design phase. The project will add a general purpose lane in each direction to the outside of Loop 101, lengthen bridges, modify interchange ramps, add sound walls where warranted, convert lighting to LED and make other improvements. Visit the [project website](#) for more details on the improvements planned.

The meeting will be held Thursday, Feb. 24 from 6-8 p.m.

The project team will give a presentation on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.



#### HOW TO PARTICIPATE

The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

**JOIN ONLINE:** On a computer or smartphone: [bit.ly/L101-75-I17PM](https://bit.ly/L101-75-I17PM)

Meeting number (access code): 2481 212 3024 | Password: ADOT2022 (23682022 from phones)

**JOIN BY PHONE (English):** +1.408.418.9388 Access code: 248 121 23024

**JOIN BY PHONE (Spanish):** +1.408.418.9388 Access code: 2499 369 8786

If you do not have access to the technology needed to attend the virtual public meeting or to review the project information online, please contact John Tucker at 480.695.4027 or [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov) for assistance.

#### CAN'T ATTEND?

The meeting presentation will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website following the meeting.

#### QUESTIONS

- Phone: 480.695.4027
- Email: [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)
- Mail: Attn: L101, I-17 to 75th Ave Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

#### PROJECT EMAIL LIST

Visit the [project website](#) for more information and to subscribe for project updates by email.

## Govdelivery, sent Feb. 10, 2022

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

Subject: Loop 101, 75th Ave to I-17 widening project virtual public meeting set for Feb. 24

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/30a1d9e>



EM-R-C

### Loop 101, 75th Ave to I-17 widening project virtual public meeting set for Feb. 24

The Arizona Department of Transportation and its project partners are hosting a virtual public meeting for the Loop 101 (Agua Fria Freeway), 75th Avenue to Interstate 17 widening project, which is currently in the final design phase. The project will add a general purpose lane in each direction to the outside of Loop 101, lengthen bridges, modify interchange ramps, add sound walls where warranted, convert lighting to LED and make other improvements. Visit the [project website](#) for more details on the project.

The meeting will be held Thursday, Feb. 24 from 6-8 p.m.

The project team will give a presentation on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.



#### HOW TO PARTICIPATE

The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

**JOIN ONLINE:** On a computer or smartphone: [bit.ly/L101-75-I17PM](https://bit.ly/L101-75-I17PM)

Meeting number (access code): 2481 212 3024 | Password: ADOT2022 (23682022 from phones)

**JOIN BY PHONE (English):** +1.408.418.9388 Access code: 248 121 23024

**JOIN BY PHONE (Spanish):** +1.408.418.9388 Access code: 2499 369 8786

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#### CAN'T ATTEND?

The meeting presentation will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website following the meeting.

#### COMMENTS/QUESTIONS

Project questions and comments can be provided through March 10, 2022 in the following ways:

- Online Comment Form: [surveyMonkey.com/r/loop101](https://surveyMonkey.com/r/loop101)
- Phone: 480.695.4027
- Email: [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)
- Mail: Attn: L101, I-17 to 75th Ave Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

#### PROJECT EMAIL LIST

Visit the [project website](#) for more information and to subscribe for project updates by email.

## Govdelivery, sent Feb. 17, 2022

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

Subject: REMINDER: Loop 101, 75th Ave to I-17 widening project virtual public meeting held next week

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/30b25f0>



### REMINDER: Loop 101, 75th Ave to I-17 widening project virtual public meeting being held next week

Please join the Arizona Department of Transportation (ADOT) at a virtual public meeting where ADOT will provide information on the Loop 101 (Agua Fria Freeway), 75th Avenue to Interstate 17 widening project. The project team will give a presentation on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.

#### VIRTUAL PUBLIC MEETING INFORMATION

Thursday, Feb. 24 from 6-8 p.m.

#### HOW TO PARTICIPATE

The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

**JOIN ONLINE:** On a computer or smartphone: [bit.ly/L101-75-I17PM](https://bit.ly/L101-75-I17PM)

Meeting number (access code): 2481 212 3024 | Password: ADOT2022 (23682022 from phones)

**JOIN BY PHONE (English):** +1.408.418.9388 Access code: 248 121 23024

**JOIN BY PHONE (Spanish):** +1.408.418.9388 Access code: 2499 369 8786

If you do not have access to the technology needed to attend the virtual public meeting or to review the project information online, please contact John Tucker at 480.695.4027 or [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov) for assistance.



#### CAN'T ATTEND?

The meeting presentation will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website following the meeting.

#### COMMENTS/QUESTIONS

Project questions and comments can be provided through March 10, 2022 in the following ways:

- Online Comment Form: [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)
- Phone: 480.695.4027
- Email: [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov) (link sends e-mail)
- Mail: Attn: L101, I-17 to 75th Ave Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

#### PROJECT EMAIL LIST/MORE INFO

Visit the [project website](#) for more information and to subscribe for project updates by email.

## Govdelivery, sent Feb. 23, 2022

Subject: REMINDER to attend Loop 101, 75th Ave to I-17 widening project virtual public meeting tomorrow, Feb. 24

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/30c0037>

**ADOT**

EM-RIC

### REMINDER to attend Loop 101, 75th Ave to I-17 widening project virtual public meeting tomorrow, Feb. 24

Don't forget to join the Arizona Department of Transportation's virtual public meeting tomorrow, Feb. 24 to learn about planned improvements to Loop 101 between 75th Avenue and I-17.

The project team will provide information on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.

#### VIRTUAL PUBLIC MEETING INFORMATION

Thursday, Feb. 24 from 6-8 p.m.

#### HOW TO PARTICIPATE

The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

**JOIN ONLINE:** On a computer or smartphone: [bit.ly/L101-75-I17PM](https://bit.ly/L101-75-I17PM)

Meeting number (access code): 2481 212 3024 | Password: ADOT2022 (23682022 from phones)

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#### CAN'T ATTEND?

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#### COMMENTS/QUESTIONS

Project questions and comments can be provided through March 10, 2022 in the following ways:

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- Phone: 480.695.4027
- Email: [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov) (link sends e-mail)
- Mail: Attn: L101, I-17 to 75th Ave Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

#### PROJECT EMAIL LIST/MORE INFO

Visit the [project website](#) for more information and to subscribe for project updates by email.

News Release, sent Feb. 15, 2022

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/30ab40d>



SHARE

**Feb. 24 virtual public meeting to focus on future Loop 101 widening project in northwest Valley**

*Plans call for lanes to be added between 75th Avenue and I-17*

A virtual public meeting has been scheduled on Thursday, Feb. 24, to provide information about a future project to widen Loop 101 (Agua Fria Freeway) in the northwest Valley.

The Arizona Department of Transportation will host the virtual meeting about the project to add a fourth general purpose lane in each direction along Loop 101 between 75th Avenue and Interstate 17. Construction of the project, currently in the final design phase, is expected to start in 2023.



Those who are interested can attend the public meeting as follows:

**What:** Loop 101 Agua Fria Freeway (75th Avenue to I-17) project virtual public meeting

**When:** Thursday, Feb. 24, from 6 p.m. to 8 p.m.

**How To Participate:** Join on a computer or smartphone at: <http://bit.ly/L101-75-17PM>. The meeting number (access code) will be: 2481 212 3024 with a password of ADOT2022 (The password for those using a smartphone is 23682022).

To listen to the meeting via phone call: 1.408.418.9388 (English language access code is 248 121 23024 while the Spanish language access code is 2499 369 8786).

Information for those who are not able to attend the virtual meeting, how to provide comments or get additional details is available on the [project website](#).

In addition to providing new lanes, the Loop 101 project between 75th Avenue and I-17 also will widen bridges, reconstruct interchange ramps, provide upgraded freeway lighting, add sound walls where warranted and make other improvements.

The project will be funded as part of the Maricopa Association of Governments' Regional Freeway Plan. Projects are funded in part by Proposition 400, a dedicated sales tax approved by Maricopa County voters in 2004.

### Social Media

#### Facebook Post, Feb. 13, 2022

12:44



Arizona Department of Transport...

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Arizona Department of Transportation

2d ·

Learn about an upcoming project to widen Loop 101 in the Northwest Valley from 75th Avenue to I-17 at a virtual public meeting Feb. 24 from 6-8 p.m. The meeting will feature a presentation on project design plans and an opportunity for public comments and questions.

Find more details here: <https://azdot.gov/proj...> See More



28

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### Social Media

#### Facebook Post, Feb. 23, 2022

4:39



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 **Arizona Department of Transportation** ✓   
Feb 23 · 

Join us tomorrow for a virtual public meeting to learn about upcoming widening plans for Loop 101 from 75th Avenue to I-17 in the Northwest Valley.

The virtual meeting is scheduled for 6-8 p.m., Thursday, Feb. 24. More details: <https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/loop-101-agua>

Can't attend? You can still provide your comments here: <https://www.surveymonkey.com/r/loop101>



### Social Media

#### Facebook Post, Feb. 24, 2022

4:38



< Arizona Department of Transport...  

Posts About Photos ▾ Mentions

 Like  Comment  Share

 **Arizona Department of Transportation** ✓   
Feb 24 · 

**\*VIRTUAL PUBLIC MEETING\***

Loop 101 (Agua Fria Freeway), 75th Ave. to I-17 widening project virtual public meeting: TODAY from 6-8 p.m.

The public will have opportunities to ask questions or comment.

Follow the link for meeting DETAILS: <https://bit.ly/3lbuWXO>



 7  1 Share 

 Like  Comment  Share

 **Arizona Department of Transportation** ✓   
Feb 23 · 

UPDATE: All eastbound lanes are now open.

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### Social Media

#### Facebook Post, March 9, 2022

4:25



< Arizona Department of Transport...  

Posts About Photos ▾ Mentions

 Arizona Department of Transportation ✓ 2d · 

If you missed the virtual public meeting for the Loop 101 widening project between 75th Avenue and I-17, you can watch the recording of the meeting presentation via the link below. Make sure to provide any comments on the project by March 10!

More: <https://azdot.gov/projects/central-district-projects/loop-101-agua-fria-freeway-75th-avenue-i-17-improvements/loop-101>



  69 68 Comments 24 Shares 8.6K Views 

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## Twitter Posts

### Social Media Posts

#### L101, 75th Ave. to I-17 Public Meeting on Feb. 24, 2022

1. **2/8** Learn about an upcoming project to widen Loop 101 in the Northwest Valley from 75th Avenue to I-17 at a virtual public meeting Feb. 24 from 6-8 p.m. The meeting will feature a presentation on project design plans and an opportunity for public comments and questions. Find more details here:  
<https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/loop-101-agua>
2. **2/15** Northwest Valley residents: if you travel regularly on the L101 Agua Fria Freeway, join us for a virtual public meeting next week to learn how ADOT is planning to address anticipated traffic demands on Loop 101 between 75th Avenue and I-17. The meeting will be held Feb. 24 from 6-8 p.m. Find more details about the project and meeting here:  
<https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements>
3. **2/23** Don't forget to join us tomorrow, Feb. 24 from 6-8 p.m. for a virtual public meeting to learn about upcoming widening plans for Loop 101 from 75th Avenue to I-17 in the Northwest Valley. Get the meeting details here:  
<https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/loop-101-agua> Can't attend the meeting? You can still provide comments here: <https://www.surveymonkey.com/r/loop101>
4. **2/28** If you missed last week's virtual public meeting for the Loop 101 widening project between 75th Avenue and I-17, you can watch the recording of the meeting presentation at:  
<https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/loop-101-agua> To provide comments on the project visit <https://www.surveymonkey.com/r/loop101>
5. **3/8** March 10 is the last day to submit comments on the Loop 101 widening project from 75th Avenue to I-17. To learn more and submit comments or questions visit:  
<https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements>

Direct Mailer

**Loop 101, 75th Avenue to I-17 Widening Project Virtual Public Meeting**

**OVERVIEW**

The Arizona Department of Transportation and its project partners invite you to attend a public meeting for the Loop 101 (Agua Fria Freeway), 75th Avenue to Interstate 17 widening project, which is currently in the final design phase. The project will add general purpose lanes to the outside of Loop 101 in each direction, widen bridges, modify interchange ramps, add soundwalls where warranted, convert lighting to LED and replace signing and pavement markings.

**VIRTUAL PUBLIC MEETING: Thursday, Feb. 24, 2022, 6-8 p.m.**  
 The project team will give a presentation on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.

**HOW TO PARTICIPATE**

The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

**JOIN ONLINE:** On a computer or smart phone: [bit.ly/L101-75-17PM](https://bit.ly/L101-75-17PM)  
**Meeting number (access code):** 2481 212 3024 | **Password:** ADOT2022 (23682022 from phones)

**JOIN BY PHONE:** +1.408.418.9388  
 If you do not have access to the technology needed to attend the virtual public meeting or to review the project information online, please contact John Tucker at 480.695.4027 or [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov) for assistance.

**CAN'T ATTEND?**  
 The meeting presentation will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website following the meeting.

**COMMENTS/QUESTIONS**  
 Project comments can be provided through March 10, 2022 in the following ways:

**Online Comment Form:** [surveymonk.com/r/loop101](https://surveymonk.com/r/loop101)  
**Phone:** 480.695.4027 | **Email:** [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)  
**Mail:** Attn: L101, I-17 to 75th Ave Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

**PROJECT EMAIL LIST**  
 Visit the project website at [azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements](https://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements) for more information and to subscribe for project updates by email.



**Reunión pública virtual del proyecto de ampliación del Circuito 101, 75th Avenida hasta el I-17**

**INFORMACIÓN GENERAL**

El Departamento de Transporte de Arizona y sus socios del proyecto lo invitan a asistir a una reunión pública para el proyecto de ampliación del Circuito 101 (Autopista Agua Fria), 75th Avenue hasta la Interestatal 17, que actualmente se encuentra en la fase final de diseño. El proyecto agregará carriles de uso general al exterior del Circuito 101 en cada dirección, ampliará los puentes, modificará las rampas de intercambio, agregará paredes acústicas donde se justifique, convertirá la iluminación a LED y reemplazará las señales y las marcas en el pavimento.

**REUNIÓN PÚBLICA VIRTUAL: jueves, 24 de febrero de 2022, 6-8 p.m.**  
 El equipo del proyecto hará una presentación sobre el proyecto, seguida de una oportunidad para que el público haga preguntas o comentarios en línea o por teléfono.

**COMO PARTICIPAR**

La reunión se llevará a cabo virtualmente a través de Eventos de Webex. Los asistentes también pueden llamar a la reunión.

**ÚNASE EN LÍNEA:** En una computadora o teléfono inteligente: [bit.ly/L101-75-17PM](https://bit.ly/L101-75-17PM)  
**Número de reunión (código de acceso):** 2499 369 8786 | **Contraseña:** ADOT2022 (23682022 desde teléfonos)

**ÚNASE POR TELÉFONO:** +1.408.418.9388  
 Si no tiene acceso a la tecnología necesaria para asistir a la reunión pública virtual o para revisar la información del proyecto en línea, comuníquese con 855.712.8530 o [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov) para obtener ayuda.

**¿NO PUEDES ASISTIR?**  
 La presentación de la reunión se publicará en el sitio web del proyecto antes de la reunión. La reunión también será grabada y publicada en el sitio web del proyecto después de la reunión.

**COMENTARIOS/PREGUNTAS**  
 Los comentarios del proyecto se pueden proporcionar hasta el 10 de marzo de 2022 de las siguientes maneras:

**Formulario de comentarios en línea:** [surveymonk.com/r/loop101](https://surveymonk.com/r/loop101)  
**Teléfono:** 855.712.8530 | **Correo electrónico:** [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)  
**Correo:** Atención: L101, I-17 a 75th Ave Project, ADOT Relaciones Comunitarias, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

**LISTA DE CORREO ELECTRÓNICO DEL PROYECTO**  
 Visite el sitio web del proyecto en [azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements](https://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements) para obtener más información y suscribirse para recibir actualizaciones del proyecto por correo electrónico.

ADOT Project No. F0316 01D | Federal Aid No. 101-A(214)T  
 22-005



Arizona Department of Transportation  
 1655 W Jackson, Room 170, MD126F  
 Phoenix, AZ 85007



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 who require a reasonable accommodation based on language or disability should contact John Tucker at 855.712.8530 or [JTucker2@azdot.gov](mailto: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 la John Tucker 855.712.8530 o [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov). Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

## Earned Media, Article in Peoria Independent newspaper



Sun City-Youngtown Independent (Arizona) | 4/16/2022 1:53:52 PM GMT

### Loop 101 project prompts noise worries

Steve Stockmar, INDEPENDENT NEWSMEDIA

A number of north Glendale residents have spoken out about the Loop 101/75th Avenue to Interstate 17 Widening Project.

The project will add general-purpose lanes in both directions and make improvements to 75th Avenue where it crosses Loop 101. The area targeted starts just west of 75th Avenue and extends approximately 7 miles to about 23rd Avenue which is just east of I-17.

The project's design phase started this past September and should wrap up this fall. Construction would be scheduled to start in 2023 with a duration of approximately 30 months, which places completion of the project by the end of 2025, according to ADOT.

In 2021, ADOT completed a study to review traffic demand through 2040, and recommended adding additional lanes to Loop 101 and 75th Avenue to increase capacity and help alleviate growing levels of congestion generated from population growth.

"Maricopa County has been one of the fastest growing regions in the United States. Growing traffic demand has caused the Loop 101 corridor to become increasingly congested during the morning and evening peak travel periods," Rashidul Haque, ADOT senior project manager, remarked during an online public forum on Feb. 24. "2040 traffic volume projections indicate the congestion will worsen in the future to an unacceptable level of service if improvements are not made."

There will be periodic weekend and nighttime restrictions and closures during construction, and freeway lanes will be maintained during daytime peak travel. Closures and lane restrictions on the ramps, crossroads and frontage roads are also expected during construction.

A large portion of the project will impact the Cholla District.

"While this is going to be painful and uncomfortable for us, it's sorely needed," Glendale City Councilwoman Lauren Tolmachoff, who represents Cholla, said during last month's online public Q&A. "We're hopeful that between ADOT and city staff that we can make the duration of the project as short as possible."

Residents appeared to support the need for expansion, as well as the inevitable, yet temporary, construction issues. Most of those who shared their thoughts during a virtual meeting, however, consistently were concerned about noise issues the additional traffic will create for neighborhoods close to the Loop 101's projected expansion site.

The project will include raising the height of an existing sound wall, and constructing three new ones within the project limits. The three new walls will go up between 47th and 31st avenues.

Paul Sunder identified himself as a 29-year resident of Carmel Park, a northern Glendale neighborhood along 52nd Drive. He lives just a few blocks south of the Loop 101, on which construction began in the late-1980s and was completed in 2001.

"To echo the sentiments of all of my neighboring residents to the north, additionally there is no sound wall absolutely zero from 55th Avenue to 51st Avenue, where the freeway is elevated from the flood control project eastbound," he said. "In Carmel Park, if you're in a two-story house, we can see the cars. The noise over the years has just gotten to be atrocious."

## Nextdoor Posts, Post 1

The screenshot shows a Nextdoor post from the State of Arizona. The post is titled "Loop 101 Public Meeting Feb. 24" and includes a video thumbnail of a highway interchange. The text of the post provides details about the virtual public meeting, including the date and time (Thursday, Feb. 24, 6-8 p.m.), the location (Loop 101, 75th Avenue to I-17 widening project), and the purpose of the meeting (to share plans for the project). It also includes information about how to participate, including a link to the public meeting webpage and an email address for project updates. The post has 32 likes and 27,574 impressions.

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32 - 27,574 Impressions Like Comment Share

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**Loop 101 Public Meeting Feb. 24**

Save the date: Loop 101, 75th Ave to I-17 widening project virtual public meeting Feb. 24. The Arizona Department of Transportation and its project partners will host a virtual public meeting Feb. 24 at 6 p.m. to share plans for the Loop 101, 75th Avenue to I-17 widening project, which is currently in the final design phase. The project will add a general purpose lane in each direction to the outside of Loop 101, lengthen bridges, modify interchange ramps, add sound walls where warranted, convert lighting to LED and make other improvements.

ADOT invites residents, businesses, commercial drivers and other interested parties to attend.

**VIRTUAL PUBLIC MEETING INFORMATION:**

Thursday, Feb. 24 | 6-8 p.m. The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

The project team will give a presentation on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.

For information on how to participate, visit the public meeting webpage for the project at: <https://azdot.gov/projects/central-district-projects/loop-101-agma-freeway-75th-avenue-i-17-improvements/loop-101-agma>.

Can't attend?  
The meeting presentation will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website following the meeting.

For more information on the project and subscribe for project updates by email: [https://azdot.gov/projects/central-district-projects/loop-101-agma-freeway-75th-avenue-i-17-improvements](mailto:https://azdot.gov/projects/central-district-projects/loop-101-agma-freeway-75th-avenue-i-17-improvements)

Loop 101 (Agua Freeway), 75th Avenue to I-17 Improvements | ...  
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9 - 9,700 Impressions Like Comment Share

## Nextdoor Post 2

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**State of Arizona** · ADOT Communications Office of Community Relations · 6 days ago



Reminder: L101, 75th Ave to I-17 widening project virtual public meeting Feb. 24  
Join the Arizona Department of Transportation and project partners for a virtual public meeting Feb. 24 at 6 p.m. to share plans for the Loop 101, 75th Avenue to I-17 widening project, which is currently in the final design phase. The project will add a general purpose lane in each direction to the outside of Loop 101, lengthen bridges, modify interchange ramps, add sound walls where warranted, convert lighting to LED and make other improvements.

ADOT invites residents, businesses, commercial drivers and other interested parties to attend.

**VIRTUAL PUBLIC MEETING INFORMATION:**

Thursday, Feb. 24 | 6-8 p.m. The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

The project team will give a presentation on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.

For information on how to participate, visit the public meeting webpage for the project at: <https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/loop-101-agua>.

Can't attend?  
The meeting presentation will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website following the meeting.

For more information on the project and subscribe for project updates by email: <https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements>

Comments on the Loop 303 project will be accepted until March 10 in the following ways:  
— Online Comment Form: <https://www.surveymonkey.com/r/loop101>  
— By Phone: ADOT Bilingual Project Information Line: 855-712-8530  
— By Email: Contact John Tucker at [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)  
— By Mail: ADOT Communications, Attn: L101, I-17 to 75th Ave Project, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

**Loop 101 (Agua Freeway), 75th Avenue to I-17 Improvements** | azdot.gov

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👍👍👍 4 - 7,909 Impressions Like Comment Share



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Don't miss L101, 75th Ave to I-17 widening project virtual public meeting on Feb. 24. Hey Northwest Valley residents! Join us for a virtual public meeting next week to learn how ADOT is planning to address anticipated traffic demands on Loop 101 between 75th Avenue and I-17.

The project team will give a presentation on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.

VIRTUAL PUBLIC MEETING INFORMATION:

Thursday, Feb. 24 | 6-8 p.m. The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

JOIN ONLINE: On a computer or smartphone: [bit.ly/L101-75-I17PM](https://bit.ly/L101-75-I17PM)  
Meeting number (access code): 2481 212 3024 | Password: ADOT2022 (23682022 from phones)

JOIN BY PHONE (English): +1.408.418.9388 Access code: 248 121 23024  
JOIN BY PHONE (Spanish): +1.408.418.9388 Access code: 2499 369 8786

If you do not have access to the technology needed to attend the virtual public meeting or to review the project information online, please contact John Tucker at 480.695.4027 or [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov) for assistance.

Can't attend?  
The meeting presentation will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website following the meeting.

For more information on the project and subscribe for project updates by email: <https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements>

Comments on the Loop 101 project will be accepted until March 10 in the following ways:  
— Online Comment Form: <https://www.surveymonkey.com/r/loop101>  
— By Phone: ADOT Bilingual Project Information Line: 855.712.8530  
— By Email: Contact John Tucker at [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)  
— By Mail: ADOT Communications, Attn: L101, I-17 to 75th Ave Project, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

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Tomorrow! Feb. 24 virtual public meeting on L101, 75th Ave to I-17 widening project. Don't forget to join us tomorrow, Feb. 24 for a virtual public meeting to learn about upcoming widening plans for Loop 101 from 75th Avenue to I-17 in the Northwest Valley. The project team will provide information on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.

**VIRTUAL PUBLIC MEETING INFORMATION**  
Thursday, Feb. 24, 6-8 p.m.

**HOW TO PARTICIPATE**  
The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

**JOIN ONLINE:** On a computer or smartphone: [bit.ly/L101-75-17PM](https://bit.ly/L101-75-17PM)  
Meeting number (access code): 2481 212 3024 | Password: ADOT2022 (23682022 from phones)

**JOIN BY PHONE (English):** +1.408.418.9388 Access code: 248 121 23024  
**JOIN BY PHONE (Spanish):** +1.408.418.9388 Access code: 2499 369 8786

**Can't attend?**  
The meeting presentation will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website following the meeting.

For more information on the project and subscribe for project updates by email: <https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements>

Comments on the Loop 303 project will be accepted until March 10 in the following ways:  
— Online Comment Form: <https://www.surveymonkey.com/r/loop101>  
— By Phone: ADOT Bilingual Project Information Line: 855.712.8530  
— By Email: Contact John Tucker at [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)  
— By Mail: ADOT Communications, Attn: L101, I-17 to 75th Ave Project, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

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### Nextdoor Post 5

**State of Arizona** ✓  
ADOT Communications Office of Community Relations • Just now



Last Chance to Provide Comments on Loop 101 Widening Project: March 10. Don't miss the chance to provide your comments on the Loop 101 Widening Project, 75th Avenue to Interstate 17. Tomorrow — March 10 — is the last day to do so. Here are the options:

Online Comment Form: <http://surveymonkey.com/r/loop101>  
By Phone: 480.695.4027  
By Email: John Tucker at [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)  
By Mail: Attn: L101, I-17 to 75th Ave Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

Missed the public meeting?  
If you missed the Feb. 24 virtual public meeting, you can now view it under the public meetings tab on the project's webpage. Find it here:  
<https://azdot.gov/projects/central-district-projects/loop-101-agua-fria-freeway-75th-avenue-i-17-improvements/loop-101>

Once the comment period has concluded, we will prepare a summary of the public meeting and comments received, as well as ADOT's responses. We will post that document to the website when completed and will send a notice once it is available.

 **Loop 101, 75th Avenue to I-17 Widening Project**  
[surveymonkey.com](http://surveymonkey.com)

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## **Appendix B: Public Meeting Materials**

**Fact sheet (English and Spanish)**

**Online comment form (English and Spanish)**

**Anonymous Self-Identification Survey (English and Spanish)**

**Noise report for the project**

**Public Meeting Presentation (English and Spanish)**

## Fact Sheets (English and Spanish)

# 101 Loop 101, 75th Avenue to I-17 Widening Project

### 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.



### PROJECT ELEMENTS

**Major elements of this project include:**

- ▶ Adding one general purpose lane to the outside of Loop 101 in each direction between 75th Avenue and I-17 within the existing freeway right-of-way.
- ▶ Widening bridges at 51st, 35th and 31st avenues and constructing new retaining walls to accommodate the freeway expansion.
- ▶ Modifying interchange ramps and frontage roads in some locations.
- ▶ Interchange improvements at 75th Avenue to add a third southbound left turn lane onto eastbound Loop 101 within the existing roadway.
- ▶ Adding or modifying noise walls in some locations where warranted.
- ▶ Converting existing freeway lighting to efficient LED lights.
- ▶ Modifying the existing freeway drainage system.
- ▶ Replacing impacted landscaping.

### SCHEDULE

- ▶ The project is currently in the design phase.
- ▶ Per current program funding, project construction is anticipated to begin in 2024. If funding becomes available sooner, construction may start in 2023.

### STAY INFORMED

- ▶ Visit the project website at [azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements](https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements) for more information and to subscribe for project updates by email.

### CONTACT US

- ▶ **Phone:** ADOT English/Spanish Project Information Line: 855.712.8530
- ▶ **Online:** Visit [azdot.gov/contact](https://azdot.gov/contact) and select Projects from the drop-down menu
- ▶ **Questions/Comments:** Contact Kim Larson at [KLarson@azdot.gov](mailto:KLarson@azdot.gov) or 855.712.8530
- ▶ **By Mail:** ADOT Communications, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

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 who require a reasonable accommodation based on language or disability should contact Kim Larson at [KLarson@azdot.gov](mailto:KLarson@azdot.gov) or 855.712.8530. Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

22-031



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



## Proyecto de Ampliación del Circuito 101, de la 75th Avenue hasta la I-17

### DESCRIPCIÓN GENERAL

El Departamento de Transporte de Arizona, en cooperación con las ciudades de Glendale, Phoenix y Peoria, la Administración Federal de Carreteras y la Asociación de Gobiernos de Maricopa, ha iniciado un proyecto para ampliar y realizar nuevas mejoras en el Circuito 101 (Autopista Agua Fría) entre la 75th Avenue en Glendale y la Interestatal 17 en Phoenix. El proyecto busca abordar las crecientes demandas de tráfico en el Northwest Valley y aliviar la congestión del tráfico en el Circuito 101 durante los períodos pico de viaje de la mañana y la tarde.



### ELEMENTOS DEL PROYECTO

Los principales elementos de este proyecto incluyen:

- ▶ Agregar un carril de uso general al exterior del Circuito 101 en cada dirección entre la 75th Avenue y la I-17 dentro del derecho de paso existente de la autopista.
- ▶ Se realizará ensanchamiento de puentes en los puentes de la Circunvalación 101 sobre 51st, 35th y 31st Avenues.
- ▶ Modificar las rampas de intercambio y los caminos laterales en ciertos lugares.
- ▶ Mejoras en el intercambio en la 75th Avenue para agregar un tercer carril de giro a la izquierda hacia el sur en el Circuito 101 hacia el este dentro de la calzada existente.
- ▶ Agregar o modificar paredes acústicas en los lugares donde se justifique.
- ▶ Convertir la iluminación existente de la autopista en luces LED eficientes.
- ▶ Modificar el sistema de drenaje de la autopista existente.
- ▶ Reemplazar el paisaje afectado.

### CALENDARIO

- ▶ El proyecto se encuentra actualmente en la fase de diseño.
- ▶ Según el financiamiento actual del programa, se prevé que la construcción del proyecto comience en el año 2024. Si los fondos están disponibles antes, la construcción podrá comenzar en 2023.

### MANTÉNGASE INFORMADO

- ▶ Visite el sitio web del proyecto en [azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements](http://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements) para obtener más información y registrarse para recibir actualizaciones del proyecto por correo electrónico.

### CONTÁCTENOS

- ▶ **Teléfono:** Línea de Información del Proyecto en Inglés/Español de ADOT: 855.712.8530
- ▶ **En línea:** Visite [azdot.gov/contact](http://azdot.gov/contact) y elija Projects para ver el menú desplegable
- ▶ **Preguntas/Comentarios:** Contacte a Kim Larson a través de [KLarson@azdot.gov](mailto:KLarson@azdot.gov) o al 855.712.8530
- ▶ **Por correo:** Comunicaciones ADOT, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

En cumplimiento con el Título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA), ADOT no discrimina por motivos de raza, color, nacionalidad, edad, sexo o discapacidad. Las personas que necesiten una adaptación razonable basada en idioma o discapacidad deben contactar a Kim Larson a través de [KLarson@azdot.gov](mailto:KLarson@azdot.gov) o al 855.712.8530. Las solicitudes deben hacerse lo antes posible para garantizar que el Estado tenga la oportunidad de abordar la adaptación.

22-031



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

## Online comment form (English and Spanish)

### Loop 101, 75th Avenue to I-17 Widening Project

1. Please indicate what language you would like to take the survey:  
Por favor indique su idioma preferido para realizar la encuesta:

English / Inglés

Spanish / Español

Next / Siguiente

Powered by



See how easy it is to [create a survey](#).

## Online comment form (English)

### Loop 101, 75th Avenue to I-17 Widening Project

The Arizona Department of Transportation and its project partners are currently in the final design phase of the Loop 101 (Agua Fria Freeway), 75th Avenue to Interstate 17 widening project.

The project will add general purpose lanes to the outside of Loop 101 in each direction, lengthen bridges, modify interchange ramps, add sound walls where warranted, convert lighting to LED and replace signing and pavement markings.

For more information about the project visit the [project webpage](#).

A virtual public meeting will be held Feb. 24 from 6-8 p.m. to provide a presentation with details about the project design plans and provide an opportunity for public comments and questions. Meeting details are available on the [public meeting section](#) of the project website.

Please use this form to provide comments on the project. **Comments will be accepted through Thursday, March 10, 2022.**

2. If you have comments about the project design plans, please provide them below.

3. If you have comments about project construction, please provide them below.

4. Other comments

\* 5. Contact Information

Name (Required) *	<input type="text"/>
Email	<input type="text"/>
Address (Required)	<input type="text"/>
Address	<input type="text"/>
City/Town	<input type="text"/>
State/Province	<input type="text"/>
ZIP/Postal Code	<input type="text"/>
Phone Number	<input type="text"/>

6. Check all that apply

- Resident
- Business Owner/Manager
- Homeowners Association Representative

## Online comment form (Spanish)

### Loop 101, 75th Avenue to I-17 Widening Project

#### Proyecto de Ampliación del Circuito 101(Loop-101), desde la 75th Ave. hasta la I-17

El Departamento de Transporte de Arizona y sus socios del proyecto se encuentran actualmente en la fase final de diseño del proyecto de ampliación del Circuito 101 (Loop-101/Autopista Agua Fria), desde la 75 Ave. hasta la Interestatal 17 (I-17).

El proyecto agregará carriles de uso general al exterior del Circuito 101 en cada dirección, ampliará los puentes, modificará las rampas de intercambio, agregará paredes acústicas donde se justifique, convertirá la iluminación a LED y reemplazará las señales y las marcas en el pavimento.

Para más detalles sobre el proyecto visite la [página web](#) del proyecto.

Se llevará a cabo una reunión pública virtual el 24 de febrero de 6 a 8 p.m. para ofrecer una presentación con detalles sobre los planes de diseño del proyecto y dar oportunidad para comentarios y preguntas del público. Los detalles de la reunión están disponibles en la [sección de la reunión pública](#) del sitio web del proyecto.

Por favor utilice este formulario para proporcionar comentarios sobre el proyecto. **Se aceptarán comentarios hasta el jueves 10 de marzo de 2022.**

2. Si tiene comentarios sobre los planes de diseño del proyecto, por favor proporciónelos a continuación.

3. Si tiene comentarios sobre la construcción del proyecto, indíquelos a continuación.

4. Otros comentarios:

\* 5. ¿Tiene alguna pregunta sobre el proyecto?

Nombre (Requerido) *	<input type="text"/>
Correo electrónico (Requerido)	<input type="text"/>
Domicilio	<input type="text"/>
Ciudad	<input type="text"/>
Estado	<input type="text"/>
Código Postal	<input type="text"/>
Teléfono	<input type="text"/>

6. Marque todo lo que corresponde

- Residente
- Propietario/Gerente de Empresa
- Representante de Asociación de Propietarios

## Anonymous Self-Identification Survey (English and Spanish)

### Loop 101, 75th Avenue to I-17 Widening Project: ADOT Self Identification Survey

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

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

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Executive Orders 12898 & 13166

[viewform](#)

[Para Espanol](#)

Completing this survey is voluntary. If you choose to respond, please mark all that apply.

Description (optional)

#### Race/Ethnicity \*

- White
- African American/Black
- American Indian/Alaskan Native
- Native Hawaiian/Other Pacific Islander
- Asian
- Hispanic/Latino

## Proyecto de Ampliación del Circuito 101(Loop-101), desde la 75th Ave. hasta la I-17: ADOT

### Encuesta para identificarse

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

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

- La Ley Federal de Asistencia Vial de 1973 (FederalAid Highway Act of 1973)
- Sección 504 de la Ley de Rehabilitación de 1973 (Section 504 of the Rehabilitation Act of 1973)
- Ley de ciudadanos Americanos con Discapacidades de 1990 (Americans with Disabilities Act of 1990)
- Ordenes Ejecutivas 12898 y 13166 (Executive Orders 12898 and 13166)

For English

[https://docs.google.com/forms/d/e/1FAIpQLScOtnaC9daRwnNm66tXh7YjnKxaXh0Gihd7QQfpHrwzmIXB\\_Q/viewform?usp=sf\\_link](https://docs.google.com/forms/d/e/1FAIpQLScOtnaC9daRwnNm66tXh7YjnKxaXh0Gihd7QQfpHrwzmIXB_Q/viewform?usp=sf_link)

El completar esta encuesta es voluntaria. Si usted decide responder, por favor marque todas las respuestas que le corresponden.

Description (optional)

#### Etnicidad/Raza \*

- Afroamericano/Negro
- Amerindio/Nativo de Alaska
- Nativo de Hawái/Otra isla del Pacífico
- Asiático
- Hispano/Latino
- Caucásico/Blanco



Arizona Department of Transportation

Environmental Planning

## Final Noise Report

**SR 101L, 75<sup>th</sup> Ave to I-17  
Adding General Purpose Lanes  
& 75th Ave TI Improvements**

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

DocuSigned by:  
*Ivan Rasic*  
D00D4A7BCC34420...

8/10/2021

**August 3, 2021**

**Submittal Number 2**

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## Public Meeting Presentation (English)



# The Loop 101/75th Ave to I-17 Widening Project Public Meeting will begin shortly

If you are having technical difficulties contact Webex Help:  
866.229.3239

To listen to this public meeting in Spanish:  
Join by Phone: 1.408.418.9388  
Password: 23682022 Access code: 2499 369 8786

Para escuchar esta reunión pública en español:  
ÚNASE POR TELÉFONO: +1.408.418.9388  
Número de reunión (código de acceso): 2499 369 8786 | Contraseña: 23682022

ARIZONA DEPARTMENT OF TRANSPORTATION

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Contraseña: 23682022

## Anonymous Self-ID Survey

By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

English: [azdot.gov/L101-self-id-survey](https://azdot.gov/L101-self-id-survey)

Spanish: [azdot.gov/L101-self-id-survey-spanish](https://azdot.gov/L101-self-id-survey-spanish)

ARIZONA DEPARTMENT OF TRANSPORTATION

Good evening, I'm **John Tucker, a Community Relations Project Manager for the Arizona Department of Transportation** . Thank you for joining us for this public information meeting for the Loop 101/75<sup>th</sup> Avenue to I-17 Widening Project.

As part of ADOT's federal reporting process, we document participation in our public meetings. We would appreciate if you would take a confidential one-question survey to assist us in these efforts.

By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.

The Link is: English: [azdot.gov/L101-self-id-survey](https://azdot.gov/L101-self-id-survey)

Spanish: [azdot.gov/L101-self-id-survey-spanish](https://azdot.gov/L101-self-id-survey-spanish)

# **The Loop 101/75th Ave to I-17 Widening Project Public Meeting**

**Feb. 24, 2022**

# 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 questions and comments online and by phone
  - Instruction will be provided

ARIZONA DEPARTMENT OF TRANSPORTATION

Participants are joining us via their computers on Webex or through their phones and are currently muted. I'll describe the meeting format and how to participate in just a moment, but first, if you are having any technical issues right now, you may need to hang up or log off, then redial or reconnect. If that does not work, please contact Webex Help at 866.229.3239. Again, that number is 866.229.3239.

We're looking forward to sharing information with you and responding to your comments and questions. After the presentation, we'll tell you how to ask questions or make comments. Keep in mind that after this meeting, you can continue to ask questions or provide comments through Thursday, March 10. We'll tell you how at the end of the meeting. The format for tonight is a short presentation, followed by an open comments and questions section. Please note this event is being recorded and will be posted to the project website.

## 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 the ADOT Civil Rights Office at: **602.712.8946** or **[civilrightsoffice@azdot.gov](mailto:civilrightsoffice@azdot.gov)**

## Auxiliary Aids And Services

In compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services, and activities.

ADOT will make reasonable modifications to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation, please notify an ADOT staff member.

For additional information or questions about ADOT's External ADA Program, please contact the **Civil Rights Office at 602.712.8946.**

## Tonight's Presenters

- Rashidul Haque, P.E., ADOT Senior Project Manager
- Gary J. Melita, P.E., Senior Project Manager, Stanley Consultants
- Kristi Shepherd, Strategic Communications Manager, HDR
- Isabel Fierros, Spanish Interpreter
- Other project team members available for the Q&A session

ARIZONA DEPARTMENT OF TRANSPORTATION

Before we start the presentation, I'd like to introduce tonight's presenters. They are:

- Rashidul Haque, P.E., ADOT Senior Project Manager
- Gary J. Melita, P.E., Senior Project Manager, Stanley Consultants
- Kristi Shepherd, Strategic Communications Manager, HDR
- Isabel Fierros, Spanish Interpreter
- Other project team members available for the Q&A session

Next, Rashidul Haque will speak about the purpose of tonight's meeting and provide background on the project and why it's needed.

# Purpose of Tonight's Meeting

- Overview of Loop 101 improvements between 75<sup>th</sup> Ave and I-17
- Opportunity to ask questions and provide comments

Loop 101, 75th Ave to I-17 Widening Project



## RASHIDUL

The purpose of the meeting tonight is to present information on the proposed Loop 101 widening project which will add general-purpose lanes in both directions and make improvements to 75<sup>th</sup> Avenue where it crosses Loop 101.

As shown on this slide, the project starts just west of 75<sup>th</sup> Avenue and extends approximately 7 miles to about 23<sup>rd</sup> Avenue which is just east of I-17.

We will also let you know how you can comment tonight, as well as after the meeting and through the comment period ending March 10, 2022.

## Project Background and Need

- Loop 101 is a vital transportation corridor in northwestern Phoenix.
- Maricopa County is one of the fastest growing regions in the U.S. and population growth is increasing traffic congestion.
- In 2021, ADOT completed a study to review 2040 traffic demand and recommend improvements to Loop 101.
- Additional lanes will increase freeway capacity and help alleviate increasing levels of traffic congestion.

### RASHIDUL

This segment of Loop 101 is a vital transportation corridor in the northwestern Phoenix metro area and provides freeway system connection between I-17 and I-10. It also provides an alternative route around the central Phoenix area for regional commercial and passenger traffic.

Maricopa County has been one of the fastest growing regions in the United States. Growing traffic demand has caused the Loop 101 corridor to become increasingly congested during the morning and evening peak travel periods. 2040 traffic volume projections indicate the congestion will worsen in the future to an unacceptable level of service if improvements are not made.

In 2021, ADOT completed a study to review traffic demand through 2040 and recommended adding additional lanes to Loop 101 and 75<sup>th</sup> Avenue to increase capacity and help alleviate the increasing levels of traffic congestion generated from population growth.

I'm now going to turn it over to Senior Project Manager, **Gary Melita**, who will tell you about the project elements.

## Major Project Elements

- Widen Loop 101 to add general-purpose lanes
- Modify exit and entrance ramps
- Widening freeway bridges over 51st, 35th, and 31st Ave
- Add 75<sup>th</sup> Avenue left turn lane and improve sidewalk ramps
- Widen frontage roads
- Modify freeway drainage system

### GARY

Thank you Rashidul.

Next up are the major project elements. The main element of work will be widening the freeway in both directions to add lanes for additional capacity.

With that comes modifications to the entrance and exit ramps and the exit ramps will be widened from 1 to 2 lanes in each direction at each crossroad except for eastbound 51<sup>st</sup> Avenue.

Bridge widening will occur on the Loop 101 bridges over 51<sup>st</sup>, 35<sup>th</sup>, and 31<sup>st</sup> Avenue.

There will be improvements to 75<sup>th</sup> Avenue to provide a triple southbound left movement to eastbound Loop 101L and existing sidewalk ramps and pedestrian push buttons will be upgraded to meet current American Disability Act (ADA) Guidelines.

There will be some frontage road widening in the areas near the exit ramps to accommodate a two-lane frontage road and two-lane exit ramp to help improve traffic congestion approaching the crossroads.

Modifications to the roadway drainage system will occur to accommodate the additional pavement and roadway widening.

## Additional Project Elements

- Construct retaining and noise walls
- Resurface freeway pavement (Diamond grinding)
- Place freeway signing and striping
- Install FMS elements (WWD, Ramp Metering, DMS, and CCTV)
- Convert freeway and ramp lighting to LED
- Restore landscaping and irrigation

### GARY

This slide presents additional project elements which include:

New retaining walls required to allow the widening to occur without realigning the ramps and frontage roads and to keep all the improvements inside the existing freeway right-of-way.

Which is a point to be made, no new right-of-way acquisition is required to complete this project.

All existing noise walls will remain in place except there is one that will be raised, and one removed and replaced that we will discuss in more detail later. In addition, there will be several new proposed noise walls to meet noise mitigation requirements.

The freeway concrete pavement will be resurfaced using a diamond grind technique similar to what was done on the Loop 101 project east of I-17 and this is one of the pilot projects in Maricopa County where this surface treatment is being implemented.

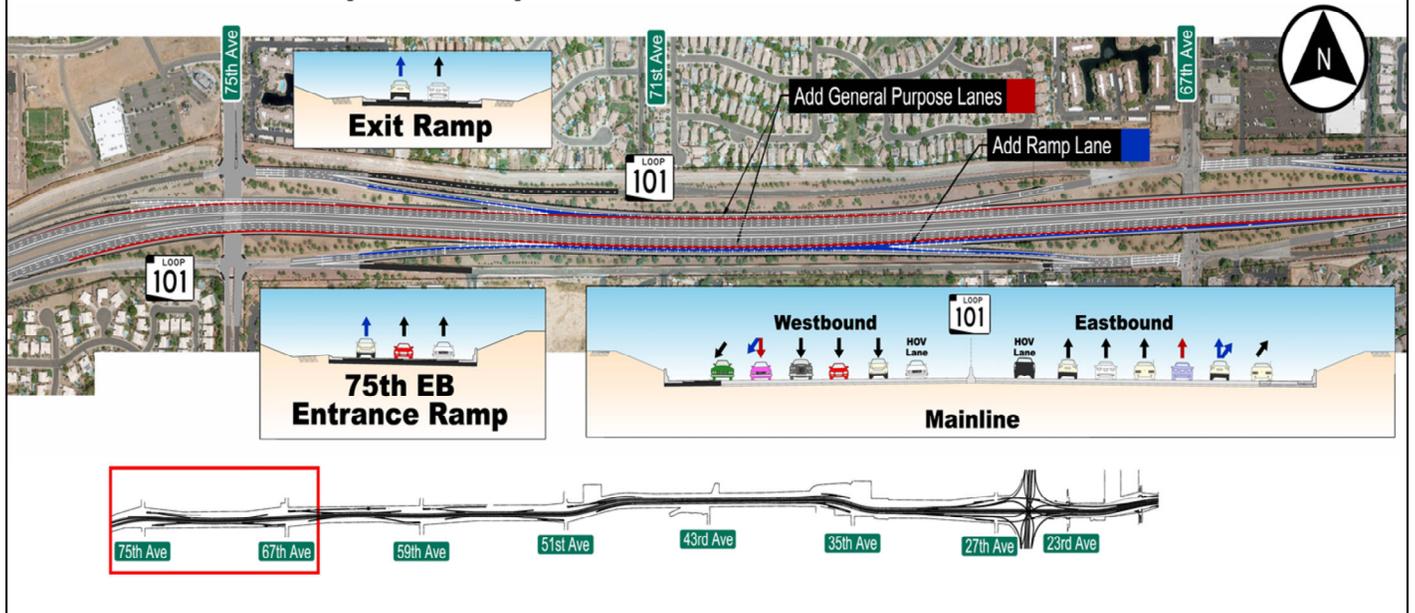
New freeway signing and striping will be placed after the widening to accommodate the additional lanes.

New Freeway Management System (FMS) elements will be installed such as wrong way driver detection, entrance ramp metering, digital message signs to communicate with drivers, and CCTV cameras so ADOT can monitor the freeway system.

Loop 101 median lighting will be replaced with LED fixtures starting approximately ½ mile west of 75<sup>th</sup> Avenue to I-17. Ramp lighting will also be included in the LED conversion.

And landscaping and irrigation will be restored in areas disturbed by construction.

## Loop 101 Improvements: 75th - 67th Avenue



### GARY

Next we will show some exhibits that step through the improvements within the project limits from west to east starting at 75<sup>th</sup> Avenue. You can see the key map along the bottom that shows where we are along the length of the project.

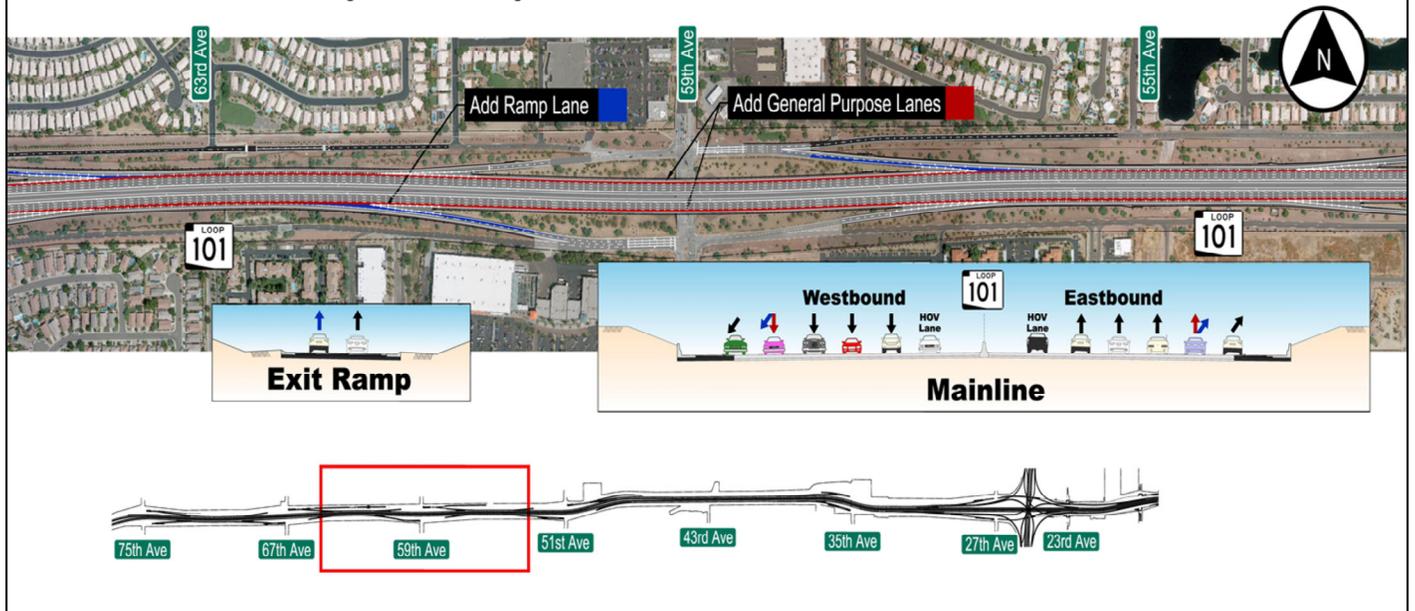
This first slide presents the segment between 75<sup>th</sup> and 67<sup>th</sup> Avenue where the freeway is depressed and goes under the crossroads. This segment will have new retaining walls along the freeway to facilitate widening and all existing noise walls between the frontage roads and freeway will remain in place.

The red area represents one additional lane in each direction for a total of 4 lanes plus the lane between entrance and exit ramps and the HOV lane, the blue area represents the 75<sup>th</sup> Avenue eastbound entrance ramp improvement from 2 to 3 lanes and the eastbound and westbound exit ramp improvements from 1 to 2 lanes. The outside lane will be an exit only and the adjacent lane will have the option to continue through on Loop 101 or to exit.

The freeway cross sections show the existing lanes with black arrows and new freeway lanes with red arrows and new ramp lanes with blue arrows.

Frontage road widening will occur where the exit ramps and frontage roads merge together to accommodate 2 lanes on the frontage road and 2 lanes on the exit ramps.

## Loop 101 Improvements: 63rd - 55th Avenue



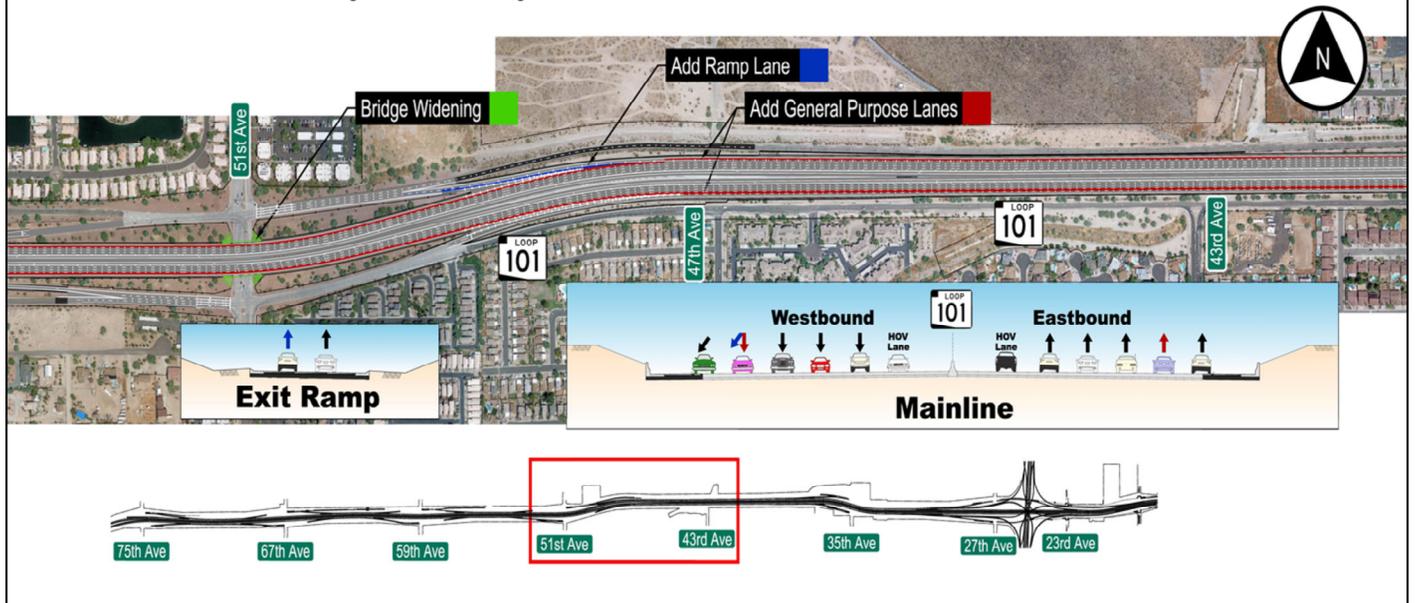
### GARY

Going from west to east and following the key map along the bottom, this slide presents the segment between 63<sup>rd</sup> Avenue and 55<sup>th</sup> Avenue where the freeway is still depressed. This segment will also have new retaining walls along the freeway to facilitate widening and all existing noise walls between the frontage roads and freeway will remain in place.

Similar to the first slide, the red area represents one additional lane in each direction for a total of 4 lanes plus the lane between entrance and exit ramps and the HOV lane. The blue area represents the eastbound and westbound exit ramp improvements from 1 to 2 lanes.

Frontage road widening will also occur in this segment where the exit ramps and frontage roads merge together to accommodate 2 lanes on the frontage road and 2 lanes on the exit ramps.

## Loop 101 Improvements: 51st - 43rd Avenue



### GARY

This slide presents the segment between 51st Avenue and 43rd Avenue where the freeway comes out of the depressed section and goes over 51<sup>st</sup> Avenue.

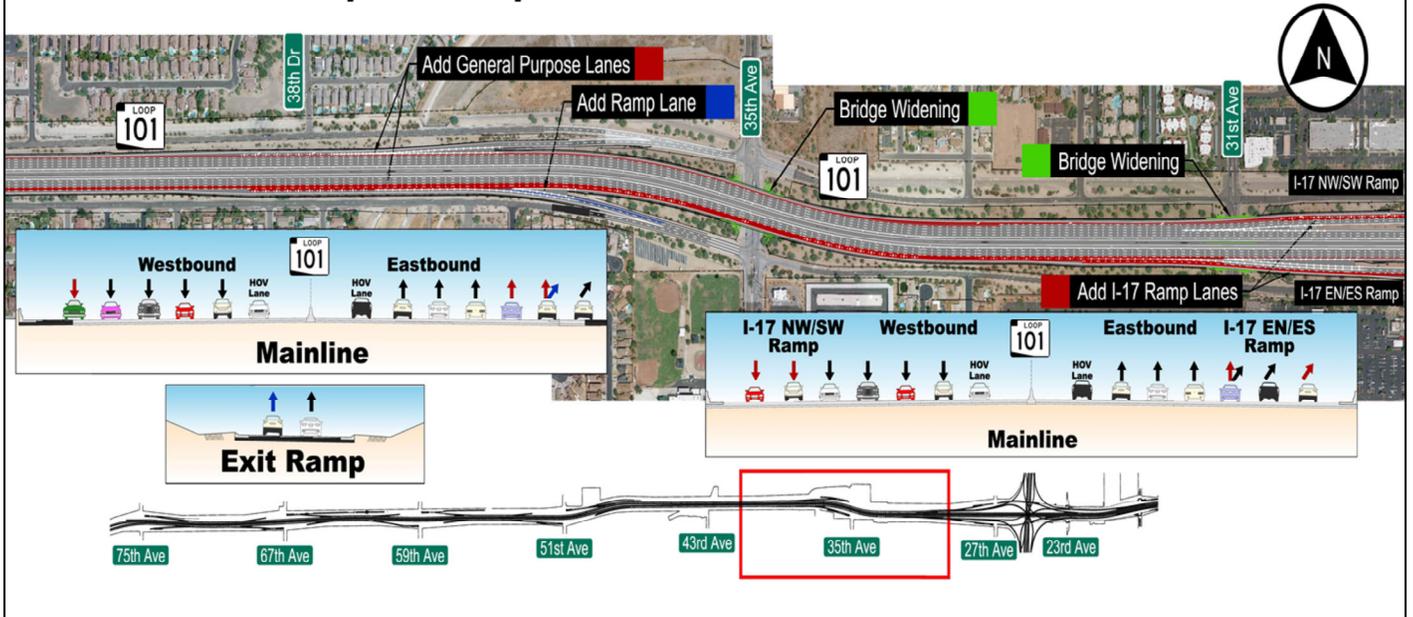
Bridge widening will occur over 51<sup>st</sup> Avenue and this segment will also have new retaining walls along the freeway to facilitate widening. All existing noise walls between the frontage roads and freeway will remain in place and as we go east of 51<sup>st</sup> Avenue, an existing noise wall is recommended to be raised and new noise walls are recommended. The existing walls to remain in place and recommended new noise walls will be presented in a different slide coming up.

Up to 51<sup>st</sup> Avenue, one additional lane will be added in each direction for a total of 4 general-purpose lanes similar to the section to the west and east of 51<sup>st</sup> Avenue there will be one additional lane added in each direction for a total of 5 general-purpose lanes plus the HOV lane.

The westbound 51<sup>st</sup> Avenue exit ramp will be widened from 1 to 2 lanes. But the eastbound 51<sup>st</sup> Avenue exit ramp will remain a 1 lane exit due to lower predicted traffic volumes and to avoid impacting the existing noise wall.

Frontage road widening will also occur where the exit ramps and frontage roads merge together.

## Loop 101 Improvements: 43rd - 31st Avenue



### GARY

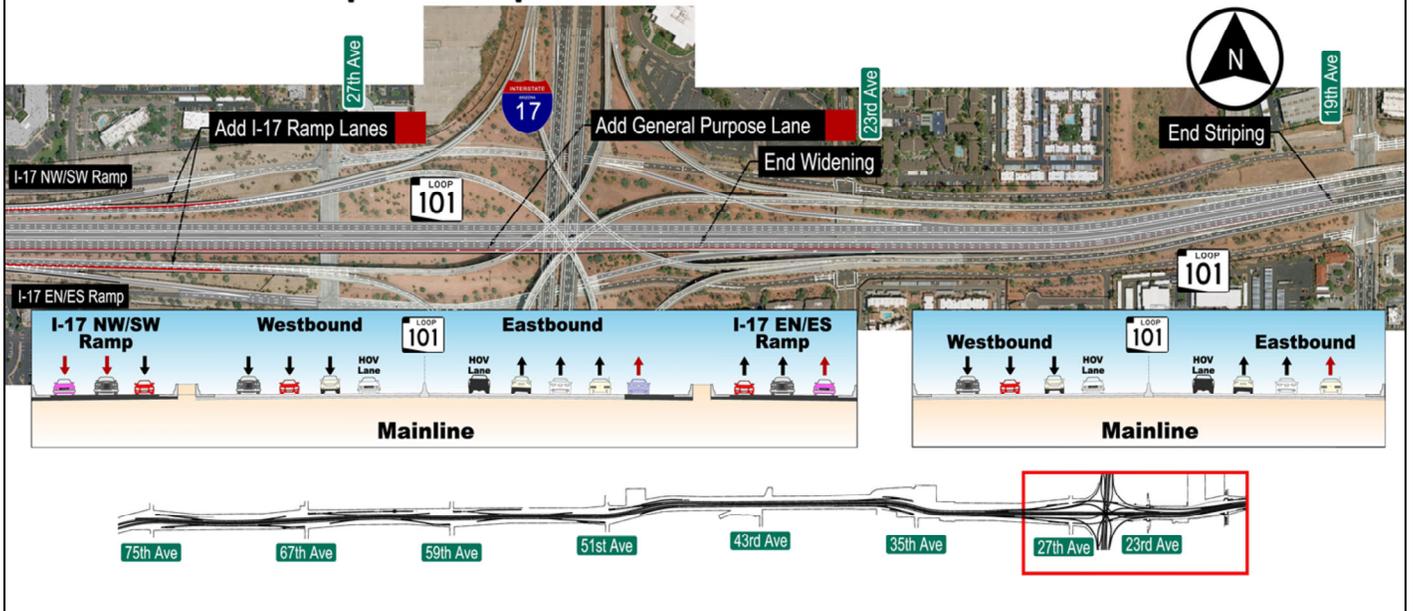
This slide presents the segment between 43<sup>rd</sup> Avenue and 31<sup>st</sup> Avenue where the freeway is at existing grade and elevates to go over 35<sup>th</sup> and 31<sup>st</sup> Avenue.

Bridge widening will occur over 35<sup>th</sup> and 31<sup>st</sup> Avenue and this segment will also have new retaining walls along the freeway to facilitate widening and new noise walls are recommended on the north and south sides of Loop 101.

Similar to the previous segment to the west, the area between 51<sup>st</sup> Avenue and 35<sup>th</sup> Avenue will have 5 general purpose lanes in each direction plus the HOV lane. As the freeway gets closer to the I-17 system traffic interchange, between 35<sup>th</sup> Avenue and I-17, 2 additional lanes will be added in each direction for a total of 6 lanes plus the HOV lane. The additional lanes are required to accommodate traffic approaching and departing the I-17 system traffic interchange.

The eastbound 35<sup>th</sup> Avenue exit ramp will also be widened from 1 to 2 lanes and frontage road widening will occur where the exit ramp and frontage road merge together to accommodate 2 lanes on the frontage road and a 2-lane exit ramp.

## Loop 101 Improvements: 31st - 19th Avenue



### GARY

This slide presents the segment between 31<sup>st</sup> Avenue and 19<sup>th</sup> Avenue where the freeway transitions to a depressed section and goes under I-17 and then the project widening ends near 23<sup>rd</sup> Avenue just east of I-17.

This segment will have new retaining walls along the east to south I-17 directional ramp to facilitate widening.

There are no new noise walls recommended in this area.

There will be 1 lane added approaching the east to south and east to north I-17 directional ramp and 1 lane added departing I-17 on the south to west and north to west I-17 directional traffic interchange ramp.

As the freeway approaches the I-17 system traffic interchange 1 lane will be added in the eastbound direction for a total of 4 lanes plus the HOV lane which will then drop to 3 lanes east of I-17 and no new lanes will be added in the westbound direction.

The lanes at the east end of the project will then match into the recently completed Loop 101 improvements east of I-17 near 19<sup>th</sup> Avenue.

## 75th Avenue Crossroad Improvements

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



### GARY

This slide presents the improvements to 75th Avenue:

Improvements include:

Adding a third southbound left turn lane to eastbound Loop 101. The existing lanes will be decreased from 12' to 11' and the raised median on the bridge will be removed to accommodate the additional left turn lane. Therefore, bridge widening is not required.

The left turn lanes will also be extended north to increase to vehicle storage length required to accommodate predicted traffic volumes. The increased left turn bay length will require elimination of the left-out or southbound movement from the existing apartment complex in on the northeast corner which is being discussed with the City of Glendale and the apartment complex management.

Additional improvements will be made to the sidewalk ramps and pedestrian push buttons to bring these elements into compliance with current American Disability Act (or ADA) Guidelines.

The existing pedestrian access on both sides of 75th Avenue will be maintained.

## Noise Analysis/Noise Abatement

A noise analysis was conducted within the project limits based on current ADOT/Federal regulations.

- ✓ Perform noise measurements within project limits
- ✓ Predict noise levels based on future (2040) traffic volumes
- ✓ Determine noise mitigation requirements and locations of new walls and modifications to existing walls

For residential areas, schools, and parks, the noise policy impact threshold =  $L_{EQ}$  66 dBA

*$L_{EQ}$  = Time-Equivalent Sound Level, descriptor accounts for noise fluctuations from moment to moment by averaging the louder and quieter moments and giving more weight to the louder moments.*

### GARY

During the study phase, a noise analysis was conducted based on current ADOT/Federal regulations.

The team performed noise measurements throughout the project.

Noise levels were then predicted using 2040 traffic volumes and proposed freeway improvements.

After noise levels were predicted, existing wall locations and heights were evaluated, and placement of new walls were determined to bring noise levels to the acceptable threshold provided engineering acoustic feasibility and cost effectiveness.

For noise sensitive areas like residential, schools, parks and community spaces, the noise policy impact threshold is 66 decibels.

## Noise Wall Locations



For additional information, the Noise Analysis Report can be found at:

<https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise>

### GARY

This exhibit shows the location of all the existing and new walls within the project limits.

As determined by the noise analysis the existing noise walls shown in purple will remain in place.

There is an existing wall along the eastbound frontage road near the 51<sup>st</sup> Avenue entrance ramp shown in green that is recommended to be raised.

And the recommended new noise walls are shown in orange.

At 47<sup>th</sup> Avenue a new noise wall will fill the gap between the wall to be raised and the existing wall to the east. There are also two additional new walls in the eastbound direction approaching and over 35<sup>th</sup> Avenue.

And there is one new wall in the westbound direction between 35<sup>th</sup> Avenue and 31<sup>st</sup> Avenue.

The recommended new noise wall heights are in the range of 14' to 20'.

For additional information, the Noise Analysis Report can be found on ADOT's project website.

## Freeway Improvements - Animation



### GARY

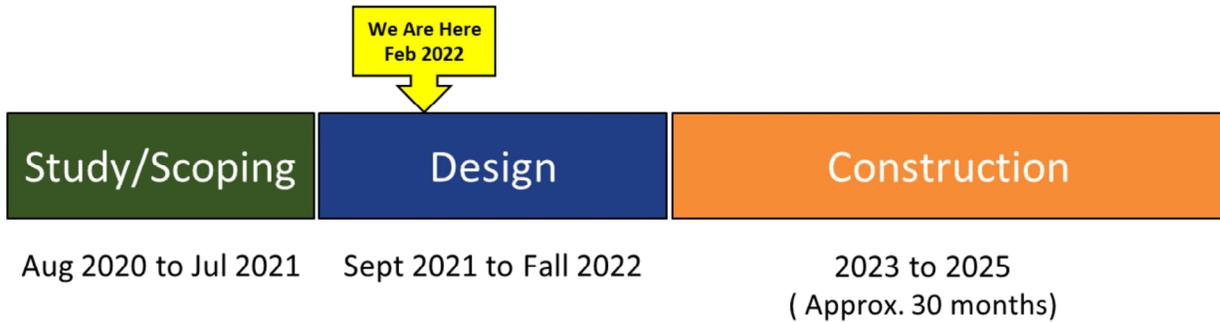
Next up is a simulation representing what the improvements and widening will look like after the project is completed.

- The simulation runs from west to east start west of 75<sup>th</sup> Avenue.
- The red shapes represent the additional general-purpose lane in each direction and the blue represents additional ramp lanes.
- As it crosses over 75<sup>th</sup> Avenue there are 3 south to east left turn lanes and a 3-lane eastbound Loop 101 entrance ramp.
- The new retaining walls and existing noise walls are shown on both sides of the freeway.
- Crossing under 67<sup>th</sup> Avenue
- Crossing under the existing pedestrian bridge and 59<sup>th</sup> Avenue
- Crossing over 51<sup>st</sup> Avenue and bridge widening
- There are existing and new sound walls on the north and south
- Crossing over 35<sup>th</sup> Avenue and bridge widening
- Crossing over 31<sup>st</sup> Avenue Bridge widening
- I-17 Directional Ramp widening
- General Purpose lane widening under I-17 in the eastbound direction
- The end of project and connection into the project recently completed east of I-17.

LOOP  
**101**

**STATE ROUTE 101 (AGUA FRIA FREEWAY)**  
General Purpose Lanes 75th Avenue to I-17

## Project Timeline\*



\*Schedule is subject to change



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

### GARY

The project timeline is shown in this slide.

The study phase started in August 2020 and was completed in July 2021.

Currently the project is in design which started in September 2021 and is scheduled to be completed this fall of 2022.

After design is complete, the project will be advertised for construction. Construction is scheduled to start in 2023 with a duration of approximately 30 months which places completion of the project by the end of 2025.

## What to Expect During Construction

- Periodic overnight and weekend freeway restrictions / closures.
- No restrictions during daytime peak travel.
- Ramp closures
- Closures and lane restrictions on cross streets and frontage roads.
- Avoiding freeway closures during major events and holidays.
- Advance notice of construction restrictions to Loop 101 email list.

### GARY

What to expect during construction.

During construction, there will be periodic weekend and nighttime restrictions and closures and freeway lanes will be maintained during daytime peak travel

There will be closures and lane restrictions on the ramps, crossroads, and frontage roads to complete construction.

Freeway closures during special events or holidays will be avoided.

When the project gets closer to construction and during construction, schedule and traffic restriction information will be made available and communicated with the Cities and public.

## Future Potential Projects

### 67th and 59th Avenues Interchange Study

- Study recently initiated by Maricopa Associations of Governments (MAG) and ADOT.
- Develop design alternatives for public input.
- A public meeting is anticipated mid-2022.
- 67th and 59th Avenue improvements will not be included in the current Loop 101 widening project.
- No funding is currently programmed but evaluation is in progress for implementation as a future project.

ARIZONA DEPARTMENT OF TRANSPORTATION

## GARY

Currently there are potential future projects identified at 59<sup>th</sup> and 67<sup>th</sup> Avenue based on observed traffic congestion and input from the public at the 75<sup>th</sup> Avenue public meeting held in February 2021.

MAG and ADOT recently initiated a study to evaluate these two locations.

The study will develop improvement alternatives to present to the public for input.

The public meeting is anticipated in mid 2022.

59<sup>th</sup> and 67<sup>th</sup> Avenue improvements will not be a part of the current Loop 101 general-purpose lane project presented tonight.

Currently there is no funding programmed for these crossroad interchange projects but this is being evaluated by MAG and ADOT for possible inclusion as a future project into the Regional Freeway Plan.

Now I will turn the presentation back to ADOT.

## **City of Glendale, Cholla District Councilmember Lauren Tolmachoff**

- Remarks by Councilmember Tolmachoff

### **John**

Before we get to the Question and Answer period, I'd like to introduce City of Glendale Councilmember Lauren Tolmachoff, who represents the Cholla District in Glendale.

A large portion of the project will impact the Cholla District.

Councilmember Tolmachoff would like to share a few remarks.

Councilmember, the floor is yours.

## Public Comments and Questions

Ways to provide input/comments through March 10, 2022

- Tonight's meeting
- Online Survey: [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)
- Email: [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)
- English/Spanish Phone Line: 855.712.8530
- Mail: John Tucker, ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

### JOHN

Moving on, this slide represents the different ways you can comments or ask questions about the project.

You can comment or ask questions

- during tonight's meeting
- Through the online survey
- You can email me
- You can call ADOT's English/Spanish phone line
- Or, you can send a letter or postcard to me.

## More Information/Mailing List

- Visit project website at: [azdot.gov/loop-101-agua-freeway-75<sup>th</sup>-avenue-i-17-improvements](http://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements)
  - View presentation and alternatives
  - Take online survey - [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)
  - Sign up for project mailing list to be notified of future meetings and updates

**JOHN** – The project website, is another source of information as well as a way to ask questions or leave comments.

You may also sign up to receive information about the project.

Next, I'd like to introduce Kristi Shepherd from HDR who will explain how to ask questions or make comments at tonight's meeting.

## Q&A

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

For those online

- Use the Q&A function for written comments
- Select the "Raise Your Hand" function for verbal comments

For those on the phone:

- Press \*3 to indicate you'd like to speak.

**We will do our best to take comments and questions in the order received.**

Due to time constraints and to allow others time to comment:

- Please be brief and limit your verbal question to no more than 30 seconds.
- If there are similar comments or questions received we may consolidate them.
- Limit to one question/comment until everyone has had an opportunity to comment.

ARIZONA DEPARTMENT OF TRANSPORTATION

## Kristi

Thank you!

Now we'll begin the question and answer portion of the meeting.

We will do our best to respond to questions in the order they are received. Due to time constraints and to allow others time to comment, please be brief and limit your verbal question to no more than 30 seconds. If there are similar comments or questions received we may consolidate them. Additionally, please limit yourself to one question/comment until everyone has had an opportunity to comment.

If needed, we can extend our meeting time by up to 15 minutes to respond to questions. If we still have outstanding questions at that time, we will respond to written questions as part of the meeting summary and provide to participants via email and post on our project web page. For those on the phone you may submit questions or comments by phone or other methods described previously following the meeting.

## Raising Your Hand

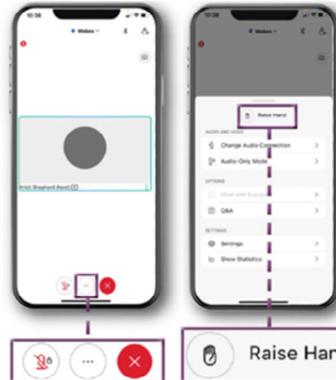
Issues?  
Call Webex Help:  
866.229.3239

### Webex App & Online



1. Select "Participant" panel
2. Find your name
3. Click on the "hand" icon (raise/lower)

### Mobile App



1. Click three dot menu icon
2. Click "Raise Hand" icon
3. To lower, click icon again

## Kristi

To verbally make a statement or ask a question we ask that you please virtually raise your hand. Here's how to do that:

For those of you using Webex through your internet browser, mobile phone app, or your Webex desktop app, simply follow the instructions on the screen. If you would like to ask your question or make a statement, you can click the raised hand icon. When you are called, the moderator will unmute your mic and allow you to speak. When you are finished, the moderator will mute your line and we ask that you lower your hand by clicking on the raised hand icon again.

Again, for those joining us online, all these Webex instructions are showing on your screen.

If you are joining by phone as a call-in participant, press star-3 if you'd like to ask a question or make a comment. This gives us a "hand raised" signal. When it's your turn to speak, we'll call on you and your line will be unmuted. When you've finished speaking, press star-3 again to remove the "hand-raised" signal.

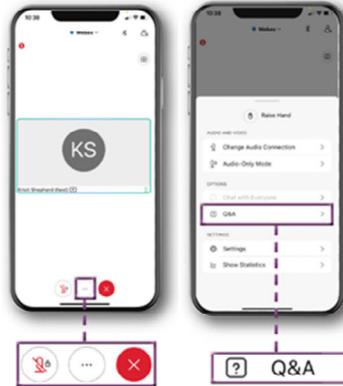
# Asking a Question

## Webex App & Online



1. Open the "Q&A" panel
2. "Q&A" panel will pop up
3. Type your question, hit send

## Mobile App



1. Click three dot menu icon
2. Click "Q&A" tab
3. Type your question, hit send

## Kristi

If you have joined us using one of the Webex applications, you may choose to submit your question or comment in writing using the Webex Q&A feature. These instructions are displayed on the screen.

Remember, if you are joining by phone, press star-3 if you'd like to ask a question or make a comment. This gives us a "hand raised" signal and when it's your turn to speak, we'll call on you and your line will be unmuted. When you've finished speaking, press star-3 again to remove the "hand-raised" signal.

And a reminder, if you are having technical issues, please contact Webex Help at 866.229.3239.

We will now begin answering questions.

## Q&A

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

### For those online

- Use the Q&A function for written comments
- Select the "Raise Your Hand" function for verbal comments

### For those on the phone:

- Press \*3 to indicate you'd like to speak.

**Kristi**

**Standard slide - no text.**

## Thank you for attending

- Presentation recording will be posted to the website - [azdot.gov/loop-101-agua-freeway-75<sup>th</sup>-avenue-i-17-improvements](https://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements)
- Please take a one-question **Anonymous Self-ID Survey** to assist us with federal reporting.
- English: [azdot.gov/L101-self-id-survey](https://azdot.gov/L101-self-id-survey)
- Spanish: [azdot.gov/L101-self-id-survey-spanish](https://azdot.gov/L101-self-id-survey-spanish)

**TO Make Comments or ask a question:**

- Online Survey: [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)
- Email: [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)
- ADOT English/Spanish Phone Line: 855.712.8530 or 480.695.4027

Thank you everyone here tonight: our presenters and especially you, the audience.

Before we close, I'd like to remind you that this presentation, which was recorded, will be posted to the project website

[azdot.gov/loop-101-agua-freeway-75<sup>th</sup>-avenue-i-17-improvements](https://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements)

Also, if you have not already done so, please take the **Anonymous Self-ID Survey**. The link to the survey is:

- English: [azdot.gov/L101-self-id-survey](https://azdot.gov/L101-self-id-survey)
- Spanish: [azdot.gov/L101-self-id-survey-spanish](https://azdot.gov/L101-self-id-survey-spanish)

**Once again, thank you very much for your interest in the project and your participation. Please let us know if you have any follow-up questions or comments.**

- Online Survey: [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)
- Email: [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)
- ADOT English/Spanish Phone Line: 855.712.8530 or 480.695.4027

## Public Meeting Presentation (Spanish)



# The Loop 101/75th Ave to I-17 Widening Project Public Meeting will begin shortly

If you are having technical difficulties contact Webex Help:  
866.229.3239

To listen to this public meeting in Spanish:  
Join by Phone: 1.408.418.9388  
Password: 23682022 Access code: 2499 369 8786

Para escuchar esta reunión pública en español:  
ÚNASE POR TELÉFONO: +1.408.418.9388  
Número de reunión (código de acceso): 2499 369 8786 | Contraseña: 23682022

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Para escuchar esta reunión pública en español:  
ÚNASE POR TELÉFONO: +1.408.418.9388  
Número de reunión (código de acceso): 2499 369 8786 |  
Contraseña: 23682022

## Anonymous Self-ID Survey

**By completing this voluntary survey, ADOT will be able to determine who attends its public meetings and how the department can improve participation. The survey will also help ADOT fulfill federal reporting requirements.**

**English:** [azdot.gov/L101-self-id-survey](https://azdot.gov/L101-self-id-survey)

**Spanish:** [azdot.gov/L101-self-id-survey-spanish](https://azdot.gov/L101-self-id-survey-spanish)

Buenas noches, soy John Tucker, Gerente de Proyectos de Relaciones Comunitarias para el Departamento de Transporte de Arizona. Gracias por acompañarnos en esta reunión de información pública para el Proyecto de Ampliación del Loop 101/75th Avenue a la I-17.

Como parte del proceso de informes federales de ADOT, documentamos la participación en nuestras reuniones públicas. Le agradeceríamos que realizara una encuesta confidencial de una sola pregunta para ayudarnos en estos esfuerzos.

Con su participación en esta encuesta voluntaria, ADOT podrá determinar quien participa en las reuniones públicas y como podrá mejorar la participación de miembros de minorías. La encuesta también le ayudará a ADOT a cumplir con requisitos federales.

# **The Loop 101/75th Ave to I-17 Widening Project Public Meeting**

**Feb. 24, 2022**

# 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 questions and comments online and by phone
  - Instruction will be provided

Los participantes se unen a nosotros a través de sus computadoras en Webex o a través de sus teléfonos y actualmente están silenciados. Describiré el formato de la reunión y cómo participar en un momento, pero primero, si tiene algún problema técnico en este momento, es posible que deba colgar o cerrar sesión, luego volver a marcar o volver a conectarse. Si eso no funciona, comuníquese con la Ayuda de Webex al 866.229.3239. Nuevamente, ese número es 866.229.3239.

Esperamos poder compartir información con usted y responder a sus comentarios y preguntas. Después de la presentación, le daremos instrucciones para hacer preguntas o comentarios. Tenga en cuenta que después de

esta reunión, puede continuar haciendo preguntas o proporcionando comentarios hasta el jueves 10 de marzo. Le diremos cómo al final de la reunión. El formato para esta noche es una breve presentación, seguida de una sección abierta de comentarios y preguntas. Tenga en cuenta que este evento se está grabando y se publicará en el sitio web del proyecto.

## 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 the ADOT Civil Rights Office at: **602.712.8946** or **civilrightsoffice@azdot.gov**

ARIZONA DEPARTMENT OF TRANSPORTATION

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](mailto:civilrightsoffice@azdot.gov)

## Auxiliary Aids And Services

In compliance with Title II of the Americans with Disabilities Act (ADA), Section 504 of the Rehabilitation Act of 1973, the Arizona Department of Transportation (ADOT) does not discriminate against qualified individuals with disabilities on the basis of disability in its programs, services, and activities.

ADOT will make reasonable modifications to ensure that individuals with disabilities have an equal opportunity to enjoy ADOT's programs, services, and activities.

If you require an accommodation, please notify an ADOT staff member.

For additional information or questions about ADOT's External ADA Program, please contact the **Civil Rights Office at 602.712.8946.**

En cumplimiento con el Título II de la ley de ciudadanos Americanos con Discapacidades (ADA por sus siglas en inglés) y la Sección 504 de la Ley de Rehabilitación de 1973, el Departamento de Transporte del estado de Arizona no discrimina contra individuos con discapacidades en sus programas, servicios y actividades administrados por el departamento.

ADOT hará modificaciones razonables para asegurar que individuos con discapacidades tengan las mismas oportunidades de disfrutar y participar en todos los programas, servicios y actividades de ADOT.

Las personas que requieran asistencia o una adaptación

razonable por discapacidad por favor informe a un empleado de ADOT.

Si tiene cualquier pregunta o desea más información sobre el programa de no discriminación de ADOT, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT al 602.712.8946.

## Tonight's Presenters

- Rashidul Haque, P.E., ADOT Senior Project Manager
- Gary J. Melita, P.E., Senior Project Manager, Stanley Consultants
- Kristi Shepherd, Strategic Communications Manager, HDR
- Isabel Fierros, Spanish Interpreter
- Other project team members available for the Q&A session

ARIZONA DEPARTMENT OF TRANSPORTATION

Antes de comenzar la presentación, me gustaría presentarles a los presentadores de esta noche. Ellos son:

- Rashidul Haque, PE, Gerente Senior de Proyecto ADOT
- Gary J. Melita, PE, Gerente Senior de Proyecto, Stanley Consultants
- Kristi Shepherd, Gerente de Comunicaciones Estratégicas, HDR
- Isabel Fierros, Intérprete de Español
- Otros miembros del equipo del proyecto disponibles para el Sesión de preguntas y respuestas A

A continuación, Rashidul Haque hablará sobre el propósito de la reunión de esta noche y brindará antecedentes sobre el proyecto y por qué es necesario.

## Purpose of Tonight's Meeting

- Overview of Loop 101 improvements between 75<sup>th</sup> Ave and I-17
- Opportunity to ask questions and provide comments



El propósito de la reunión de esta noche es presentar información sobre el proyecto propuesto de ampliación de la Circunvalación 101 que agregará carriles de uso general en ambas direcciones y hará mejoras a 75<sup>th</sup> Avenue donde cruza la Circunvalación 101.

Como se muestra en esta diapositiva, el proyecto comienza justo al oeste de 75<sup>th</sup> Avenue y se extiende aproximadamente 7 millas hasta 23<sup>rd</sup> Avenue.

También le informaremos cómo puede hacer comentarios esta noche, además de después de la reunión y a través del período de comentarios que finaliza el 10 de marzo de 2022.

## Project Background and Need

- Loop 101 is a vital transportation corridor in northwestern Phoenix.
- Maricopa County is one of the fastest growing regions in the U.S. and population growth is increasing traffic congestion.
- In 2021, ADOT completed a study to review 2040 traffic demand and recommend improvements to Loop 101.
- Additional lanes will increase freeway capacity and help alleviate increasing levels of traffic congestion.

### RASHIDUL

Este segmento de la Circunvalación 101 es un corredor de transporte vital en el área metropolitana del noroeste de Phoenix y proporciona conexión de sistema de autopista entre la I-17 y la I-10. También proporciona una ruta alternativa alrededor de la zona central de Phoenix para el tráfico regional comercial y de pasajeros.

El Condado de Maricopa ha sido una de las regiones de más rápido crecimiento en los Estados Unidos. La creciente demanda de tráfico ha hecho que el corredor de la Circunvalación 101 se congestionara cada vez más durante los períodos de viaje por la mañana y por la noche. Las proyecciones del volumen de tráfico para 2040 indican que la congestión empeorará en el futuro hasta un nivel de servicio inaceptable si no se realizan mejoras.

En 2021, el ADOT completó un estudio para revisar la demanda de tráfico hasta 2040 y recomendó agregar carriles adicionales a la Circunvalación 101 y 75<sup>th</sup> Avenue para aumentar la capacidad y ayudar a aliviar los crecientes niveles de congestión de tráfico generados por el crecimiento de la población.

Ahora le voy a pasar la palabra al gerente sénior de proyectos, Gary Melita, quien les hablará sobre los elementos del proyecto.

## Major Project Elements

- Widen Loop 101 to add general-purpose lanes
- Modify exit and entrance ramps
- Widening freeway bridges over 51st, 35th, and 31st Ave
- Add 75<sup>th</sup> Avenue left turn lane and improve sidewalk ramps
- Widen frontage roads
- Modify freeway drainage system

### GARY

Gracias Rashidul.

A continuación, se encuentran los principales elementos del proyecto.

El principal elemento de trabajo será la ampliación de la autopista en ambas direcciones para añadir carriles que generen capacidad adicional.

Con eso vienen las modificaciones a las rampas de entrada y salida y las rampas de salida se ampliarán de 1 a 2 carriles en cada dirección en cada cruce excepto para 51st Avenue en dirección este .

Se realizará ensanchamiento de puentes en los puentes de la Circunvalación 101 sobre 51<sup>st</sup>, 35<sup>th</sup> Avenue y 31<sup>st</sup> Avenue.

Habr  mejoras en 75<sup>th</sup> Avenue para proporcionar un triple movimiento hacia la izquierda en direcci3n sur hacia la Circunvalaci3n 101L en direcci3n este y las rampas y pulsadores para peatones existentes se mejorar n para cumplir con las pautas vigentes de la Ley para Estadounidenses con Discapacidades (American Disability Act, ADA).

Habr  cierta ampliaci3n de la carretera de acceso en las  reas cercanas a las rampas de salida para acomodar una carretera de acceso de dos carriles y una rampa de salida de dos carriles para ayudar a mejorar la congesti3n del tr fico que se aproxima a los cruces.

Se producir n modificaciones en el sistema de drenaje de la calzada para acomodar el pavimento adicional y el ensanchamiento de la calzada.

## Additional Project Elements

- Construct retaining and noise walls
- Resurface freeway pavement (Diamond grinding)
- Place freeway signing and striping
- Install FMS elements (WWD, Ramp Metering, DMS, and CCTV)
- Convert freeway and ramp lighting to LED
- Restore landscaping and irrigation

### GARY

Esta diapositiva presenta elementos adicionales del proyecto.

Se requieren nuevas paredes de retención para permitir que se produzca la ampliación sin realinear las rampas y las carreteras de acceso y para mantener todas las mejoras dentro de la autopista existente en el derecho de paso.

Cabe destacar que no es necesaria la adquisición de nuevo derecho de paso para completar este proyecto.

Todas las barreras contra ruido existentes permanecerán en su lugar, excepto una que se levantará, y una que se eliminará y sustituirá y que analizaremos en mayor detalle más adelante.

Además, se propondrán varias barreras contra ruido nuevos para satisfacer los requisitos de mitigación del ruido.

Se repavimentará el pavimento de hormigón de la autopista usando una técnica de molienda de diamante similar a la que se hizo en el proyecto de la Circunvalación 101 al este y este es uno de los proyectos piloto en el Condado de Maricopa donde se implementa este tratamiento superficial.

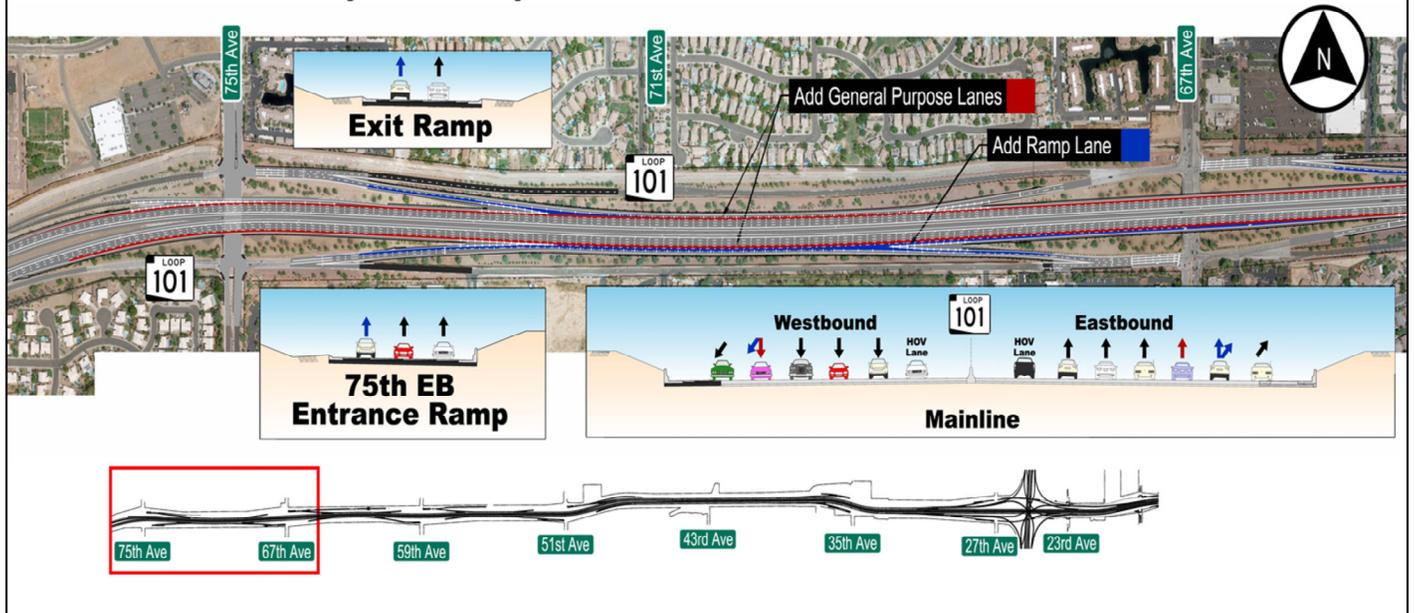
Después de la ampliación se colocará nueva señalización y pintura de carriles para acomodar los carriles adicionales.

Se instalarán nuevos elementos del sistema de gestión de autopistas (Freeway Management System, FMS), como la detección de conductores en vías incorrectas, medición de la rampa de entrada, señales de mensajes digitales para comunicarse con los conductores y cámaras CCTV para que el ADOT pueda supervisar el sistema de autopistas.

La iluminación de la mediana de la Circunvalación 101 se reemplazará por luces de LED que comenzarán aproximadamente ½ milla al oeste de 75<sup>th</sup> Avenue hasta la I-17. También se incluirá la conversión a luces de LED de la iluminación de las rampas.

En zonas perturbadas por la construcción se restaurará el paisajismo y la irrigación.

## Loop 101 Improvements: 75th - 67th Avenue



### GARY

A continuación, presentamos algunas muestras de las mejoras dentro de los límites del proyecto de oeste a este a partir de 75<sup>th</sup> Avenue. En el mapa a lo largo de la parte inferior se puede ver dónde estamos en la longitud del proyecto.

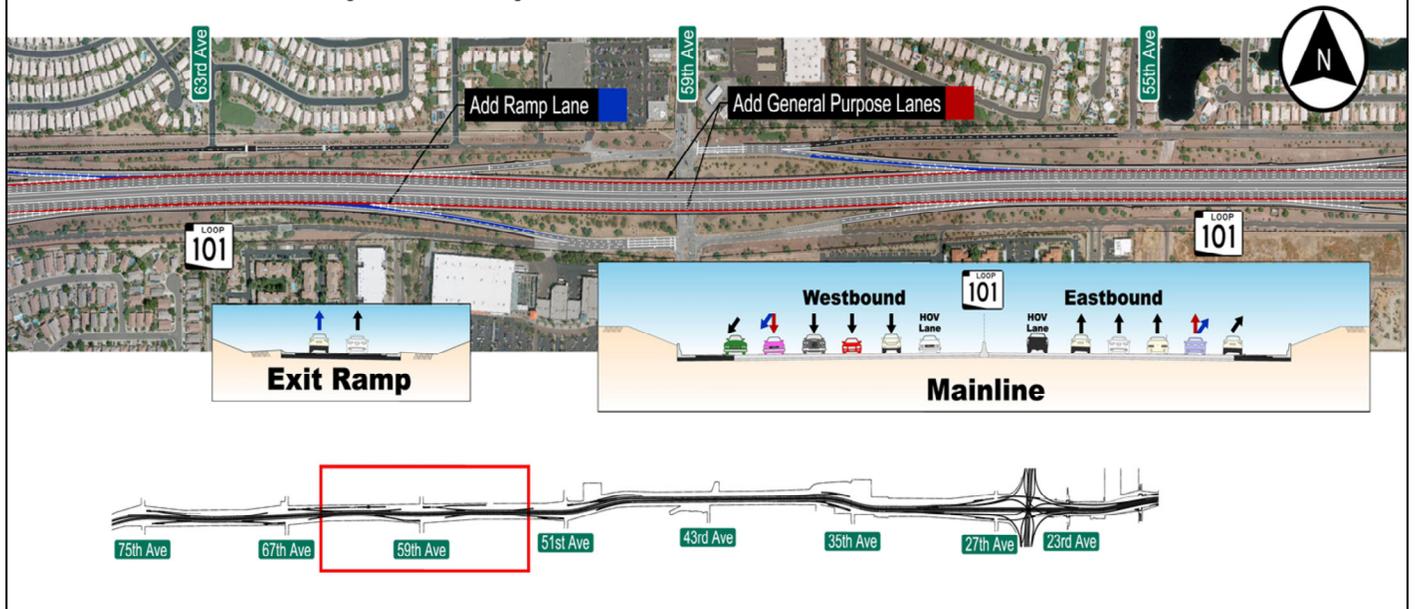
Esta primera diapositiva presenta el segmento entre 75<sup>th</sup> y 67<sup>th</sup> Avenue donde la autopista baja y pasa por debajo del cruce. Este segmento tendrá nuevos muros de contención a lo largo de la autopista para facilitar la ampliación y todas las barreras contra ruido existentes entre las carreteras de acceso y la autopista permanecerán en su lugar.

El área roja representa un carril adicional en cada dirección para un total de 4 carriles más el carril entre las rampas de entrada y salida y el carril HOV. La zona azul representa la mejora de la rampa de entrada de 75th Avenue en dirección este de 2 a 3 carriles y las mejoras de la rampa de salida en dirección este y oeste de 1 a 2 carriles.

Las secciones transversales de la autopista muestran los carriles existentes con flechas negras, nuevos carriles de la autopista con flechas rojas y nuevos carriles de rampa con flechas azules.

El ensanchamiento de la carretera de acceso ocurrirá donde las rampas de salida y las carreteras de acceso se unen para acomodar 2 carriles en la carretera de acceso y 2 carriles en las rampas de salida.

## Loop 101 Improvements: 63rd - 55th Avenue



### GARY

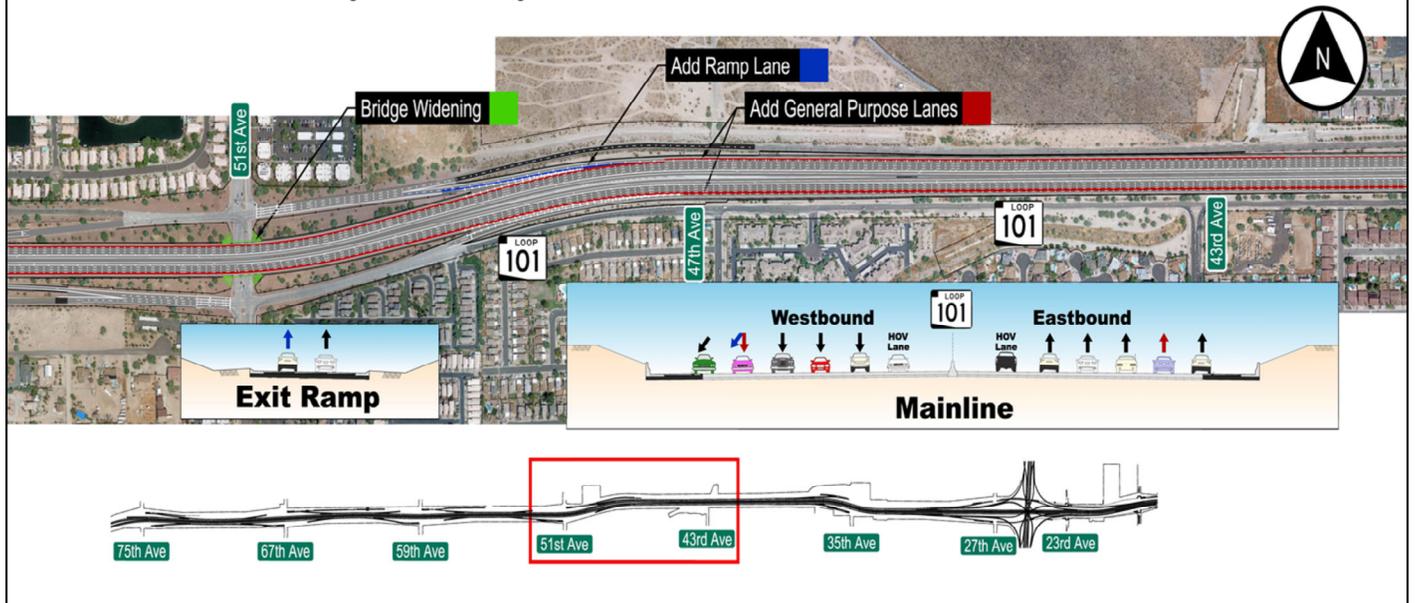
Yendo de oeste a este y siguiendo el mapa a lo largo de la parte inferior, esta diapositiva presenta el segmento entre 63<sup>rd</sup> Avenue y 55<sup>th</sup> Avenue donde la autopista todavía desciende. Este segmento también tendrá nuevos muros de contención a lo largo de la autopista para facilitar la ampliación y todas las barreras contra ruido existentes entre las carreteras de acceso y la autopista permanecerán en su lugar.

Al igual que en la primera diapositiva, la zona roja representa un carril adicional en cada dirección para un total de 4 carriles más el carril entre las rampas de entrada y salida y el carril HOV. La zona azul representa las mejoras de la rampa de salida en dirección

este y oeste de 1 a 2 carriles.

El ensanchamiento de la carretera de acceso ocurrirá donde las rampas de salida y las carreteras de acceso se fusionan para acomodar 2 carriles en la carretera de acceso y 2 carriles en las rampas de salida.

## Loop 101 Improvements: 51st - 43rd Avenue



### GARY

Esta diapositiva presenta el segmento entre 51st Avenue y 43rd Avenue, donde la autopista sale de la sección descendiente y pasa sobre 51<sup>st</sup> Avenue.

El ensanchamiento del puente tendrá lugar sobre 51<sup>st</sup> Avenue y este segmento también tendrá nuevos muros de contención a lo largo de la autopista para facilitar el ensanchamiento. Todas las barreras contra ruido existentes entre las carreteras de acceso y la autopista permanecerán en su lugar y, al desplazarnos hacia el este de 51<sup>st</sup> Avenue, se recomienda levantar una barrera contra ruido existente y nuevas barreras contra ruido. Las barreras existentes permanecerán en su lugar y las nuevas barreras contra ruido recomendadas se presentarán en una nueva diapositiva a

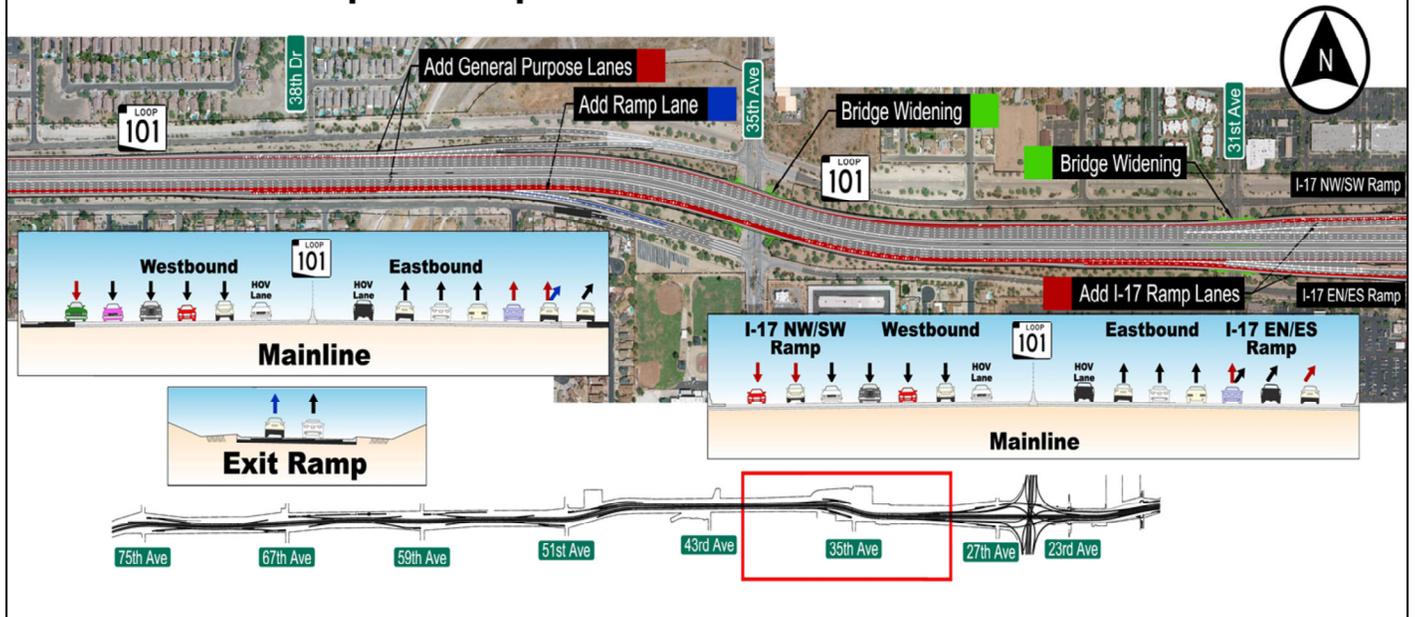
continuación.

Hasta 51<sup>st</sup> Avenue, se añadirá un carril adicional en cada dirección para un total de 4 carriles de uso general similares a la sección al oeste y al este de 51<sup>st</sup> Avenue. Se añadirá un carril adicional en cada dirección para un total de 5 carriles de uso general más el carril HOV.

La rampa de salida de 51<sup>st</sup> Avenue en dirección oeste se ampliará de 1 a 2 carriles. Sin embargo, la rampa de salida de 51<sup>st</sup> Avenue hacia el este seguirá siendo una salida de 1 carril debido a los volúmenes de tráfico más bajos previstos y para evitar afectar la barrera contra ruido existente.

El ensanchamiento de la carretera de acceso ocurrirá donde las rampas de salida y las carreteras de acceso se unen.

## Loop 101 Improvements: 43rd - 31st Avenue



### GARY

Esta diapositiva presenta el segmento entre 43<sup>rd</sup> Avenue y 31<sup>st</sup> Avenue donde la autopista está a la altura existente y se eleva para pasar sobre 35<sup>th</sup> y 31<sup>st</sup> Avenue.

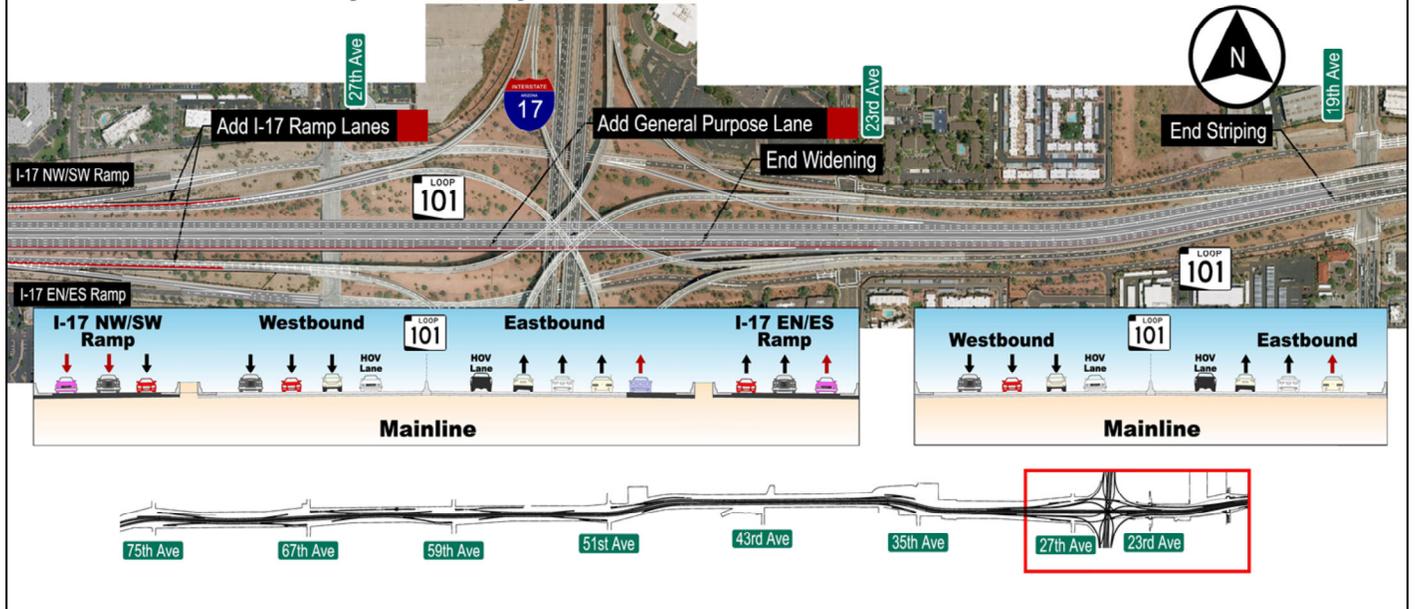
El ensanchamiento del puente ocurrirá sobre 35<sup>th</sup> y 31<sup>st</sup> Avenue y este segmento también tendrá nuevos muros de contención a lo largo de la autopista para facilitar el ensanchamiento; se recomiendan nuevas barreras contra ruido en los lados norte y sur de la Circunvalación 101.

Similar al segmento anterior al oeste, la zona entre 51<sup>st</sup> Avenue y

35<sup>th</sup> Avenue tendrá 5 carriles de uso general en cada dirección más el carril HOV. A medida que la autopista se acerca al cruce de tráfico del sistema de la I-17, entre 35<sup>th</sup> Avenue y la I-17, se añadirán 2 carriles adicionales en cada dirección para un total de 6 carriles más el carril HOV. Los carriles adicionales son necesarios para acomodar el tráfico que se aproxima y sale del cruce de tráfico del sistema de la I-17.

La rampa de salida de la 35<sup>th</sup> Avenue hacia el este también se ampliará de 1 a 2 carriles y la ampliación de la carretera de acceso tendrá lugar donde la rampa de salida y la carretera de acceso se unen para acomodar 2 carriles en la carretera de acceso y una rampa de salida de 2 carriles.

## Loop 101 Improvements: 31st - 19th Avenue



### GARY

Esta diapositiva presenta el segmento entre 31<sup>st</sup> Avenue and 19<sup>th</sup> Avenue, donde la autopista pasa a una sección descendiente y pasa por debajo de la I-17; el proyecto termina cerca de 23<sup>rd</sup> Avenue.

Este segmento tendrá nuevos muros de contención a lo largo de la rampa direccional de la I-17 de este a sur para facilitar la ampliación.

No se recomienda ninguna nueva barrera contra ruido en esta zona.

Se agregarán 1 carril de este a sur y de este a norte por la rampa direccional de la I-17 y 1 carril que salgan por la I-17 en la rampa de cruce de tráfico direccional de sur a oeste y de norte a oeste por la I-17.

A medida que la autopista se aproxima al sistema de la I-17, se agregará 1 carril al cruce de tráfico del sistema de la I-17 en dirección este para un total de 4 carriles más el carril HOV, que luego bajará a 3 carriles al este de la I-17 y no se añadirán nuevos carriles en dirección oeste.

Los carriles en el extremo este del proyecto coincidirán entonces con las mejoras recientemente completadas de la Circunvalación 101 al este de la I-17.

## 75th Avenue Crossroad Improvements

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



### GARY

En esta diapositiva se presentan las mejoras de 75th Avenue:

Las mejoras incluyen:

Agregar un tercer carril de giro a la izquierda en dirección este de la Circunvalación 101 en dirección este. Los carriles existentes se reducirán de 12 pies a 11 pies y la mediana elevada en el puente se retirará para acomodar el carril adicional de giro a la izquierda. Por lo tanto, no es necesario ensanchar el puente.

Los carriles de giro a la izquierda también se extenderán hacia el norte para aumentar la longitud del estacionamiento vehicular necesaria para acomodar los volúmenes de tráfico previstos. El aumento de la longitud de la bahía de giro a la izquierda exige la

eliminación del movimiento hacia la izquierda o hacia el sur del complejo de apartamentos existente en la esquina noreste; esto se está analizando con la Ciudad de Glendale y la administración del complejo de apartamentos.

Se realizarán mejoras adicionales en las rampas y pulsadores peatonales para que estos elementos cumplan con las pautas vigentes de la Ley para Estadounidenses con Discapacidades (ADA).

Se mantendrá el acceso peatonal existente a ambos lados de la 75th Avenue.

## Noise Analysis/Noise Abatement

A noise analysis was conducted within the project limits based on current ADOT/Federal regulations.

- ✓ Perform noise measurements within project limits
- ✓ Predict noise levels based on future (2040) traffic volumes
- ✓ Determine noise mitigation requirements and locations of new walls and modifications to existing walls

For residential areas, schools, and parks, the noise policy impact threshold =  $L_{EQ}$  66 dBA

*$L_{EQ}$  = Time-Equivalent Sound Level, descriptor accounts for noise fluctuations from moment to moment by averaging the louder and quieter moments and giving more weight to the louder moments.*

### GARY

Durante la fase de estudio, se realizó un análisis de ruido en función de las reglamentaciones vigentes del ADOT/federales.

El equipo realizó mediciones de ruido durante todo el proyecto.

Los niveles de ruido se estimaron utilizando los volúmenes de tráfico de 2040 y las mejoras propuestas en la autopista.

Una vez estimados los niveles de ruido, se evaluaron las ubicaciones y alturas de las barreras existentes y se determinó la

colocación de nuevas barreras para que los niveles de ruido alcanzaran el umbral aceptable, lo que proporcionó viabilidad acústica de ingeniería y rentabilidad.

En zonas sensibles al ruido, como áreas residenciales, escuelas, parques y espacios comunitarios, el umbral de impacto del ruido de la política es de 66 decibeles.

## Noise Wall Locations



### GARY

Aquí se muestra la ubicación de todos los muros existentes y nuevos dentro de los límites del proyecto.

Según lo determinado por el análisis de ruido, las barreras contra ruido existentes mostradas en púrpura permanecerán en su lugar.

Hay una barrera existente a lo largo de la carretera de acceso hacia el este cerca de la rampa de entrada de 51<sup>st</sup> Avenue que se muestra en verde y que se recomienda levantar.

Y las nuevas barreras contra ruido recomendadas se muestran en naranja.

En 39<sup>th</sup> Avenue, una nueva barrera contra ruido cerrará la brecha entre la barrera que se levantará y la barrera existente al este. También hay dos nuevas barreras adicionales en dirección en dirección y sobre 35<sup>th</sup> Avenue.

Y hay una nueva barrera en dirección oeste entre 35<sup>th</sup> Avenue y 31<sup>st</sup> Avenue.

Las alturas de las nuevas barreras contra ruido están en el rango de 14 a 20 pies.

Para obtener información adicional, el Informe de análisis de ruido se puede encontrar en el sitio web del proyecto de ADOT.

## Freeway Improvements - Animation



### GARY

A continuación, se muestra una simulación que representa el aspecto de las mejoras y la ampliación después de completar el proyecto.

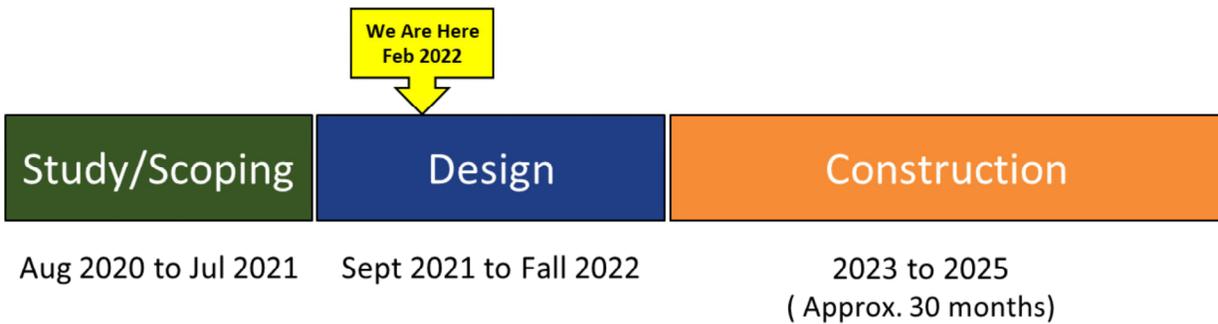
- La simulación se desarrolla de oeste a este, iniciando al oeste de 75<sup>th</sup> Avenue.
- Las formas verdes representan el carril de uso general adicional en cada dirección.
- En el cruce sobre 75<sup>th</sup> Avenue, hay 3 carriles de giro a la izquierda de sur a este y una rampa de entrada a la Circunvalación 101 de 3 carriles hacia el este.
- Se muestran los nuevos muros de contención y las nuevas barreras contra ruido a ambos lados de la autopista.
- Cruce por debajo de 67<sup>th</sup> Avenue
- Cruce por debajo del puente peatonal existente y 59<sup>th</sup> Avenue

- Cruce sobre 51<sup>st</sup> Avenue y ensanchamiento del puente
- Hay barreras contra ruido existentes y nuevas en la ampliación
- Cruce sobre 35<sup>th</sup> Avenue y ensanchamiento del puente
- Cruce sobre 31<sup>st</sup> Avenue y ensanchamiento del puente de la rampa direccional de la I-17.
- Ensanchamiento de carril de uso general bajo la I-17 en dirección este
- El fin del proyecto y la conexión con el proyecto se han completado recientemente al este de la I-17.



STATE ROUTE 101 (AGUA FRIA FREEWAY)  
General Purpose Lanes 75th Avenue to I-17

## Project Timeline\*



\*Schedule is subject to change



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

## GARY

El cronograma del proyecto se muestra en esta diapositiva.

La fase de estudio se inició en agosto de 2020 y finalizó en julio de 2021.

Actualmente, el proyecto está en etapa de diseño, que comenzó en septiembre de 2021, y está previsto que se complete este otoño de 2022.

Una vez finalizada la etapa de diseño, el proyecto se anunciará para su construcción. La construcción está programada para comenzar en 2023 con una duración aproximada de 30 meses, lo que hace que el proyecto esté terminado a fines de 2025.

## What to Expect During Construction

- Periodic overnight and weekend freeway restrictions / closures.
- No restrictions during daytime peak travel.
- Ramp closures
- Closures and lane restrictions on cross streets and frontage roads.
- Avoiding freeway closures during major events and holidays.
- Advance notice of construction restrictions to Loop 101 email list.

### GARY

Qué esperar durante la construcción.

Durante la construcción, habrá restricciones y cierres periódicos de fin de semana y nocturnos; los carriles de autopista se mantendrán durante las horas pico diurnas.

Habrá cierres y restricciones de carriles en las rampas, cruces y carreteras de acceso para completar la construcción.

Se evitarán los cierres de autopistas durante eventos especiales o

vacaciones.

Cuando el proyecto se acerque a la construcción y durante la construcción, se pondrá a disposición y se comunicará información sobre horarios y restricciones de tráfico con los ayuntamientos y el público.

## Future Potential Projects

### 67th and 59th Avenues Interchange Study

- Study recently initiated by Maricopa Associations of Governments (MAG) and ADOT.
- Develop design alternatives for public input.
- A public meeting is anticipated mid-2022.
- 67th and 59th Avenue improvements will not be included in the current Loop 101 widening project.
- No funding is currently programmed but evaluation is in progress for implementation as a future project.

ARIZONA DEPARTMENT OF TRANSPORTATION

#### GARY

Actualmente, hay posibles futuros proyectos identificados en 59<sup>th</sup> Avenue y 67<sup>th</sup> Avenue en función de la congestión de tráfico observada y los comentarios del público en la reunión pública de 75<sup>th</sup> Avenue realizada en febrero de 2021.

MAG y el ADOT iniciaron recientemente un estudio para evaluar estas dos ubicaciones.

El estudio desarrollará alternativas de mejora para presentar al público y recibir sus aportes.

Se prevé que la reunión pública se celebre a mediados de 2022.

Las mejoras de 59<sup>th</sup> Avenue y 67<sup>th</sup> Avenue no serán parte del proyecto del carril para uso general de la Circunvalación 101 actual presentado esta noche.

En este momento no hay fondos programados para estos proyectos de cruces, pero MAG y el ADOT los están evaluando para su posible inclusión como un proyecto futuro en el Plan Regional de Autopistas.

Ahora, dejo la presentación en manos del ADOT para comenzar el período de preguntas, comentarios y respuestas

## **City of Glendale, Cholla District Councilmember Lauren Tolmachoff**

- Remarks by Councilmember Tolmachoff

### **John**

Antes de llegar al período de preguntas y respuestas, me gustaría presentar a la concejal de la ciudad de Glendale Lauren Tolmachoff, quien representa al Distrito de Cholla en Glendale.

Una gran parte del proyecto afectará al Distrito de Cholla. El concejal Tolmachoff desea compartir algunas observaciones. Concejal, tiene la palabra.

## Public Comments and Questions

Ways to provide input/comments through March 10, 2022

- Tonight's meeting
- Online Survey: [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)
- Email: [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)
- English/Spanish Phone Line: 855.712.8530
- Mail: John Tucker, ADOT Community Relations, 1655 W Jackson, Room 179, MD 126F, Phoenix, AZ 85007

**JOHN** - Continuando, esta diapositiva representa las diferentes formas en que puede comentar o hacer preguntas sobre el proyecto.

- Formas de proporcionar aportes / comentarios hasta el 10 de marzo de 2022
- La reunión de esta noche
- Encuesta en línea: [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)
- Correo electrónico: [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)
- Línea telefónica inglés/español: 855.712.8530
- Correo: 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/loop-101-agua-freeway-75<sup>th</sup>-avenue-i-17-improvements](http://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements)
  - View presentation and alternatives
  - Take online survey - [surveymonkey.com/r/loop101](http://surveymonkey.com/r/loop101)
  - Sign up for project mailing list to be notified of future meetings and updates

### JOHN

El sitio web del proyecto, es otra fuente o información, así como una forma de hacer preguntas o dejar comentarios.

También puede inscribirse para recibir información sobre el proyecto.

A continuación, me gustaría presentar a Kristi Shepherd de HDR, quien explicará cómo hacer preguntas o hacer comentarios en la reunión de esta noche.

## Q&A

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

For those online

- Use the Q&A function for written comments
- Select the "Raise Your Hand" function for verbal comments

For those on the phone:

- Press \*3 to indicate you'd like to speak.

**We will do our best to take comments and questions in the order received.**

Due to time constraints and to allow others time to comment:

- Please be brief and limit your verbal question to no more than 30 seconds.
- If there are similar comments or questions received we may consolidate them.
- Limit to one question/comment until everyone has had an opportunity to comment.

¡Muchas gracias!

Ahora comenzaremos el período de preguntas y respuestas de la reunión.

Haremos todo lo posible para responder a las preguntas en el orden en que se reciban. Debido a limitaciones de tiempo y para permitir que otros comenten, le pedimos que sea breve y limite su pregunta verbal a no más de 30 segundos. Si se reciben comentarios o preguntas similares, podemos consolidarlos. Además, le pedimos que se limite a una pregunta/comentario hasta que todos hayan tenido la

oportunidad de participar.

Si es necesario, podemos extender el tiempo de nuestra reunión hasta 15 minutos para responder las preguntas. Si aún tenemos preguntas pendientes en ese momento, responderemos las preguntas escritas como parte del resumen de la reunión y las proporcionaremos a los participantes por correo electrónico y publicaremos en nuestra página web del estudio. Para aquellos que participen por teléfono, pueden enviar preguntas o comentarios por teléfono u otros métodos descritos anteriormente después de la reunión.

## Raising Your Hand

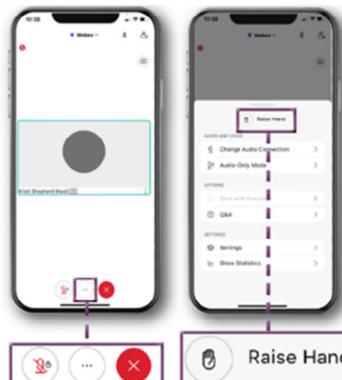
Issues?  
Call Webex Help:  
866.229.3239

### Webex App & Online



1. Select "Participant" panel
2. Find your name
3. Click on the "hand" icon (raise/lower)

### Mobile App



1. Click three dot menu icon
2. Click "Raise Hand" icon
3. To lower, click icon again

Para hacer un comentario o pregunta verbal, le pedimos que levante la mano virtualmente. A continuación, se explica cómo hacerlo:

Para aquellos que utilicen Webex a través de su navegador de Internet, aplicación de teléfono móvil o su aplicación de escritorio Webex, simplemente se deben seguir las instrucciones que aparecen en pantalla. Si desea hacer una pregunta o un comentario, puede hacer clic en el ícono de la mano levantada. Cuando se le llame, el moderador activará el micrófono y le permitirá hablar. Cuando haya terminado, el moderador silenciará su línea y le pediremos que baje la mano haciendo clic de nuevo en el ícono de la mano

levantada.

Una vez más, para aquellos que nos acompañen en línea, todas estas instrucciones de Webex se muestran en su pantalla.

Si nos acompañará por teléfono como participante de llamada, oprima asterisco-3 si desea hacer una pregunta o comentario. Esto nos da una señal de “mano levantada”. Cuando sea su turno de hablar, le llamaremos y su línea se activará. Cuando haya terminado de hablar, oprima asterisco-3 una vez más para quitar la señal de “mano levantada”.

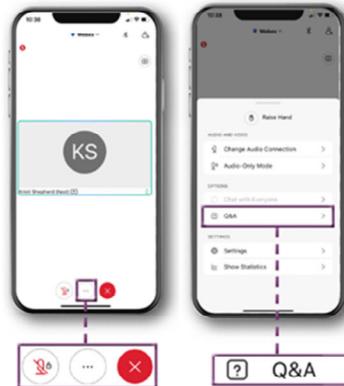
# Asking a Question

## Webex App & Online



1. Open the "Q&A" panel
2. "Q&A" panel will pop up
3. Type your question, hit send

## Mobile App



1. Click three dot menu icon
2. Click "Q&A" tab
3. Type your question, hit send

Si nos acompaña usando una de las aplicaciones de Webex, puede elegir enviar su pregunta o comentario por escrito utilizando la función de preguntas y respuestas de Webex. Estas instrucciones se muestran en la pantalla.

Recuerde, si nos acompaña por teléfono, oprima asterisco-3 si desea hacer una pregunta o comentario. Esto nos da una señal de "mano levantada" y, cuando sea su turno de hablar, le llamaremos y su línea se activará. Cuando haya terminado de hablar, oprima asterisco-3 una vez más para quitar la señal de "mano levantada".

Como recordatorio: si tiene problemas técnicos,  
comuníquese con la Ayuda de Webex al 866.229.3239.

Ahora comenzaremos a responder preguntas.

## Q&A

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

### For those online

- Use the Q&A function for written comments
- Select the "Raise Your Hand" function for verbal comments

### For those on the phone:

- Press \*3 to indicate you'd like to speak.

## Thank you for attending

- Presentation recording will be posted to the website - [azdot.gov/loop-101-agua-freeway-75<sup>th</sup>-avenue-i-17-improvements](http://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements)
- Please take a one-question **Anonymous Self-ID Survey** to assist us with federal reporting.
- English: [azdot.gov/L101-self-id-survey](http://azdot.gov/L101-self-id-survey)
- Spanish: [azdot.gov/L101-self-id-survey-spanish](http://azdot.gov/L101-self-id-survey-spanish)

**TO Make Comments or ask a question:**

- Online Survey: [surveymonkey.com/r/loop101](http://surveymonkey.com/r/loop101)
- Email: [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)
- ADOT English/Spanish Phone Line: 855.712.8530 or 480.695.4027

Gracias a todos los que están aquí esta noche: nuestros presentadores y especialmente a ustedes, la audiencia. Antes de cerrar, me gustaría recordarles que esta presentación, que fue grabada, se publicará en el sitio web del proyecto. [azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements](http://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements)

Además, si aún no lo ha hecho, tome el

- Encuesta anónima de autoidentificación. El enlace a la encuesta es:
- Inglés: [azdot.gov/L101-self-id-survey](http://azdot.gov/L101-self-id-survey)
- Español: [azdot.gov/L101-self-id-survey-spanish](http://azdot.gov/L101-self-id-survey-spanish)

Una vez más, muchas gracias por su interés en el proyecto y su

participación. Por favor, háganos saber si tiene alguna pregunta o comentario de seguimiento.

- Encuesta en línea: [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)
- Correo electrónico: [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)
- Línea telefónica ADOT Inglés/Español: 855.712.8530 o 480.695.4027

## **Appendix C: Public Comments**

### **Public Comment Log**

**Survey Questions/Comments**

**Public Meeting Questions/Comments**

**Email/Phone Questions/Comments**

### **FAQs and Responses**

## Public Comments - Comments and Questions from the Online Survey

Start Date	If you have comments about the project design plans, please provide them below.	If you have comments about project construction, please provide them below.	Other comments	Check all that apply				
	Open-Ended Response	Open-Ended Response	Open-Ended Response	Resident	Business Owner/ Manager	Homeowners Association Representative	Community Organization/Facility/Church	Other (please specify)
3/10/22	Please include a sound barrier to block the freeway noise that goes into the Arrowhead community, specifically Arrowhead lakes. There is already a lot of freeway noise in the area.			Resident				
3/10/22	Something has to be done with the merging or lack there of with frontage road and the off ramps please	go fast and start now :-)		Resident				
3/10/22	We live in Arrowhead Lake community, and there needs to be very high sound walls on freeway st the 51st Ave overpass, all the way to 59th Ave. Sound waves currently so loud, it's unnerving. Please take this into consideration for expansion design. Thank you. William Newton 5206 west Pontiac Drive.			Resident				
3/9/22	This intersection is already a mess.	The noise will definitely be worse.		Resident				
3/9/22		I've lived at 51st Ave/101 for 29 years. Before the 101 was in. I had to adjust but since the time it initially opened to now, the noise level is ridiculously more than before. I know that the construction may be needed, but PLEASE keep the sound & smog levels first & foremost before anything. Yes, I want to see a huge effort to help us in both those areas. Thanks in advance!		Resident		Homeowners Association Representative		
3/8/22	Very noisy from the highway	I am a resident of the Arrowhead lakes community and very disappointed that ADOT is not raising the barrier wall between 51 st and 59th Ave. It is extremely noisy all the time and we cannot enjoy our outdoor areas or backyards because it is very noisy. I noticed that during the last several years noise is increased and it is necessary to raise the wall. I can see cars on the highway from my backyard, which means the wall is not high to protect noise level. You are welcome to come to my backyard and check the noise level in my backyard.		Resident				
3/8/22	There has to be a sound wall from 51st Ave to 59th Ave.		Respect for the noise problems must be addressed.	Resident				
3/8/22	Need a ramp for 35th Ave. because 59 Ave is getting backed up and cutting through our neighborhoods.			Resident				
3/8/22			Please reconsider this project. The current lanes are adequate and the monies could be used more wisely for another project	Resident				
3/8/22	Please add sound abatement walls to the stretch of 101 between 59th and 51st avenues. The noise level is getting higher each year and it is difficult to just sit out in our backyard with the increasing highway noise! In the morning it is extremely loud!			Resident				

3/8/22	It's my understanding that you are not proposing any additions to the Freeway Walls adjacent to Arrow Head Lakes west of 51st Ave. Please consider adding more sound barrier walls. I live over 1/4 mile away from the freeway and it's still too noisy even being somewhat buffered by the houses between our house and the freeway. Please add these walls!!			Resident				
3/8/22	Probably needed, but it would be good to make larger and more effective noise or sound walls.	Although it wasn't convenient, I found that the work done from I-17 to the 51 was fairly efficient (but then I'm an engineer, retired, and like road work).	Really need to eventually figure out how to get the light rail at this end of the valley, gotta be more efficient way to move people.	Resident				
3/8/22	Sound wall is needed	Noise pollution is already a problem	Growth is bringing more cars, noise, & gridlock. Protect & respect existing homeowners request to lessen the above. Sound wall is a priority	Resident				
3/8/22	Please add sound barriers			Resident				
3/8/22	Please add more sound barrier walls	More sound barrier walls please	More sound barrier walls please	Resident				
3/7/22	A needed improvement. Wish it had been planned for earlier to avoid the need to widen bridges.	Would like to know the time estimated to complete the project.	Hopefully lesson learned and future freeways will allow for widening with minimal disruption.	Resident				
3/7/22	Make sure that there is sufficient "noise blocking" put into the design, Please?			Resident				
3/7/22	They look great & very much needed.	I'm sure arrowhead will oppose it but give them a taller sound wall & make traffic better for ALL in metro Phx.	A long time coming but better late than never!	Resident				
3/7/22	While I know that current discussion is about widening of Loop 101 between I-17 and 75 Avenue, I also understand that added sound barriers in our area are not included. The widening is due to increased traffic along that stretch of highway. It would only make sense to add additional sound barriers to the area experiencing the increased traffic.	While I know that current discussion is about widening of Loop 101 between I-17 and 75 Avenue, I also understand that added sound barriers in our area are not included. The widening is due to increased traffic along that stretch of highway. It would only make sense to add additional sound barriers to the area experiencing the increased traffic.		Resident				
3/7/22			we need improved sound barriers in conjunction with this expansion. i live in Arrowhead Lakes and noise makes it impossible to enjoy time outside most of the day.	Resident				
3/7/22	I would like access limited to 59th and 75th ave with local access at 67th.			Resident				
3/7/22	Please don't do this project, save the money, the noise and pollution will increase and this will not be good for our health or enjoyment of our homes. We don't need this project!!!	Please, again...do not build this project. We don't need it, this still increases pollution and lots more noise!! Please don't build!!	Please use the money to help the homeless, help those in need.	Resident				
3/7/22	need more sound barrier to arrowhead lakea			Resident		Homeowners Association Representative		Property Manager

3/7/22	The noise level right now at my home is bad enough. Please don't expand. We desperately need taller walls if you do.	The traffic noise is horrific at times. We already need taller walls even without the expansion. Please don't add more noise.	Please install taller walls. The traffic noise is already bad here. We don't want the expansion. Please don't do it.	Resident				
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3/7/22	See below	An improvement in the SOUND WALLS should be a major consideration in the design process.	<p>My husband and I moved into our home in the Arrowhead Lakes Community in 1995. The sound level coming from the freeway increased considerably in the next 2-3 years. My husband contacted Manny Martinez, who was our representative on the Glendale City Council, to discuss the noise level. The conclusion of the "study" was that the decibel number was in the approved range. We continued to bring up this problem but it was never addressed. Needless to say, with the growth in the area, the noise level has increased far beyond what should be acceptable. It can be heard during the day and the level increases at night to a point where it can be heard inside the home. There is no enjoyment sitting outside and relaxing in your backyard with the consistent sound of traffic buzzing down the freeway. I would like for someone to do a study of the sound level by actually visiting some of the homes and experience it for themselves. I believe we, as taxpayers, at least deserve that. Thank you for your time and consideration of this issue.</p>	Resident				
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3/7/22	please raise the sound walls. the traffic echoes off the mountains behind us	can you have a true replacement program for nails in tires from construction sites	street cleaners at night for dust mitigation.	Resident				
3/7/22	We are opposed to the road widening project due to the traffic noise that will be an outcome.			Resident				
3/7/22	As a homeowner in the Arrowhead Lakes community we do not want the road widening in our back yards. The traffic noise is already disturbing.			Resident				
3/7/22	Please provide additional sound barriers as the freeway is already too loud bordering arrowhead Lakes. Thank you!!	Please make sure the sound barriers are set up for maximum sound protection sound arrowhead lakes as the sound carries over the water. Thank you	I understand the need to increase capacity but please make sure the sound barrier are at maximum level. Please please please	Resident				Both Owner of a rental close to the freeway and resident
3/7/22	The plan needs to add further sound walls from at least 51st Ave through 75th Ave along 101 to mitigate road noise from the 101 that is already excessive, and will likely get worse with additional capacity.			Resident				
3/7/22	Anything to reduce sound, e.g. rubberized asphalt, more or better sound walls			Resident				
3/7/22	I live in Arrowhead Lakes on Mohawk Ln & 55th Ave. Currently the noise level from Loop 101 is loud but tolerable at best during the day but only because we spent \$10,000 to add a waterfall to our south-facing backyard which helps to drown out the highway traffic noise and we keep our doors windows/closed. At night, the noise is even louder as that long, straight stretch of highway becomes a speedway. We are incredibly concerned and disappointed to learn that the expansion will allow for further traffic and with it extra noise. Our greatest concern is you are not planning to add extra sound walls along our stretch of the "improvement." The noise level of our real estate property is already listed as a 7 or 8. Please take into consideration the needs of the permanent residents who live here and have to deal with the added noise by putting in extra sound walls. Thank you.			Resident				
3/7/22				Resident				
3/7/22	Please add Sound barrier walls	Please add sound barrier walls		Resident				
3/7/22	Concerned about the additional traffic noise widening the freeway will create.	Sound Barrier Mitigation	We need sound barrier mitigation on the North Side of the 101 between 51st and 67th Ave. I live in Arrowhead Lakes and the noise is bad now and widening the freeway will make it worse.	Resident				

3/7/22	Reviewed the Plans previously. Believe the circumstances warrant remediation. This area has become a bottleneck. Design charrette seems comprehensive and effective.	Construction will be inconvenient but in the end, serve to create efficiencies. Neighbors may complain about sound, but mitigation is noted and traffic efficiency will help to hasten movement and reduce idle time and diminish gridlock. These factors should increase transportation quality and convenience, enhancing livability.	Hopefully, a comprehensive analysis has been done on the Loop 101 Aqua Fria segment eastward, between I-17 and the subject area. Both west and east bound traffic along this corridor is gridlocked daily by volume and complicated by the position of the sun and the slight curvature and incline/decline at 51st Avenue. Add more lanes? (Similar to improvements east of I-17 along the Loop 101 Pima through Scottsdale).	Resident				
3/7/22	As a concerned resident of Arrowhead Lakes We have noticed the noise level from the 101 increase dramatically over the past 4 years. This new project will have an extremely negative affect on our lifestyle as well as our property values. Please do all you can mitigate the noise level with sound barriers etc.			Resident				
3/7/22	Hi I live in The Arrowhead Lakes Development adjacent to the 101. We desperately need a sound wall on this stretch of the freeway the noise level has increased dramatically in just the last few years. There are times when we cannot sit on our outside patio and visit because of freeway noise. I cannot imagine how loud it would be if the freeway is expanded without a sound wall. Please please include a sound wall as a part of this expansion project. Ty Tom Reichert			Resident				
3/7/22	We live in Arrowhead Lakes, and the noise level from 101 is substantial and often loud enough to preclude us from being outside. It appears that ADOT has decided against adding additional sound barrier walls for our neighborhood. This decision does not make sense given the noise level in our neighborhood: I'd like to ask ADOT to take sound readings at different time of the day, share the results with the public, and based on the results build additional sound barriers walls.		thank you	Resident				

3/7/22	Hello, my question is about the consideration that has been undertaken by your team regarding the increased noise that will result from increased capacity of the freeway. I realize that noise measurements were done as part of the planning of this project, but my concern is that these noise measurements will not be that useful since they are the result of current traffic conditions and are not reflective of the increased traffic that will result from the expansion. Has this been taken into account when considering if the current noise barriers are sufficient to block the noise of increased traffic?			Resident				
3/7/22	raise the sound wall on the north side between 51st & 59th	raise the sound wall on the north side between 51st & 59th	raise the sound wall on the north side between 51st & 59th	Resident				
3/7/22			It is my understanding that adding additional sound barrier walls to the arrowhead lakes community area was denied. Please reconsider this.	Resident				
3/7/22	The Improvement Plan presented Feb 24, 2022 did not address the traffic noise issue that residents experience, both currently and which will be exacerbated with increased traffic due to added freeway lanes. This stretch of Loop 101 between 51st Ave. and 59th Ave. within the Improvement Plan is elevated above the surrounding neighborhoods, and currently does not have sound walls at the freeway level. The community to the north has additional geographic attributes (i.e. water, surrounding hills, etc.) that echoes and amplifies the traffic noise through the neighborhood. We have measured sound levels at our house in excess of the federal limit on numerous occasions, even as high as in the 70 db range. In addition, the "ghosting" of previous abandoned freeway lanes causes confusion for the driver during parts of the day.	Please consider adding sound walls to the elevated portion of the freeway. Please consider successful and proven sound-mitigating paving on both the freeway expansion areas and as a top coat over the remaining portions of freeway. Please consider remedying the existing lane "ghosts", and avoid creating new ones with the widening project, by complete re-paving. Please earmark your construction hours with consideration of the residents, both regarding noise and closures/ access.	Please perform an additional sound study that measures traffic noise during true "rush hour" (i.e. 5am - 8am) and on multiple days. The noise level also changes depending on the wind direction, and/ or with cloud cover, etc. there are so many variables. Also consider the sound movement with the unique geographic attributes in the area; sound moves uniquely through the neighborhood, especially over water.	Resident				
3/7/22	Please improve sound barriers between 51st Ave and 59th Ave. We live on the North side of the 101 and the noise traffic is increasing such that we can't open our windows at night.			Resident				

3/7/22	First and foremost the noise level will increase dramatically from the proposed changes and modifications in this project. We live in Arrowhead Lakes which runs on the north side of the 101 from 59th Ave to 51st Ave. The noise fro vehicles and large trucks is already extremely loud and disruptive during high volume traffic times, even with our windows closed you can still hear the noise and we live at the north end of Arrowhead Lakes	We oppose this constitution project. First and foremost the noise level will increase dramatically from the proposed changes and modifications in this project. We live in Arrowhead Lakes which runs on the north side of the 101 from 59th Ave to 51st Ave. The noise fro vehicles and large trucks is already extremely loud and disruptive during high volume traffic times, even with our windows closed you can still hear the noise and we live at the north end of Arrowhead Lakes. Even the high walls installed along the 101 do not keep the high noise levels down, in fact they seem to make the noise louder.	First and foremost the noise level will increase dramatically from the proposed changes and modifications in this project. We live in Arrowhead Lakes which runs on the north side of the 101 from 59th Ave to 51st Ave. The noise fro vehicles and large trucks is already extremely loud and disruptive during high volume traffic times, even with our windows closed you can still hear the noise and we live at the north end of Arrowhead Lakes. We oppose this project as it will have a direct negative effect on our lives and our property values.	Resident				
3/7/22	Concerned about adding more traffic lanes without incorporating a noise barrier wall especially to the elevated portion of Loop 101.			Resident				
3/6/22	Please, please, please, install noise more and higher barriers.. We installed new windows a few months ago to block the freeway noise... No help. We moved here 6 years ago and it just gets worse every year. The dust in the air has gotten worse.	Higher barriers to block the noise and dirt...		Resident				
3/6/22	We need sound barrier walls for Arrowhead Lakes. I've lived here since 1998. The freeway noise has gotten so loud that I can't keep my patio door open anymore. The backyard isn't great for entertaining either with the roar of traffic. Thank you.			Resident				
3/6/22			Additional sound buffers must be added to the section between 51st and 59th Avenues.	Resident	Business Owner/Manager			
3/6/22	Arrowhead Lakes is one of the nicest communities in the NW side - voting against adding additional sound barrier walls for our neighborhood is just dumb: bad for residents, bad for business, bad for property values.	Please reconsider adding additional sound barrier walls for our neighborhood - this will keep the neighborhood nice and the necessary tax revenue in Glendale and area.	Otherwise, we will have no choice but to sell our home and move from our neighborhood due to the freeway noise which will only get worse, and soon force us to take our business and tax dollars with us out of Glendale and into a different city or county.	Resident				

3/6/22	Arrowhead Lakes is the nicest community on the NW side - not adding additional sound barrier walls for our neighborhood will only ruin property values as the demographics will do down and the property taxes with it.	Please reconsider adding additional sound barrier walls for our neighborhood - this will keep the neighborhood nice and the necessary tax revenue in Glendale and area.	Otherwise, we will have no choice but to sell our home and move from our neighborhood due to the freeway noise which will only get worse, and soon force us to take our business and tax dollars with us out of Glendale and into a different city or county.	Resident				
3/6/22	Otherwise, we will have no choice but to sell our home and move from our Arrowhead Lakes neighborhood due to the freeway noise which will only get worse, and soon force us to take our business and tax dollars with us out of Glendale and into a different city or county.	Please reconsider adding additional sound barrier walls for our neighborhood - this will keep the neighborhood nice and the necessary tax revenue in Glendale and area.	Otherwise, we will have no choice but to sell our home and move from our neighborhood due to the freeway noise which will only get worse, and soon force us to take our business and tax dollars with us out of Glendale and into a different city or county.	Resident				
3/6/22	I am concerned about the missed opportunity to reduce the freeway noise to the eastern edge of Arrowhead Lakes community. the existing sound wall doesn't start until about 53rd avenue, but significant noise goes into our neighborhood from the exposed section from east of the 51st avenue overpass to 53rd avenue. daytime or nighttime the noise is significant. from our backyard, we can count the vehicles passing to the west on the freeway, which means there is no sound barrier for our portion of Arrowhead Lakes. please reconsider the decision against adding additional sound barriers for us.	seems well organized and well thought out for project scheduling and timeline		Resident	Business Owner/ Manager			
3/6/22	We live off 51st Avenue and the 101. We need the a higher, better sound wall. The traffic noise makes it almost impossible to sit on our South facing patio from 5235 W Potter Drive, which is almost 1/2 mile away! The WALL NEEDS to be RAISED between 51st Avenue and 59th Avenue.	Please raise the wall between 51st and 59th Avenue. The road noise is almost unbearable at this time.		Resident				Realtor
3/4/22	Like it!!!	Love it!!!	LET'S DO IT!!!!	Resident				
3/4/22	Please add an off-ramp at 35th ave. westbound on I 101			Resident	Business Owner/ Manager			
2/28/22	The design looked nice.	If most construction will be at night what will they do to stop that noise for waking up or keep up people who live close to 101?	What will you be doing about the air pollution 101 is having on the houses close to loop 101?	Resident				
2/26/22	My only comment would be more noise barriers along the freeway from 59th Ave to 75th Ave, living only 1 1/2 miles from freeway North, we hear the freeway traffic!	I think there should be more focus on all the accidents occurring daily on 67th Ave and also trash collecting along the 101 which has become very bad!!	There is a concern about the volume of traffic and the congestion that will be caused by this construction!!	Resident				

2/24/22	Sound barrier walls need to be installed the entire length between 75th and 51st.			Resident				
2/24/22	We are disappointed that the noise study did not reflect the true noise levels emanating between 51st and 59th Ave. The study appears to have been conducted in the summer when traffic volumes are considerably lower than the rest of the year. Also, this noise study was conducted during Covid times when most people were working remotely. Given the circumstances, it seems appropriate to reassess the noise levels, especially on the North side of L101 between 51st and 59th Avenues as noise travels more efficiently, and in some cases is also amplified, as it passes over the bodies of water that comprise Arrowhead Lakes.	As construction has not yet started, I have no comments at this time.	Recommend adding height to the existing wall between 53rd and 59th Ave (north side of L101) and also consider adding an additional wall on the north side of the freeway near 51st Ave. We are additionally concerned that the proposed wall changes near 51st Ave (south side of L101) included in the current design will exacerbate the already loud traffic noise as it bounces off the wall on the south side toward the north and into the neighborhood.	Resident				
2/24/22	Please plan to include a sound barrier wall to mitigate the traffic noise levels that sometimes exceed 70 decibels at our home in Arrowhead Lakes (53rd Avenue and Rose Garden Lane).	Plan to communicate often with the neighbors about any road closures, etc. due to the construction.	Repeating: Please plan to include a sound barrier wall to mitigate the traffic noise levels that sometimes exceed 70 decibels at our home in Arrowhead Lakes (53rd Avenue and Rose Garden Lane). The Loop 101 traffic already frequently wakes us up in the morning; therefore, adding another lane is anticipated to be even more problematic. Please address the noise issues due to Loop 101. Thank you!	Resident				
2/23/22	Questions: 1. How many years is this going to make my life a living hell? 2. Are there any studies indicating that metering lights actually help?			Resident				
2/22/22	Will the 75th Ave to I-17 Widening Project include noise-reducing rubberized asphalt or some other noise reducing surface. There seem to be complaints from neighborhoods to the east of I-17 about freeway traffic noise after those widening projects were completed.		The survey monkey form requires us to fill out both English and Spanish. Might want to check the set up. :)	Resident				

2/18/22			59th Ave. and Beardsley has terrible traffic. Are there any plans to improve that intersection? Can there be?	Resident				
2/16/22		Option 1 is the best preferable design. Allows for increased traffic flow with less congestion.		Resident				
2/15/22	Na	Na	I do not think it is necessary and it will add to the congestion. Is millions of \$ to widen a road worth the 3 hours (Monday-Friday) a day the road gets busy?	Resident				
2/14/22		How will the construction affect the surrounding side streets traffic wise? For example Union Hills and Bell being used much more during the construction		Resident				
2/14/22	I don't think widening this area is necessary. It doesn't have nearly the volume of traffic I-17 and some other freeways have. Other freeways are in need of widening and repair. Phoenix all the way to Flagstaff, definitely need more lanes and an alternate route. Phoenix to Tucson needs median barriers and potholes filled. Thank you for all your good work.			Resident				
2/14/22	It's expensive and the data shows that adding lanes just causes induced demand. Arizona DOT is existing in the 1950s. Time to stop widening freeways and start investing in our communities. We need to offset the pollution created by adding more cars to the road in this fashion	It's expensive, and a waste of money.	I am strongly against widening the freeway. It worsens pollution. It's a waste of money. Instead make motorists PAY for the roads they use. Allow for tolling of the interstate. Use tolls at a market based price that allows for a smooth control of traffic to fund any required expansions. Time to stop allowing people to leech off taxpayer money. Redirect all money into local communities for addressing actual community needs.	Resident			Community Organization/Facility/Church	

2/14/22	I have some questions that impact my thoughts about this project. 1. What is the current posted speed on the frontage roads? 2. What is the current average speed on the frontage roads during non-rush hour traffic? 3. What is the expected change in non-rush hour speed on the frontage roads after the completion of the project? 4. If the expected speeds on the frontage roads are expected to be higher than the posted limit, what proven safety countermeasures are being put in place as part of this project to keep speeding to a minimum? 5. What is being done on the bridges and ramps to ensure that people walking and people on bicycles are able to travel safely with the increased traffic volume and increased speeds?			Resident			Community Organization/Facility/Church	
2/14/22		When removing the existing asphalt at the beginning of construction and throughout the efforts there needs to be a more focused effort of removal of debris. With the widening projects elsewhere in the valley, most specifically the recent 101 expansion in the north valley, debris causing chips in windshield and other impacts to vehicles was very problematic. So getting the roadway thoroughly cleaned following the removal of asphalt is needed and at frequent intervals throughout the project construction.		Resident				
2/14/22			Why don't you invest our tax money in accelerating public transportation options that reduce contributions to global warming, like extending light rail to the NW valley instead of more and more lanes on the Loop 101. We need a more enlightened and dramatic change in direction to our planning for future transportation in the Phoenix metro area. Allowing for more cars that consume fossil fuels and generate air pollution is not it!	Resident				
2/10/22	Can we not have bushes and ground plants? It's a desert and a drought. Just have clean plain gravel.	Can you work 2 shifts a day and get this done more expediently?		Resident				
2/10/22	Can we not have bushes and ground plants? They require water and we are in a desert! Just have clean smooth gravel.	Is it possible to work two shifts a day and get this done more expediently?		Resident				

2/10/22	Living off 101 s off 59th Ave , the bridge needs to be widened , stop lights at 101, and Bergen's need to be shortened . The waiting time is too long in all direction backing up traffic on the off ramp , Afro two blocks on 59th ave , long back up on Beardsley and encourages people to run lights as they know they will wait up to 5 minutes if they miss it . The noise in my neighborhood has escalated to the point I hear it in my house blocks away as the west area has grown 10 X . Sound barriers need to be placed for sure on S side between 51st ave and 59 if not 67th . Don't know how housing at midwestern can stand it	The 101 raceway . Traffic speed is never enforced . Love the express lanes . Impossible to enter during heavy traffic	Crosswalks at 67th obstructed by the bridges and shrubs . Have to pull into intersection off exit ramp to clearly see traffic from the left ( north) . I pray everyday I commute on the 101 east and west . Tying to exit and dodging the traffic on the Beardsley frontage freeway crossing four lanes to turn left . No one on the frontage ever merges (yields) with the freeway ramp traffic . Way Az drivers tailgate , dash in and out 15-20 MPH over limit , cross 2-3 lanes to exit , amazed not More accidents and fatalities. bring back enforcement or cameras	Resident				
2/10/22	Access on or off from 43rd Ave. even just an on ramp eastbound would be great! Also better noise barrier along 51st Ave to 35th Ave. The freeway noise is heard on Yorkshire. Maybe provide two way street on south side access road from 43rd to 51st so you can get on west bound	Please be quick. Avoid complete closures		Resident				
2/10/22	Sound walls are needed.		Please consider the sound as a major issue	Resident		Homeowners Association Representative		

# Public Comments - Comments and Questions from the Public Meeting, Feb. 24, 2022

Questions/Comments from 2/24/22 Virtual Public Meeting	Question Type: Verbal/ Written	Project Team Responses
Two things. I live two blocks from the 101 at 51st Avenue and it's already super, super, noisy and I can't understand why the trucks can't use the 303 freeway. Is there a way that you can tell the trucks to use the 303?	Verbal	Rashidul - I know we are working on the detail of construction traffic control, but the specific question is if trucks can be using route 303 during construction.  Gary: That would have to be discussed with ADOT and the district to see if we have the ability to route or instruct vehicles, or trucks in particular, to use Loop 303. Your comment is noted and that's something that we can investigate and look into it.
We live just south of 101. And we were interested to know if there are any plans to add an exit ramp or an entry way at 43rd Avenue? Thank you.	Written	Gary - At this time, there are no plans to add any additional exits or entrances off the Loop 101. Only the existing exit and entrance ramps will be maintained and improved, so there will be no additional access with this project.
I'm inquiring about the 75th Avenue bridge. Did you take into consideration over in Glendale on 75th that apartment complex that they are talking about putting in over on Rose Garden? Is that what I understood that you've taken that into consideration.	Verbal	Tony Abbo, city of Glendale. - I think the apartment complex that you're mentioning is on the west leg of Rose Garden. north of the interchange, I think the apartment complex that was discussed is pretty much on the other side of Popeye's, or on the other side of the Aspera development. So no changes to the access are going to be occurring as a result of the new apartment complex, and that's still in the development stages. So, nothing has been formalized with that apartment complex.
<p>First off, I've been in discussions with councilwoman. I also am the president of a very large HOA that will be impacted from 59th Avenue to 51st Avenue. And we are already impacted by the traffic congestion on 59th and I understand that's not going to be included for correction. And what concerns us is the fact that you're going to be doing work on the 51st Avenue bridge and that's understandable, but that's going to put even further stress on the 59th Avenue traffic, which is tantamount to being disastrous at this point. So, I don't know if there's anything you can do about that.</p> <p>The second part of the question; having experienced a great deal of travel on the 101 from I-17 to Scottsdale, and being a native of Phoenix myself, even though I'm 78 years old, I've never seen a project take that length of time and I come from a public works in a public sector background. It just seemed like there weren't a lot of crews out there and I'm hopefully and I know councilwoman Tolmachoff brought this up to you, but we would greatly appreciate it if the surgical operation for this project could be done in less than 30 months with maybe additional crews out there and time on jobs.</p> <p>So, I'm not sure, but those are the two primary concerns I'm picking up from many of the homeowners in our community, and I'm wanting to deliver that message. It's going to concern me as well but I'm certainly representing a large population of homeowners.</p>	Verbal	<p>Rashidul - Based on our latest effort, as Gary mentioned in his presentation earlier, ADOT and MAG have already started the study for 59th Avenue and 67th Avenue. We recognize that there is already challenge. So, the study is going to look in detail and it will take about a year or so to really see what is recommended for mitigating the challenges over there. And 51st Avenue, yes we are doing the bridge widening. So, definitely, it is always expected that we reduce the impact to traffic in the area during construction. So that is our intent and, ADOT design team is really working with, ADOT central construction district for figure out the best way of doing traffic control during construction so that we can minimize the impact to public. So that effort is going on.</p> <p>And to answer to your last part of the question. Related to the east project (L101, I-17 to Pima Rd widening project), I think if you know that was a design-build project. (For) this (project) we are working with a design, bid, build project process, which is slightly different. The ADOT Design Team is really looking in detail in the investigation. This project is also half, nearly half the length of the east project (L101, I-17 to Pima Rd widening project). And we have so far identified fewer conflicts from utility and other challenges within the project vicinity. Having said that, we are really trying to (apply) lessons from the design build project and to implement those for this project, so we can really identify optimum construction time, which we are trying to complete in a reasonable time. This investigation is ongoing but we are listening to what you are saying. We'll try to implement that into our construction schedule, which will ultimately translate into a contract time.</p> <p>Rashidul asked Gary if he had anything to add. Gary said no. "I think you answered the questions just fine."</p> <p>City of Glendale councilmember Lauren Tolmachoff - This is council member Tolmachoff and I understand that none of you are probably allowed to make political statements, but I would like to speak to 59th Avenue if I could. I get a lot of questions about 59 and 67th (avenues) and I want residents to understand that 59th Avenue improvements and 67th Avenue improvements are not part of this existing regional transportation plan that was approved by voters in 2005, which was Prop 400. Now the Prop 400 extension hopefully will be on your ballot this November and those improvements are included in the regional transportation plan going forward.</p> <p>So, this widening and this work being done is included in the regional transportation plan that was adopted as a region and ratified by the voters in 2005. And so what they're speaking to is some modifications that can be made at 59th Avenue, but actual real improvements will be part of the regional transportation plan, and hopefully you'll be supporting that when it is on your ballot this November. So I wanted to make sure people understand the reason why those aren't being addressed in this project. So thank you for the time.</p>
The area between 51st and 55th Avenue on North side of the freeway needs to have the noise walls higher. Is there a process for our neighborhood to petition for this to be included? (Question read by Kristi Shepherd, HDR)	Written	<p>Rashidul: I want to state that there is a noise policy that ADOT follows and ADOT Environmental Planning Group follows, and based on that policy noise analytics were done. And what Gary presented tonight and one of the activities was showing where and the noise walls are where new noise walls are planned. So, Gary from 51st to 55th avenue. I don't know if you can quickly look at them. What are we recommending? And if we don't have the information now, we can provide it later. In a nutshell, I want to say we have followed the policy but we can go into detail.</p> <p>Gary - There is an existing noise wall between 51st and 59 actually on the north side and I think that's what the gentleman said "on the north." That particular wall was analyzed through the noise analysis process and it was determined that that wall would remain in place through the analysis in its existing condition. As far as the process to petition for something different, I would probably have to refer back to ADOT on that one.</p> <p>Rashidul asked Ivan Racic to comment on the petition question.</p> <p>Ivan - My name is Ivan Racic. I'm an Environmental Science Specialist, Air and Noise Planner with ADOT We do not have a process that would be conducive to petitioning based on federal regulation and our policy, however, all the concerns can be addressed through ADOT staff and we have received this question and we can provide a more detailed answer as to the determination made during this analysis. I hope that helps.</p>

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<p>There is student housing and I invite any of you to come and sit outside in my yard and enjoy the increased traffic noise I have experienced the past eight years. Sound walls are absolutely needed between 51st and 67th Avenue.</p> <p>As Arizona is facing water shortage, skip the irrigation and landscaping.</p> <p>Drive 59th Avenue and 67th Avenue and tell me the expansion of those bridges are not necessary. Expand North and West and ignore the need to expand the traffic route accordingly.</p> <p>The traffic on both of these avenues, both 59 and 67th Avenue daily, are horrible. It backs up three blocks long. These avenues need to be included in this project. Light timing (traffic signals?) needs shortening.</p>	Written	Rashidul - we will respond to these comments in the future with the overall response log.
<p>I live at about 53rd Avenue in Glendale, and instead of starting with a comment is in a couple of questions. Decibel levels that we experience are oftentimes over 70 decibels. So, the 66 decibel, I'm just curious where was that measured? Is it measured up and beyond north of Loop 101, and approximately 53rd Avenue as the bridge goes up? I don't think there's any noise walls up over the bridge area and widening the bridges to include more lanes is only going to make things more problematic.</p> <p>So, I would ask the team to study the noise levels particularly north of 101 where there's no noise wall that I'm aware of, and up over the bridge area because it's an extremely problematic already. I can't imagine what it's going to be like to add more lanes onto the freeway.</p> <p>It wakes us up, frankly. I mean, and also, I guess the other question is, what time of day was a study done? If it's like, 6 a.m. to 7-8 a.m., it's extremely problematic. So, doing this study is good. But, you know, it's time of day and where it's being done from because there's no barriers up on that bridge heading north of loop 101, no sound the sound travel.</p>	Verbal	<p>Rashidul - Ivan, will you please join. He is asking particularly when we typically collect the data noise levels. Ivan, you want to join to respond? We are taking the question anyway and if there is an incomplete answer, we'll follow up after this meeting to provide an adequate response.</p> <p>Ivan: Thank you Rashidul. I would again call your attention to the noise report that provides all the details for all the residential units and other noise sensitive areas that are within 650 feet (of Loop 101).</p> <p>In particular to your question, now, bear in mind. I'm looking at a report trying to figure out where your home is. Obviously I can't, but, there was a noise measurement taken just north of Loop 101 and west of 51st Avenue.</p> <p>Before I discuss the noise measurements; the noise measurements are used for two purposes: The first purpose is to determine the existing noise conditions. The second purpose is for validation.</p> <p>Now, all our noise models are 3D, and what you have seen in the video, we basically create a very similar model in traffic noise model that is a required to be used by federal highway. We would input the traffic data and all other information to calibrate the model. So basically, when we predict the existing conditions with the model, it has to be within certain limit to the measured value. That is based on the information and there is obviously a lot more, but I don't want to take too much time from other questions. We can share all this information from you. But as far as I can see, that is a monitoring place number 8. That is close I wish I could share the screen, but obviously we can't. I will provide that. After the meeting, hopefully. Let me see, I believe the noise measurements were taken between 7:40 a.m. and 8 a.m.</p> <p>Noise levels measured at that time were. 59.1, 59.9 and 61.1 dBA Leq. Again, a more detailed information is provided in the report and I will personally be happy to respond to any such questions.</p>
<p>I live between 67 and 75, north of the freeway and I'm just curious; I never heard any mention of improvement of the noise barriers. Any mention of that, and I know that maybe that had something to do with the survey or the study you did. I'm wondering if you could talk a little bit to that. And, Ivan you did mention that that report is available somewhere, - the noise study you did - and maybe you could just tell us where that is so I can look at it.</p>	Verbal	<p>Ivan - I will ask either Kristi or John if they can find that slide that contains the link to the project website where the report will be at.</p> <p>Kristi - Ivan, I've also placed it, if anyone has their Q&amp;A panel open as an attendee, I did place a direct link to that in the Q&amp;A panel in response to a question. You can also find it there.</p> <p>Rashidul asked Ivan if he had anything more to say.</p> <p>Ivan replied: "When it comes to the noise and the passion, I can talk a lot so I will refrain from adding more comments but will be happy to respond to every question later and will provide additional information if it is requested by individuals. Again, I don't want to hijack this meeting.</p>

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<p>We live about a block and a half north of the 101 at 53rd Avenue, and we can see, we can count the vehicles going westbound on the 101 from our yard; the noise wall is that low. And at night, when we're trying to sleep, it's enough to keep us awake. So I'm really not sure where that noise sensor was placed, but I'd like to request that you take into account the second-story homes and the height of the wall, that's really not even enough to block the view of the vehicles and the noise.</p>	Verbal	<p>Rashidul - We definitely are hearing your input here. The ADOT team is going to review these questions. We will make sure we are complying with the policy as well as addressing your concerns. We address them; we look at them. Ivan is there anything else you want to add at this time?</p> <p>Ivan - All these questions are registered and we will provide a more detailed answer. I just wanted to emphasize, reemphasize what Gary mentioned during his presentation. Noise levels are one factor that we take into consideration. However, there are other federal requirements for a noise barrier to be eligible for federal funding that we have to comply with. And, all decisions based on those requirements are made and documented in the noise report. We will be happy to provide specific locations with those details and point out where in the report that the information can be found. And, if that information is not sufficient, we will provide additional information.</p>
<p>The addition of a third turn lane southbound from 75th Avenue to eastbound 101 is addressed in this project. However, nothing was presented to address the backlog of northbound traffic on 75th Avenue to westbound 101. What is ADOT and the city of Glendale doing to address this daily backlog?</p>	Written	<p>Gary - The traffic analysis did not indicate the backup being northbound more than the backup being southbound. We do have our traffic engineer BriAnne on the call. BriAnne, would you like to provide some additional information?</p> <p>BriAnne Turpin - Yes, hi, this is BriAnne Turpin with Stanley Consultants. As as you said Gary, that the traffic analysis that was completed for this study did not...The traffic volumes going north bound to westbound was not as heavy, and it didn't show the same level of delay as the southbound to eastbound movement so we focused our efforts on that movement.</p>
<p>I was late due to technical difficulties. Where does the project start; east of I-17 or west of 75th Avenue?</p>	Written	<p>Rashidul - The project starts about a half mile west of 75th Avenue where we basically are doing LED lighting installation. Gary correct me, but just at the exit ramp off 75th Avenue; from that location, we are starting the real construction work for the GPL project.</p> <p>And on the east end as Gary already mentioned, we are stopping at 23rd Avenue, but the striping to match the east side design-build project recently completed, we'll go up to 19th Avenue.</p>
<p>Driving northbound on 101, passing Union Hills and taking the curve eastbound; will the 75th Avenue exit ramp still exist after this project is complete.</p>	Written	<p>Gary - The 75th Avenue eastbound exit ramp will remain as is. No improvements are recommended with this project for that ramp, so it will remain in place.</p>
<p>As a 29-year resident of this district and Carmel Park, I lived here when there was no 101 freeway. To echo the sentiments of all of my neighboring residents to the north; additionally, there is no sound wall - absolutely zero - from 55th Avenue to 51st Avenue where the freeway is elevated from the flood-control project eastbound.</p> <p>And again the noise. We're just past, about two blocks south of the horse property. So in Carmel Park, if you're in a two-story house again, we can see the cars. The noise over the years has just gotten to be atrocious. So, I would ask that additional studies be looked at as well for the south side of the 101 from 59th Avenue to 51st Avenue for sound reduction walls.</p>	Verbal	<p>Rashidul: Ivan. I think similar comment. I don't know if you want to respond with anything? Otherwise, we'll address the comment and we'll provide adequate information in our written response.</p> <p>Ivan - Yes, I believe that is good and maybe this is a good time to offer this information. There are several factors that go into the noise analysis. In addition to future noise levels being predicted to exceed the threshold of 67 decibels, we also look at whether a wall can feasibly be raised, or a new wall built based on engineering factor; whether the new or modified will actually be effective at reducing the noise levels by a certain level; and whether the noise wall is cost effective.</p> <p>Those are all the factors that we consider and all of these are the requirements for ADOT to receive federal funding for the noise walls. Again, the noise study for this project is provided on the project website that is that was shown on the screen.</p>
<p>This is a duplication of a written Q&amp;A that I submitted. First of all, I want to compliment everybody on the great job they did on the eastbound 101. The widening of the roads, even though it took a little longer than we hoped it would, is beautiful and my wife and I were so excited to see the giant sound walls on the I-17.</p> <p>When we got our card announcing that some improvements, we're going to be made on the westbound as well, including the sound abatement walls, we were very excited about it.</p> <p>And so disappointed again, tonight, when we heard that our neighborhood on the northwest corner of 51st and the 101 was getting no sound abatement measures taken care of whatsoever.</p> <p>My wife and I walk the neighborhood. We walk down 51st Drive and we walk down towards 53rd, towards the west end of that road. And sometimes when we're out walking, it's so difficult to hear each other talk at night because of the traffic noise.</p> <p>We've lived here 23 years and we remember what the sound was like before the first improvements on the 101. We can't imagine what the sound's going to be like when we add two additional lanes to the freeway. So, I'm just reinforcing what my fellow neighbors have said, and just really want you to know the seriousness with which the neighbors here in Arrowhead Lakes take this topic.</p>	Verbal	<p>Rashidul: We'll take this question and will review all these concerns you have indicated. One thing I just want to mention is that our effort from this project is try to mitigate whatever we are impacting from this project. But I'm also hearing, that here are concerns, existing concerns from local residents. So we will take it back to the project team and address these concerns. Thank you.</p>

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Please explain the benefit of diamond grinding. Will this help with noise mitigation?	Written	Rashidul: So, I would like to give a little bit of explanation on choosing diamond grinding for this project. I know the question is specific, but I think the background will probably help. So this is going to be the third project that ADOT and MAG has decided to call it pilot project. One was the east project, uh, from I-17 to Pima Road that was recently built. Another is in the East Valley, a 101 project, another GPL project constructed sometime last year. So those two and this will be the third one. ADOT and MAG has agreed to study, through these three pilot projects to see how diamond grinding performs as a friction surface for concrete pavement. As opposed to the current practice in the Valley of using ? gravel the valley with that 40 per hour. So the intention is to collect data from these three projects. And then in future, I believe MAG and ADOT and it will make appropriate decisions. So, it is a pilot project so there is not a particular purpose that this one is chosen for, except for the pilot project.
Is the increased traffic from the housing being built north of Happy Valley and west of 83rd Avenue being addressed with the previous 75th Avenue on-ramp reconfiguration, or this expansion to the 101? The amount of traffic using 75th Avenue is growing.	Written	Gary - The traffic analysis did take into account the future traffic projections in the area and that's exactly what is triggering the need for the improvements on southbound 75th Avenue on that left-turn lane, going from two lanes to three. So, yes. As mentioned, the 2040 traffic volumes are used in the traffic analysis to establish number of lanes and lane configuration.
Thank you for the thorough project presentation. Will the construction phase take place as presented from 75th Avenue eastward, or westward from I-17, or randomly across the entire project zone?	Written	<p>Rashidul: Typically, ADOT will develop the design and as part of the design, we assume some construction sequencing. But, as a practice, we don't dictate where the project will start, or how the sequencing exactly will happen. We normally don't know it until the contractor is on board, and after the contractor is on board, they typically will work with an ADOT resident engineer who is charge of construction. So they will interact based on the recommendations in the design plans, and then they will come up with a very specific sequence of the construction. But it is at least normally two to three months ahead of time, that notification will be provided to residents or locals through appropriate, standard channels. So everyone will know when the constructions is happening sequence-wise. Gary, anything you want to add?</p> <p>Gary: Yes. In general, during the design, we set up the parameters, constraints and basically, the, the rules of engagement for how the contractor should construct a project. But we do leave it open for the contractors to establish their work zones and to determine the schedule, and as Rashidul said, we work with the district to make sure that everything's being constructed in the most logical way to minimize the impact to the traveling public.</p>
I mean, it's similar to the noise questions, but my one (question) specifically is in the paper handout that we got in the mail it said that we were going to address the added sound walls where warranted. I didn't hear in the presentation where any sound walls are being added. Sounds like we're all very concerned about the sound, but as of right now it sounds like nothing's going to be implemented for the sound.	Verbal	<p>Rashidul asked Gary to show the noise wall slides. "Show the exhibit: The existing as well as new noise walls proposed based on our analysis. This presentation is going to be shared on the project website. Feel free to look at them after this meeting as well. So Gary, Just give us a little bit of quick debriefing on this.</p> <p>Gary: So, in this exhibit the purple lines show where the existing noise walls are. This green line, right here, shows an existing wall that we're going to raise, and then the orange lines are new sound walls within the project limits. So, the noise mitigation, required for the analysis is this area, and it's this green line and the orange lines.</p> <p>Rashidul: So, the green lines are to raise them from existing height and the orange ones are the new ones?</p> <p>Gary -Correct?</p> <p>Rashidul: Yes, and the purple lines are the existing walls. We are just pushing them out, correct?</p> <p>Gary: The existing walls that are purple are the walls between the frontage road and the freeway so all of these walls are not impacted by the project.</p> <p>Rashidul: The ones that are in purple, these are remaining intact.</p> <p>Gary: That's correct.</p>
So I live near 75th and nearby where the curve is and I noticed the noise is very high and I'm pretty sure that noise is coming from transverse joints in the pavement. The noise levels ae especially exasperated along the curve due to vehicles running over them at a skew (doubling the noise). And I'm just hoping that this will be improved and especially that the new lanes would have the same type of pavement joints. It's really bad and I think if those joints were improved, the noise would be considerably reduced. I think if your sound monitoring baseline has been done with that noise in the background, then it wouldn't be a correct baseline.	Written	<p>Rashidul: George has spoken about the transverse joints on the pavement. On our project, we are going to do diamond grinding. Gary, anything you want to add?</p> <p>Gary: When the diamond grinding is applied to the surface it should smooth the pavement and it should smooth the pavement over the joints. Sometimes when the rubberized asphalt gets to a certain age, the joints reflect through and you may hear the vehicle noise, tire noise hitting the joints but the diamond grinding should smooth this out and help to improve that.</p>
Driving northbound on 101, passing Union Hills and taking the curve eastbound; will the 75th Avenue exit ramp still exist after the project is complete? I ask because I didn't see it in your simulation.	Written	Gary - That was answered earlier. The eastbound exit ramp at 75th Avenue will remain in place. And it was at the very beginning of the simulation um, but it wasn't necessarily mentioned because there's no change or impact to that existing exit ramp with this project.

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Will the diamond grinding help with noise mitigation?	Written	Rashidul - So, really, I cannot speak. There has not been any specific determination yet. Like mentioned, it is one of the pilot projects so we'll have to observe and wait for the data. But Gary was mentioning, and I'm also riding in the east Valley on the concrete surface with diamond grinding in the different projects. So, it is really not for me to make any comment without specific data. We just have to wait and see if that, reverts in future. I cannot really give a specific answer to this question.
We joined late so I was just wondering if you could recap the south side of the 101 and 35th Avenue exit ramp.	Verbal	Gary - The 35th Avenue exit ramp will be widened from a one-lane exit to a two-lane exit. So those are the improvements that will be done to that area.
I just had a quick question on the LED lighting. Can you expand on what type of lighting you're going to be putting in and if there's any sort of smart technology that's going to be included with those lights? Is there like a model number that you're installing? Do you have that information?	Verbal	<p>Rashidul: Gary, do you have specific information of that type? I know we have federal regulations we go by, generic pattern, not proprietary, but if there will be any proprietary item, we have to follow certain procedures. Gary, do you have any information?</p> <p>Gary: There are approved fixtures that that we use on the freeway. I'll just talk in general terms and BriAnne (Turpin) from Stanley is our lighting engineer and she can add to this. But the freeway median lighting, not the poles, but the fixtures will be replaced and then any of the light poles and fixtures impacted by the ramp reconstruction will be replaced so the project will have all LED lighting when it's complete. But as far as type of fixture, BriAnne can you expand on that?</p> <p>Brianne - Yes, um, so typically with lighting design, we analyze three different fixtures, all that are on ADOT's approved product list. We don't specify a specific fixture. Our analysis, once complete, ensures that all fixtures meet ADOT's lighting requirements and then once the project goes to bid, the contractor is then allowed to choose the fixture. We don't specify a specific fixture.</p>
I noticed that heading westbound on the 101 in the evening, the previous lines on the highway are still visible, even though they were removed there's like an etching and this can cause a lot of confusion with drivers. So, I'm wanting to know, will this new project add to that issue at all and what's going to be done to ensure the complete undetectable line-removal for this project?	Written	<p>Gary - I think the caller is referring to the striping on the freeway; how there may be some areas where maybe the striping was obliterated and then new striping added and that maybe the existing or old striping is reflecting through.</p> <p>In general for this project, all of the existing AR, which is the rubberized asphalt, and existing striping will be removed. And when the new payment is added and the new lanes are situated there will be all new striping on the freeway similar to the project to the east (L101 between I-17 and Pima Rd). There should not be any confusion between old striping and new striping.</p>
I was under the impression that the eastbound exit on 75th Avenue was going to be modified. There were three options that we were allowed to have input on. One included a type of corkscrew option that had both 67 and 75th Avenue exit ramps. Based on previous questions and answers tonight, it doesn't sound like that exit will be modified. Did I misunderstand?	Written	Gary - The alternative that was selected creates three southbound lefts and a three-lane entrance ramp onto eastbound L101 from 75th Avenue. The exit ramp at 67th will remain in place but it'll be widened from one lane to two lanes. So it will be a two-lane exit. So, the term she used was a corkscrew-type ramp. We called that the braided ramps option and that option did not get selected. So, there'll be a three-lane entrance ramp at 75th Avenue and a two-lane exit ramp where it currently is at 67th Avenue.
<p>Turning out from Arrowhead Clubhouse Drive onto 75th Avenue southbound is dangerous. Will there be improvement to that junction? People drive fast on 75th past this turning. Could there be traffic calming measures included as a part of the 75th Avenue interchange improvement? Maybe the frontage road can be made two ways to allow for alternate routes.</p> <p>George - Part 2 of his questions - So, coming out of the clubhouse, and there's a clubhouse drive, which then you turn on 75th Avenue, either, southbound or northbound. And that turning is only maybe 500 feet from the improvement work you're doing and the fact you're doing this improvement work and widening the intersection is only going to make drivers more involved and they're going to drive faster and it's already dangerous. If you try to turn out of that Clubhouse Drive where the golf club is onto 75th, especially southbound, you're risking your life and you should try it. It's really very dangerous and I think it should be addressed.</p>	Verbal	<p>Gary - That's outside of our project limits. So there are no plans to improve anything that far south on 75th Avenue with this project. I don't know if Tony (Abbo) is still on the phone if he has anything to add to that.</p> <p>Tony: Yeah, I'm still here. I'm just trying to figure out exactly what the intersection is. Is the caller still on?</p> <p>Kristi: I'm checking right now.</p> <p>Tony - I'm not sure if they're talking about the access onto the frontage road on the south side of Loop 101.</p> <p>Kristi got Mr. Pio back on the line.</p> <p>Part 2 to answer to Mr. Pio - Tony - I'm going to try to answer that question Gary if I may. We'll take a look at it and at least from the city of Glendale's perspective, we'll take a look at it and we'll get back with the design team on there.</p> <p>Rashidul - I just want to clarify one thing. This project improvement is basically within ADOT right-of-way. Each TI has a limit so we are sticking to our right-of-way for the project within the city of Glendale.</p> <p>Tony: Yes. I just looked at it Rashidul and you are correct; it is way outside of ADOT's right-of-way on the south side of the project. But we can definitely, at least from the city's perspective, look at it and see if there are some other things that can be done.</p> <p>Rashidul: Thank you Tony for the clarification. Back to you Kristi.</p>
Many years ago, too far to remember, well over 35 years ago with the city of Phoenix, when I worked there we were having difficulty when we put in signal automation to synchronize our traffic signals with I-17 because ADOT wanted to maintain control of those signals. Could that be a problem that we have going on up here on, certainly on 59th and 75th? That the signal automation on the on the intersections at the freeway are not necessarily in concert with signal automation on all the traffic that goes north south for instance on 59th Avenue? Just an open-ended question with no information on my side that it is or it is not.	Verbal	<p>Tony - I'll go ahead and just make one comment. The city staff is working with ADOT staff on signal timing and we're trying to put it as close as we can to the progression that we have on 59th, except the concern on the issue we have - and I think some people have already made mention of it - is capacity restrictions.</p> <p>So when you give time to one direction, it's going to penalize the other. So, the staff on both sides have helped and we are looking at some solutions in the near term as well as the long term, which is the project that we talked about earlier.</p> <p>Like I said, we're doing our best and and hopefully we can get some things worked out even before construction starts, because there's going to be more of a demand on these north/south roads after construction starts and while construction is ongoing. So, I hope that answered the question. You know, we are going to be working closely with ADOT on this.</p>

Questions/Comments from 2/24/22 Virtual Public Meeting	Question Type: Verbal/ Written	Project Team Responses
Heading westbound on the 101. in the evening the previous lines on the highway are still visible and causes confusion with drivers. Will this new project add to the issue and what is going to be done to ensure complete undetectable line removal here.	Written	Kristi - I do believe we've answered this question. Rashidul - You are correct Kristi. We have already.
It looks like the concerns of residents are mostly from 50 Avenue and 53rd Avenue. Why is that being considered? 35th Avenue and 47th Avenue will construct new noise walls and raise existing noise walls, but they don't have a lot of residents in those areas that will be impacted. Since noise is a major issue, can they resubmit for review for additional funding?	Written	<p>Rashidul - So Ivan if you want to join. But we have already discussed our analysis was purely based on federal and state guidelines and that's how we have proposed what you are seeing today. But we are hearing. We'll go back and I will verify, you know, our proposal and we'll see if there is any revisions. So that is something we need to really verify. Ivan, anything to add?</p> <p>Ivan - That's fine. What was the address again, I'll get that? What section? Is it again between 51st and 59 Avenues.</p> <p>Rashidul - Yes, it's over there. I think she was indicating you know around 30 feet, we have the new noise wall. And it was suggesting there is not much concentration of residents, or you know Impact to public, rather than it is on the west side. More impact, so they were asking how much analysis was done and it was it appropriate, you know, analysis that is showing less new noise walls in the west side of 35th Avenue or 38th Drive. If I heard the question correctly.</p> <p>Ivan - I agree with you. If we understand correctly. So the 35th Avenue based on the image that you can see, basically shows the 2 sections of the new noise walls, and the one further to the east is covering the school and the other one further to the West covers the residential areas we follow strictly federal guidelines in our policy. Noise is very important to us. Obviously, without too much information, we really take good care of all the aspects when it comes to noise and make decisions accordingly and that's all I can say at this moment.</p>
Will any easements along the access roads be expanded?	Written	Gary - if you're referring to the access roads as the frontage roads, then yes, there is some widening on the frontage roads, but it's very spot specific and it's where the and exit ramps and the front end roads merge together. So, There'll be some widening there as indicated to accommodate a 2 lane exit and a 2 lane front and. Now, if you're referring to access roads as the ramps, then yes, the exit ramps are modified from 1 lane to 2. Um, the entrance ramps are staying the same. They're just being modified and reconstructed to tie into the new widening.
Has MAG done a noise study on diamond grinding and the change in pitch frequency of the sound , compared to rubberized asphalt? I've seen reports of complaints when diamond grinding was used on Loop 202.	Written	<p>Rashidul: So, I don't know if that's a comment or any question specifically. But I already have responded saying this project is really a pilot project. We are including diamond branding based on the decision. It's a pilot project.</p> <p>Back to you Kristi.</p>
Mike - Thank you very much and thank you for brining out these issues. While this map is up, just speaking of the noise just one more time. I'd like to point out on the map. If you look closely where the 51st Avenue intersection passes the 101. You can see that the Arrowhead Lakes homes on the north side, doe not have a sound wall for a couple of blocks. And that noise really does just echo throughout the whole neighborhood. So, you can see there is an existing sound wall that starts up around 53rd Avenue; from 51st to 53rd, there's nothing. And it just, it just goes straight down through the whole neighborhood. We got the mountain right there so the noise bounces off the mountain And really just that goes through the whole place. So we are just trying to point that out, to make sure you're fully aware of what we're trying to get across to you guys.	Verbal	<p>Rashidul - We're sending and will review all these comments after this meeting. So we'll take it back to our project team. Thank you.</p> <p>Kristi - We don't have any more hands raised. We do have several questions in the queue related to noise walls. We can go ahead and go through those questions or we can respond to them in the summary. Rashidul: How would you like to proceed?</p> <p>Rashidul - It is almost 8 o'clock but I believe Kristi, you indicated you would allow 15 minutes. So it's up to you if you want to read it we can just do a cursory review if you just say. We'll respond after that 15 minutes time. Otherwise, we will address those questions in our log.</p>
I'm very concerned about the freeway noise. I live near 35th and the 101 and it is already so loud in our neighborhood. The speed bikes wake my baby and scare my horses. What is being done to keep the increased noise away from the neighborhoods near the 101? I am sure this extension will make the noise even worse.	Written	Rashidul - I think it is similar comment and question. We will address it. You can read the next one.
What is the plan for noise from 35th Avenue to 43rd Avenue? It is already VERY loud. And can you make all noise walls taller for all the homes near the 101?	Written	<p>Rashidul - We'll respond to these specific questions later on.</p> <p>Kristi - I do believe all the remaining questions are related to the noise walls.</p> <p>Rashidul - OK. In that case, we'll provide responses to those questions later on.</p> <p>Kristi - We did have a question from Karlie about posting the presentation. It is posted on the project website for your reference.</p>
Where are the noise sensors placed? Do public have access to check the live readings? Or do we have any drive open to volunteers to measure noise using sensors on certain day/time?	Written	This "noise-related" question was not addressed during the meeting as it was similar to other questions that had been responded to earlier during the meeting.
Once the rubberized asphalt is removed by the diamond grinding, won't the noise levels increase significantly?	Written	This "noise-related" question was not addressed during the meeting as it was similar to other questions that had been responded to earlier during the meeting.
It looks like the concerns of residents are mostly from 50 Avenue and 53rd Avenue. Why is that being considered? 35th Avenue and 47th Avenue will construct new noise walls and raise existing noise walls, but they don't have a lot of residents in those areas that will be impacted. Since noise is a major issue, can they resubmit for review for additional funding?	Written	This "noise-related" question was not addressed during the meeting as it was similar to other questions that had been responded to earlier during the meeting.

Questions/Comments from 2/24/22 Virtual Public Meeting	Question Type: Verbal/ Written	Project Team Responses
<p>Noise travels quite well over bodies of water (e.g., Arrowhead Lakes. Was the lake system itself and the general properties of noise traveling over such water taken into consideration when measuring the noise levels between 51st and 59th Ave?</p> <p>When was the noise study conducted? The report is dated 8/3/2021. Can another study be conducted now that it is snowbird season and we are experiencing increased traffic volume? A noise study conducted during the summer season and while Covid has many people working remotely hardly seems like the right time of year to conduct such a study given the long-term ramifications of the design recommendations.</p>	Written	This "noise-related" question was not addressed during the meeting as it was similar to other questions that had been responded to earlier during the meeting.

## Public Comments - Comments and Questions Received By Phone/Email

Date Received	Questions/Comments	Communication Method	Responses	Response Method	Date of Response
2/9/2022	Ms. A. received mailer invited for Feb. 24, virtual public meeting and called to ask if this project included any plans to construct on-/off-ramps from L101 onto 43rd Avenue?	Phone call	Ms. A. was informed that this project does not include any plans to construct Loop 101 off-ramps on to 43rd Avenue.	Phone call	2/9/2022
2/11/2022	Mr. P. received the mailer/invite to the Feb. 24 virtual public meeting. He knows its not part of this project but he said he wish they would build a westbound exit ramp to 35th Avenue.	Phone call	Mr. P. was informed that this project does not include plans for any new on- or off-ramps.	Phone call	2/11/2022
2/17/2022	<p>I'm assuming you've been the designated project engineer for this project as it moves forward. It will and must move forward with the growth of Phoenix and Maricopa County necessitating it, and I for one, endorse it. I was impacted by the I-17 to Pima Road work as a I live in that area and as best as I can recall it was on, or close to, it's 2 year completion time.</p> <p>What kind of time will this take to complete in your estimation? It's an area I don't travel that much, but I do travel it, and I'm quite unfamiliar with the off highway roads and communities.</p> <p>Interested in getting a perspective on this.</p>	Email	<p>Sorry for the delayed response Mr. C. I'm not the project engineer for the project. I'm the community relations manager. But, I have forwarded your comments to the project engineers and other members of the project team.</p> <p>The project is anticipated to begin in 2023 and take approximately 30 months to complete. Please let me know if you have other questions or comments.</p> <p>Respectfully,</p>	Email	3/4/2022
2/24/2022	Please include new/improved sound wall for Arrowhead Lakes between 51st & 59th Avenues. Also include rubberized pavement because the noise from this freeway is horrendous. Thank you	Email	<p>Hello Mr. R. Thank you for your feedback regarding noise walls near Arrowhead Lakes. Your comments have been shared with the project team.</p> <p>For information on the noise analysis done for this project, go to <a href="https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise">https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise</a></p>	Email	2/28/2022
2/24/2022	<p>I live just north of the 101 at 63rd Ave, and was wondering where the project will begin along the route and if there are phase commencement projected dates available from beginning to end of project.</p> <p>I believe it (the question above) was answered later in the show with not having an answer to that because the contractor decides the details at a later date and we would know about 2-3 months beforehand. If the answer is different let me know and thanks for your time.</p>	Email	John Tucker emailed her, "You are correct H. It's too early to tell."	Email	2/25/2022
2/27/2022	<p>I have tried to access the website listed at the bottom of the flier about the 75th Avenue to 101 improvements but am unable to connect to that page. It says the search comes up with no matches. Yes, I have checked my typing of the address <a href="https://azdot.gov/loop-101--agua-freeway-75th-avenue-i-17-improvements">azdot.gov/loop-101--agua-freeway-75th-avenue-i-17-improvements</a> and it brings up "no search results".</p> <p>Can you please send the correct web address so I can sign up for email updates. This project will directly impact my driving as I use the 101 frequently and need to be updated on closures and restrictions. Thank you,</p>	Email	<p>John Tucker emailed her, "I realize that the address has one mistake in it so that is why it did not work. Sorry about that.</p> <p>The correct address is <a href="https://azdot.gov/projects/central-district-projects/loop-101-agua-fria-freeway-75th-avenue-i-17-improvements">https://azdot.gov/projects/central-district-projects/loop-101-agua-fria-freeway-75th-avenue-i-17-improvements</a>"</p>	Email	2/27/2022

<p>2/28/2022</p>	<p>My name is Christian M. Williams and I am a northwest valley resident who uses the Loop 101 (Agua Fria) everyday to get to work and play. I appreciate the work ADOT has planned to widen the Loop 101 and improve 75th Avenue but I feel like the project is missing a major component...</p> <p>Everyone going from north Peoria to the south, enters the freeway at the Beardsley on-ramp. Conversely, when north Peoria residents return, from the south, they cannot exit at Beardsley but must exit at Union Hills Drive. The left turns to west Union Hills to access northbound 83rd Avenue is a mess! Two lanes of left turns are exiting Loop 101 north onto Union and have 1/8th of a mile to all fight to get into the single right turn lane. This is the main route into north Peoria from the south. Figuratively, At 5-o clock the 3rd thru-lane backs up into the freeway intersection and it is a fight for your life for all that traffic to get into the single lane. I would take a picture but that wouldn't be safe while I am fighting to get over, but please check it out on your ADOT, Glendale and Peoria traffic cameras.</p> <p>Aerial map, marked up.image.png</p> <p>I totally understand why there is not a Beardsley exit from northbound 101 as the ramps would impose a burden on our fellow neighbors in Glendale.</p> <p>However, I feel 75th Avenue holds the solution; thus I think this should be included in the conversation. The Texas-U-Turn for Beardsley onto Loop 101 East is awesome. Can ADOT please explore adding a U-Turn option for the 75th Avenue exit so north Peoria residents can avoid Union Hills and utilize 75th Avenue - U-Turn - to Beardsley to gain access into the city.</p> <p>If the 75th Avenue bridge were widened to the west, an added lane could accommodate this. OR Keep the existing dual left onto 101 East, allow 75th Ave south 2 lanes, and give a restricted and protected U-turn option to those exiting at 75th Ave from the south.</p> <p>Aerial map, marked up.image.png</p> <p>Thank you for listening and I hope you take these comments seriously,</p>		<p>Hello Mr. W. Thank you for your suggestions. I will share it with the project team.</p>	<p>Email</p>	<p>2/28/2022</p>
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<p>3/6/2022</p>	<p>Thank you for hosting the Feb 24, 2022 Virtual Meeting regarding the Loop 101 (Agua Fria Freeway), 75th Avenue to I-17 Improvements. I am a resident located at 53rd Ave. and Rose Garden Lane (north of Loop 101).</p> <p>My concern remains regarding the current problematic traffic noise coming from Loop 101, as well as the added concern of adding more traffic lanes that will only add to the already very troubling traffic noise situation coming from nearby Loop 101.</p> <p>In the over 20 years we have lived in our home, we have never heard the freeway noise so loud, even while sitting in our backyard! My husband and I are awakened every morning at about 5:15am due to the very high-level of traffic noise coming from Loop 101, and it continues through to about 7:30am. We own a 2 story home and are rather centrally located in the Arrowhead Lakes area; I believe sound travels uniquely on water, and the surrounding hills also add to the sound echo and amplification throughout the neighborhood. We have frequently measured traffic noise levels over 65 decibels, and even over 70 decibels, coming from the Loop 101 traffic at our home! (We understand 66 decibels to be the maximum that is allowed by the federal government, and we measure numerous times the noise in excess of that level.). We love the Arrowhead Lakes area, however, we hate the Loop 101 noise problem that was not present when we purchased our home over 20 years ago.</p> <p>Some days are better with less traffic noise, such as on the weekends; however, adding more traffic lanes will certainly make the noise problem amplified and more problematic in the coming years without considering noise mitigation measures right now.</p> <p>We ask that ADOT:</p> <p>PLEASE perform a more comprehensive sound study, and take additional noise level/ sound readings on more than one day, and during various times of day, such as beginning BEFORE and through "rush hour" traffic, which really begins at or before 5am until about 8 am. (The study that had been done does not reflect the true "rush hour" traffic period for the nearby Loop 101.)</p> <p>Consider noise readings not only adjacent to the Loop 101 freeway, but also within the impacted nearby neighborhoods and even beyond 650 feet due to the unique geographical considerations (i.e. lakes, nearby surrounding hills, etc.).</p> <p>Case and point: I have taken noise readings at my house that are higher than readings my husband and I take towards the Loop 101 near Tonopah.</p> <p>PLEASE add sound barrier walls to the current elevated portion of Loop 101 (not just on the frontage road level below the Loop 101), from about 51 Avenue to 59th Avenue. (As you know, this stretch along the Loop 101 improvement plan currently has no sound wall.)</p> <p>PLEASE consider other successful and proven sound mitigating solutions regarding freeway paving.</p>	<p>Email</p>	<p>Hello Mrs. and Mr. C. Thank you for your comments. They have been noted and will be shared with the project team. If you are interested; below is a link to the noise analysis done for this project to determine the location of new noise walls and existing walls due to be raised. <a href="https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise">https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise</a></p>	<p>Email</p>	<p>3/7/2022</p>
<p>3/7/2022</p>	<p>John, I wanted to comment on the upcoming ADOT project to add more traffic lanes to the Loop 101 from 75th Avenue to I-17. My wife and I (Arrowhead Lake residents) are concerned about the current problematic traffic noise coming from the Loop 101 and that adding more traffic lanes will only intensify the troubling traffic noise. We strongly urge you to add noise mitigation measures such as a noise barrier wall to the elevated portion of Loop 101 from about 51st Avenue to 59th Avenues.</p>	<p>Email</p>	<p>Hello Mrs. and Mr. R. Thank you for your comments. They have been noted and will be shared with the project team. If you are interested; below is a link to the noise analysis done for this project to determine the location of new noise walls and existing walls due to be raised. <a href="https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise">https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise</a> Respectfully,</p>	<p>Email</p>	<p>3/7/2022</p>

<p>3/8/2022</p>	<p>Good afternoon. I was not able to be in the online meeting due to connection. I wonder how many of those making these decisions live next to or near the freeway. Any freeway?</p> <p>We moved here to AZ 6 years ago. We are in our mid 70's. We bought this home sight unseen. We were lucky that nothing major was wrong. We replaced a sliding door on the back patio and noticed we didn't hear the freeway noise any longer. That lasted for 2 years on relief.</p> <p>The explosion of buying up property and more people moving here. The noise is so bad now we can't open windows or sit outside in the back. Our master bedroom is in the back. Beardsley runs along there and of course the freeway. We replaced all the windows in the house hoping to fix the noise issue. It did nothing but wonder why we spent the money!! The dust and dirt and sand is horrible!! Our patio blocks no longer lay the way they should. They move from the vibration of traffic.</p> <p>Please consider a better noise barrier, raise the walls. We sure are not rich and live on the lake. Sure don't have the money to move. Maybe a light rail would be a cheaper and better option. I'd vote for a light rail and so would many others in our area. Improving the sound barrier by raising the walls and light rail may be saving lots of money! Thank you for listening</p>	<p>Email</p>	<p>Hello Mrs. and Mr. K. Thank you for your comments. They have been noted and will be shared with the project team. If you are interested; below is a link to the noise analysis done for this project to determine the location of new noise walls and existing walls due to be raised.  <a href="https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise">https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise</a></p>	<p>Email</p>	<p>3/9/2022</p>
<p>3/7/2022</p>	<p>Hello John. As a resident of the Arrowhead Lakes community we would like to strongly urge those that make such decisions to consider adding sound barriers to the Loop 101 between 51 Avenue and 59 Avenue. While I know that current discussion is about widening of Loop 101 between I-17 and 75 Avenue, I also understand that added sound barriers in our area are not included. The widening is due to increased traffic along that stretch of highway. It would only make sense to add additional sound barriers to the area experiencing the increased traffic. Anyway, please consider this request as you move forward. Thank you.</p>	<p>Email</p>	<p>Hello Mrs. and Mr. D. Thank you for your comments. They have been noted and will be shared with the project team. If you are interested; below is a link to the noise analysis done for this project to determine the location of new noise walls and existing walls due to be raised.  <a href="https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise">https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise</a></p>	<p>Email</p>	<p>3/8/2022</p>
<p>3/8/2022</p>	<p>Since I moved to Arrowhead Lakes the noise level has increased appreciably. The highway widening project, which I support, will, unfortunately, increase the noise level even further. I am writing to show support for adding sound abatement, including a wall, along at least the South side of Hwy 101 between 51st and 59th avenues. It would be terrific if you would seriously consider our request, which I'm sure you will do. Thank you for your consideration and everything you do for us on these projects! Regards,</p>	<p>Email</p>	<p>Hello Mrs. and Mr. M. Thank you for your comments regarding noise abatement. They have been noted and shared with the project team. If you're interested, I've included a link below to the noise analysis done for this project.  <a href="https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise">https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise</a></p>	<p>Email</p>	<p>3/8/2022</p>

3/10/2022	<p>Good morning. I write this email in support of adding further noise abatement to the 101 between 51st and 59th on the north side. Without the sound barriers on the walls to reduce the noise to Arrowhead Lakes community, it will become a sore spot for many that already have too much noise, making living at Arrowhead Lakes undesirable, that will have us move elsewhere, and move our business as a result, and it will cause home values to go down, tax revenue to go down, community care will go down, eventually being replaced by a different socioeconomic demographic, which will further reduce tax revenue, and the resulting change to HOA fees will be unable to be kept to maintain the community. It is all "cause and effect" that will rain down on us.</p> <p>Also please use the rubberized asphalt, it makes a difference.</p>	Email	<p>Thank you for your comments Mr. R. They have been shared with the project team and will be noted in the project comment log, which will be part of a public involvement summary to be shared in the coming weeks.</p> <p>If you're interested, here is a link to the noise report done for the project, as well as some other information about noise.</p> <p>Final Noise Report - Aug. 3, 2021- <a href="https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise">https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements/noise</a>  FHWA - Highway Traffic and Construction Noise - Regulation and Guidance: <a href="https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/">https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/</a>  FHWA - Noise Policy FAQs - Frequently Asked Questions: <a href="https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm">https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/faq_nois.cfm</a>  ADOT – Environmental Planning – Noise: <a href="https://azdot.gov/business/environmental-planning/noise">https://azdot.gov/business/environmental-planning/noise</a>  ADOT's Noise Abatement Policy - <a href="https://azdot.gov/business/environmental-planning/noise/noise-abatement-requirements">https://azdot.gov/business/environmental-planning/noise/noise-abatement-requirements</a></p>	Email	3/10/2022
3/11/2022	<p>We live on the north side of the 101 loop, since 2010. Over that time, the noise level has increased, more at night than in the daytime. Please consider adding additional sound barriers to the project to allow us to open our windows and still sleep.</p>	Email	<p>Hello Mrs. and Mr. V. Thank you for your comments regarding noise and your request for additional noise barriers.</p> <p>Your comments have been logged and shared with the project team.</p> <p>Please let me know if you have additional questions or comments.</p>	Email	3/11/2022
3/11/2022	<p>Good morning , When it is windy such as this morning , it would be a great time for you and your committee to hear what the residents in the neighborhoods between 51 and 67 the Ave get to listen to daily and it will soon be getting worse unless sound barriers are included in the plan . With doors and windows closed I can hear the traffic 2 blocks away . Imagine the apartments and houses along the freeway. In lieu of water that AZ can hardly afford to spare , barriers and a sound reducing surface needs to be included in the future expansion</p>	Email	<p>Hello Ms. H.. Thank you for your comments regarding noise and your request for additional noise barriers and noise-reducing road surfaces. Your comments have been logged and shared with the project team. Please let me know if you have additional questions or comments.</p>	Email	3/11/2022

## FAQs and Responses

### Loop 101, 75th Avenue to I-17 Widening Project

#### PROJECT NEED, COST AND SCHEDULE

##### What is the project schedule?

Construction of the Loop 101 general purpose lane widening project is anticipated to begin in 2024 and is anticipated to take 24-30 months to construct. Once the construction contractor is selected, they will develop a more detailed project phasing schedule for ADOT's review and approval. ADOT will work with the selected construction contractor to try to reduce the overall construction duration to the extent possible. ADOT's goal is the same as the community's: to minimize overall project impacts.

##### Why do we need this project?

Without additional lanes on this segment of Loop 101 and other related improvements, future traffic projections indicate that there will be significantly more travel delays based on future growth.

##### How long will the widened freeway handle expected traffic volumes with growth in the Valley?

Based on the anticipated traffic volumes, the current design will provide an acceptable level of service to accommodate anticipated traffic flows through 2040.

##### How much will the widening project cost?

Currently, \$126 million is programmed for construction funding.

##### How is construction being funded?

Funding for this project is provided through a half-cent sales tax in Maricopa County for freeway and other transportation projects in the Maricopa Association of Government's (MAG) Regional Transportation Plan, which was approved by Maricopa County voters in 2004. This project is included in the MAG Freeway Life Cycle Program. Funding also will come from state and federal revenue sources.

##### Is this project receiving any money from the federal infrastructure bill (Infrastructure Investment and Jobs Act or IIJA) Funding

No, other funding has already been identified to construct the project. IIJA money won't necessarily begin to flow to projects immediately, and ADOT does not yet know the timing of funding and specific final amounts. For that reason, projects that will utilize the funding cannot yet be determined.

#### NOISE WALLS

##### How were new noise wall locations determined?

ADOT's policy follows the federal guidelines in determining where new noise abatement is needed to reduce the level of freeway noise to adjacent neighborhoods based on future traffic levels with the new widening project in place. In addition to exceeding the allowable noise threshold there are other criteria that must be met for a location to qualify for additional noise abatement. ADOT took noise measurements along the freeway and conducted a noise analysis to model future noise levels in neighborhoods based on the worst case scenario to determine where noise abatement was warranted. Based on the noise analysis, there are three locations with new noise walls, and two locations where

noise walls will be modified to reduce noise. More details are available in the project noise study which is available on the project web page under the Noise section:

<https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements>

### **Where are the locations of new and modified noise walls?**

New noise walls:

- 47th - 44th avenues (south side) to connect to existing wall between 51st and 47th avenues
- 36th - 34th avenues (south side) through the 35th Avenue bridge
- 35th – 31st avenues (north side)

Existing noise wall modification locations:

- 51st - 47th avenues (south side)
- 43rd to 37th avenues (south side)

### **Why aren't new or modified noise walls needed west of 51st Avenue?**

These locations did not qualify for additional noise abatement based on the ADOT noise policy and federal guidelines. There are several factors that go into the noise analysis. The noise study for the project contains details on the analysis for each location and is available on the project web page under the Noise section:

<https://azdot.gov/projects/central-district-projects/loop-101-agua-freeway-75th-avenue-i-17-improvements>

If after reviewing the report residents have questions about the analysis they can contact ADOT Community Relations staff.

### **Will there be artwork on the walls?**

The new walls will match the existing wall treatments. No wall artwork is planned.

## **INTERCHANGE IMPROVEMENTS/BRIDGES**

### **What improvements will be made at the 75th Avenue interchange and how much will those cost?**

We will be removing the median and restriping on the bridge to add one additional southbound left turn lane as well as modifying the eastbound on-ramp configuration to accommodate the additional left turn lane. The Loop 101 on-ramp will have two lanes merged with the mainline. Of the two lanes, one will be used solely for the 67th Avenue exit and the other additional optional lane will merge after the 67th Avenue exit. The cost to make interchange and crossroad improvements at 75th Avenue is approximately \$1-2 million.

### **Why are interchange improvements being made at 75th Avenue and not at other locations?**

Without improvements to the southbound 75th Avenue to eastbound Loop 101 turn movement, that movement will have 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. Studies indicated that improvements at 75th Avenue are needed.

Improvements at the 59th and 67th Avenue interchanges are currently being studied based on community input received. However, those potential improvements are not part of this project and funding has not been programmed for design and construction of these interchanges.

**Will you need to widen the bridge at 75th Avenue to add the extra left turn lane?**

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.

**How were bridge widening locations determined?**

The bridges at 51st, 35th and 31st avenues need to be widened across Loop 101 to accommodate the new general purpose lanes. In other locations, the bridge spans are long enough to accommodate new lanes.

**PAVEMENT TREATMENTS**

**Why are you doing diamond grinding on this project instead of rubberized asphalt?**

ADOT and MAG are currently exploring the use of diamond grinding pavement treatment on several freeway projects to replace the existing, aged rubberized asphalt overlay, due to challenges with its use. The rubberized asphalt on this segment of Loop 101 Agua Fria Freeway is past its service life and deteriorating at a rapid rate, resulting in poor pavement conditions. Rubberized asphalt wears out over time because of traffic and the elements, is expensive to maintain and has a short service life. Diamond grinding is a longer-lasting, sustainable solution that also provides noise reduction benefits and a smooth surface for drivers. For more information about diamond grinding visit our website at <https://azdot.gov/projects/central-district-projects/diamond-grinding-pavement-treatment>

**AIR QUALITY**

**What impact will the freeway widening have on air quality?**

An Air Quality Analysis was conducted and the project is not expected to have a negative effect on air quality or contribute to non-attainment of regional air quality standards and meets regional transportation conformity determination as required by EPA. Air quality impacts were estimated through sophisticated computer modeling based on predictions of the amount and nature of traffic under worst-case scenarios.

**CONSTRUCTION**

**How will ADOT manage traffic during the construction phase?**

The design team is finalizing the construction schedule so it's too early to know specifics. However, ADOT will have requirements in the construction contract on when closures and restrictions can occur. Full freeway closures and freeway lane restrictions will be needed. Those will occur during overnight and weekend hours to minimize impacts to commuting traffic. Ramp and cross-street closures and restrictions will also be needed during some work activities.

The 51st, 35th and 31st Avenue crossroads will remain open except during bridge construction activities over and near traffic (setting girders, installing and removing falsework, deck and barrier pours, etc.). The frontage road system and local grid arterial streets will be used for detours, with approval of traffic detours by the local jurisdictions. ADOT and its city partners will work to maintain the safe, efficient flow of traffic during construction. Prior to construction, the design team will meet with the cities to review sequencing, maintenance of traffic and allowable lane closures and restrictions.

**How can I be notified of project updates and restrictions?**

ADOT will keep the public up-to-date leading up to and throughout construction of the freeway.

Information is available on the project website; where you also can subscribe to the project update list. The website is:  
<https://azdot.gov/projects/central-district-projects/loop-101-agua-fria-freeway-75th-avenue-i-17-improvements>

## **SIGNALS/LIGHTING**

### **Can you improve the timing of the signals at the interchanges?**

Adjustments to signal timing at the interchanges have been and will continue to be studied and evaluated to improve traffic flow. ADOT controls the signals right at the interchanges and the cities control the signals outside the interchanges, so ADOT needs to coordinate signal timing with the local jurisdictions.

### **How will ADOT make sure that the new LED lighting isn't shining too brightly into nearby homes?**

The designer is doing a lighting analysis to ensure that light levels don't exceed allowable levels. If we receive concerns, those will be addressed through the construction contractor.

## **RIGHT OF WAY/ACCESS**

### **Will any new property be acquired from private property owners for this project?**

The widening will be done to the outside within the existing freeway right of way. No new right-of-way or temporary construction easements are anticipated.

### **Will there be access to my home/business/property during construction?**

Yes. ADOT is required to maintain access to adjacent properties during construction. However, when working across driveways there may be some temporary access changes.

### **Will ADOT permanently change access to my property?**

We have two locations where access management changes are proposed in the design plans. We have reached out directly to those impacted property owners.

## **Appendix D: Civil Rights Meeting Compliance Summary**

# TITLE VI MEETING SUMMARY

**TITLE VI MEETING SUMMARY FOR:** \_\_\_\_\_

TO: ADOT Civil Rights Office

FROM (Name, Title, Program Area/Unit):

Name and purpose of meeting:

:

Date, location and summary of activities at meeting:

Number of public attendees: \_\_\_\_\_

Accommodation Request for Limited English Proficiency (LEP) and ADA:

Accommodations made in advance or requested? (ex. Interpretation, translation, listening device)	How was the request accommodated? (ex. Interpreter, Translator, renting of a listening device)	Estimated cost associated with accommodation? (\$)

# of Self-Identification Surveys returned: \_\_\_\_\_

### ADOT Self-Identification Survey - Title VI

CATEGORY	DESIGNATION	COUNT
<b>Race/Ethnicity</b>	African American/Black	
	American Indian/Alaskan Native	
	Asian	
	Hispanic/Latino	
	Native Hawaiian/Other Pacific Islander	
	White	

Where were meeting notices advertised? Please provide the name of the publication, web addressed if posted online and any physical locations of where notices were posted.

Were there any EJ (low-income or minority) populations identified as potentially affected communities?

Yes  No

If Yes, what community engagement tools were used?

Provide or attached the LEP, and EJ demographic information that was collected prior to this meeting. Data should include in-person and online data collected.

**Please attach:**

- **advertisement(s) used to publicize this meeting**
- **mailer(s) that were used to publicize this meeting**
- **photo(s) of the Title VI display to include:**
  - **Title VI Notice to the Public**
  - **Title VI brochures (English & Spanish)**
  - **Self-Identification Surveys**
  - **Sign-in sheet with the date of the meeting (Not applicable)**
- **A copy of the Public Involvement Plan (if applicable)**

Additional Information (Optional): Use the space below to provide any additional information about the meeting or accommodations.

Title VI Notice to the Public (English and Spanish) is on the back of the mailer. It also is included on the project fact sheets and was displayed on a slide during the presentation, where it was read aloud in English and Spanish.

Please email the completed form to [CivilRightsOffice@azdot.gov](mailto:CivilRightsOffice@azdot.gov).



# Loop 101, 75th Avenue to I-17 Widening Project Virtual Public Meeting

## OVERVIEW

The Arizona Department of Transportation and its project partners invite you to attend a public meeting for the Loop 101 (Agua Fria Freeway), 75th Avenue to Interstate 17 widening project, which is currently in the final design phase. The project will add general purpose lanes to the outside of Loop 101 in each direction, widen bridges, modify interchange ramps, add soundwalls where warranted, convert lighting to LED and replace signing and pavement markings.

**VIRTUAL PUBLIC MEETING: Thursday, Feb. 24, 2022, 6-8 p.m.**

The project team will give a presentation on the project, followed by an opportunity for the public to ask questions or make comments online or by phone.

## HOW TO PARTICIPATE

The meeting will be held virtually via Webex Events. Attendees may also call into the meeting.

**JOIN ONLINE:** On a computer or smart phone: [bit.ly/L101-75-17PM](https://bit.ly/L101-75-17PM)  
**Meeting number (access code):** 2481 212 3024 | **Password:** ADOT2022 (23682022 from phones)

**JOIN BY PHONE:** +1.408.418.9388

If you do not have access to the technology needed to attend the virtual public meeting or to review the project information online, please contact John Tucker at 480.695.4027 or [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov) for assistance.

### CAN'T ATTEND?

The meeting presentation will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website following the meeting.

### COMMENTS/QUESTIONS

Project comments can be provided through March 10, 2022 in the following ways:

**Online Comment Form:** [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)

**Phone:** 480.695.4027 | **Email:** [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)

**Mail:** Attn: L101, I-17 to 75th Ave Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

### PROJECT EMAIL LIST

Visit the project website at [azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements](https://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements) for more information and to subscribe for project updates by email.



# Reunión pública virtual del proyecto de ampliación del Circuito 101, 75th Avenida hasta el I-17

## INFORMACIÓN GENERAL

El Departamento de Transporte de Arizona y sus socios del proyecto lo invitan a asistir a una reunión pública para el proyecto de ampliación del Circuito 101 (Autopista Agua Fria), 75th Avenue hasta la Interestatal 17, que actualmente se encuentra en la fase final de diseño. El proyecto agregará carriles de uso general al exterior del Circuito 101 en cada dirección, ampliará los puentes, modificará las rampas de intercambio, agregará paredes acústicas donde se justifique, convertirá la iluminación a LED y reemplazará las señales y las marcas en el pavimento.

**REUNIÓN PÚBLICA VIRTUAL: jueves, 24 de febrero de 2022, 6-8 p.m.**

El equipo del proyecto hará una presentación sobre el proyecto, seguida de una oportunidad para que el público haga preguntas o comentarios en línea o por teléfono.

## COMO PARTICIPAR

La reunión se llevará a cabo virtualmente a través de Eventos de Webex. Los asistentes también pueden llamar a la reunión.

**ÚNASE EN LÍNEA:** En una computadora o teléfono inteligente: [bit.ly/L101-75-17PM](https://bit.ly/L101-75-17PM)  
**Número de reunión (código de acceso):** 2499 369 8786 | **Contraseña:** ADOT2022 (23682022 desde teléfonos)

**ÚNASE POR TELÉFONO:** +1.408.418.9388

Si no tiene acceso a la tecnología necesaria para asistir a la reunión pública virtual o para revisar la información del proyecto en línea, comuníquese con 855.712.8530 o [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov) para obtener ayuda.

### ¿NO PUEDES ASISTIR?

La presentación de la reunión se publicará en el sitio web del proyecto antes de la reunión. La reunión también será grabada y publicada en el sitio web del proyecto después de la reunión.

### COMENTARIOS/PREGUNTAS

Los comentarios del proyecto se pueden proporcionar hasta el 10 de marzo de 2022 de las siguientes maneras:

**Formulario de comentarios en línea:** [surveymonkey.com/r/loop101](https://surveymonkey.com/r/loop101)

**Teléfono:** 855.712.8530 | **Correo electrónico:** [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)

**Correo:** Atención: L101, I-17 a 75th Ave Project, ADOT Relaciones Comunitarias, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

### LISTA DE CORREO ELECTRÓNICO DEL PROYECTO

Visite el sitio web del proyecto en [azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements](https://azdot.gov/loop-101-agua-freeway-75th-avenue-i-17-improvements) para obtener más información y suscribirse para recibir actualizaciones del proyecto por correo electrónico.



Arizona Department of Transportation  
1655 W Jackson, Room 170, MD126F  
Phoenix, AZ 85007



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 who 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 la John Tucker 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.

# Loop 101, 75th Avenue to I-17 Widening Project: ADOT Self Identification Survey

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

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

- Federal-Aid Highway Act of 1973
- Section 504 of the Rehabilitation Act of 1973
- Americans with Disabilities Act of 1990
- Executive Orders 12898 & 13166

Para Espanol

[https://docs.google.com/forms/d/e/1FAIpQLScfNcWA4zUSoR3m8811M5rnlswMDDzngSqaRfzDF7yGngRsXA/viwwform?usp=sf\\_link](https://docs.google.com/forms/d/e/1FAIpQLScfNcWA4zUSoR3m8811M5rnlswMDDzngSqaRfzDF7yGngRsXA/viwwform?usp=sf_link)

Completing this survey is voluntary. If you choose to respond, please mark all that apply.

Description (optional)

## Race/Ethnicity \*

- White
- African American/Black
- American Indian/Alaskan Native
- Native Hawaiian/Other Pacific Islander
- Asian
- Hispanic/Latino

# ADOT Encuesta para identificarse

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

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

- La Ley Federal de Asistencia Vial de 1973 (FederalAid Highway Act of 1973)
- Sección 504 de la Ley de Rehabilitación de 1973 (Section 504 of the Rehabilitation Act of 1973)
- Ley de ciudadanos Americanos con Discapacidades de 1990 (Americans with Disabilities Act of 1990)
- Ordenes Ejecutivas 12898 y 13166 (Executive Orders 12898 and 13166)

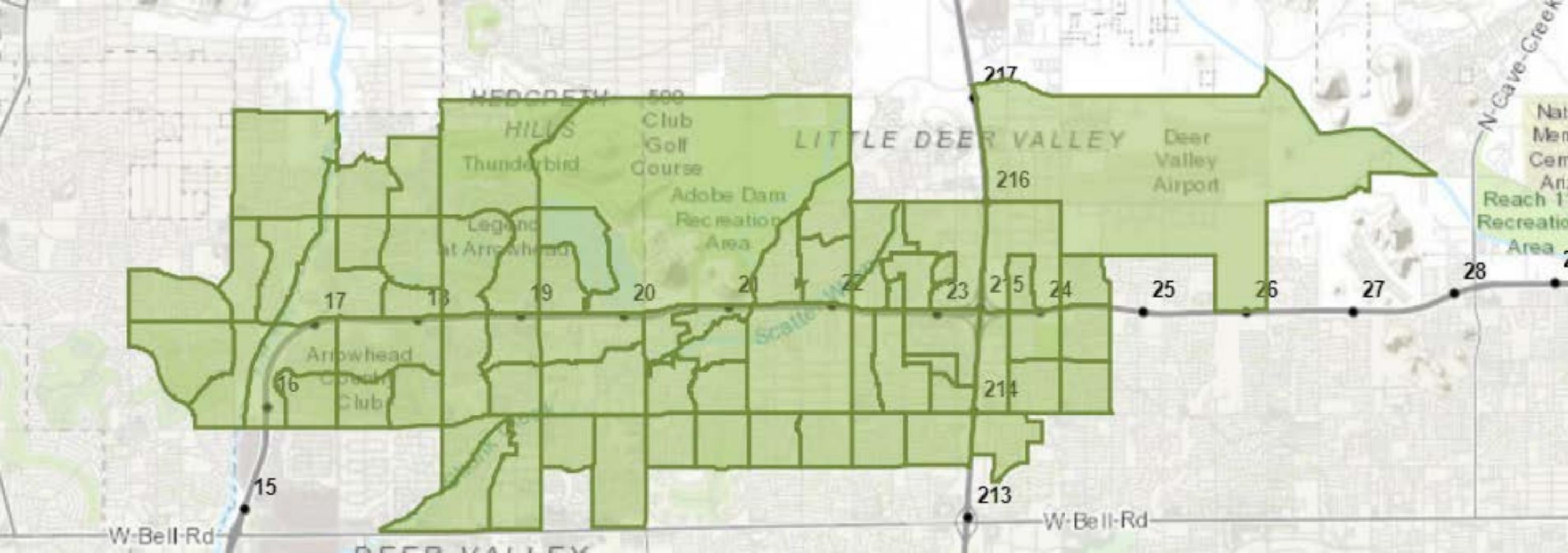
For English [https://docs.google.com/a/azdot.gov/forms/d/1-Lv1UVTXvKnc3NjEjqlmiAZNEXgIojYGZRXHF9xNO\\_E/edit?usp=drive\\_web](https://docs.google.com/a/azdot.gov/forms/d/1-Lv1UVTXvKnc3NjEjqlmiAZNEXgIojYGZRXHF9xNO_E/edit?usp=drive_web)

El completar esta encuesta es voluntaria. Si usted decide responder, por favor marque todas las respuestas que le corresponden.

Description (optional)

## Etnicidad/Raza \*

- Afroamericano/Negro
- Amerindio/Nativo de Alaska
- Nativo de Hawái/Otra isla del Pacífico
- Asiático
- Hispano/Latino
- Caucásico/Blanco



NAME	Estimate	TI	SpeakOnly	SpanCreole	SpanCreo_	FrnchPatCa	FrnchPat_	FrnchCreol	FrnchCre_	Italian
6146	5673	4456	314	26	145	0	0	0	0	
6184	3665	2622	674	217	0	0	0	0	0	
6138	3885	3578	123	26	0	0	0	0	0	
6139	5930	5508	150	8	10	0	0	0	0	
6140	4344	4010	173	10	0	0	0	0	0	
6141	6237	5199	401	20	11	0	0	0	0	
6142	4769	4328	112	5	0	0	0	0	0	
6143	2906	2451	94	0	6	0	0	0	12	
6144	3203	2697	336	111	0	0	0	0	0	
6156	3736	3492	26	1	0	0	0	0	1	
6157	2527	2282	50	27	12	0	0	0	4	
6137	5080	4440	202	33	35	4	0	0	0	
6158	5080	4012	190	18	0	0	0	0	9	
6159	4024	3457	127	29	9	0	0	0	11	
6160	1868	1394	186	20	22	0	0	0	19	
6162	3213	2822	194	14	0	0	0	0	0	
6145	4012	3262	543	268	0	0	0	0	36	
6164	4678	3381	61	48	0	0	0	0	15	
6166	6105	4435	1054	483	19	0	0	0	0	
6161	3256	3029	119	27	0	0	0	0	0	
6178	2545	2385	123	33	6	0	0	0	5	
6179	2712	2094	411	0	0	0	0	0	0	
6181	4158	3869	197	88	9	0	0	0	18	
6182	3569	3112	191	55	0	0	0	0	0	
6186	4334	3080	962	339	23	0	0	0	0	
6165	2847	2367	327	73	18	0	0	0	0	
6180	4848	3936	352	70	28	0	0	0	0	
6163	1905	1592	67	0	4	0	0	0	0	
6109	6866	6119	183	12	6	0	0	0	62	
6147	2207	1730	396	162	0	0	0	0	0	
6148	3736	3030	337	86	0	0	0	0	10	
	123918	104169	8675	2309	363	4	0	0	202	
				1.86%	0.29%	0.00%	0.00%	0.00%	0.16%	