

# Loop 101, Princess Drive to Shea Boulevard

Nov. 2, 2022 Public Meeting Summary

ADOT Project No. F0123 01D  
Federal Aid No. 101-B(210)T

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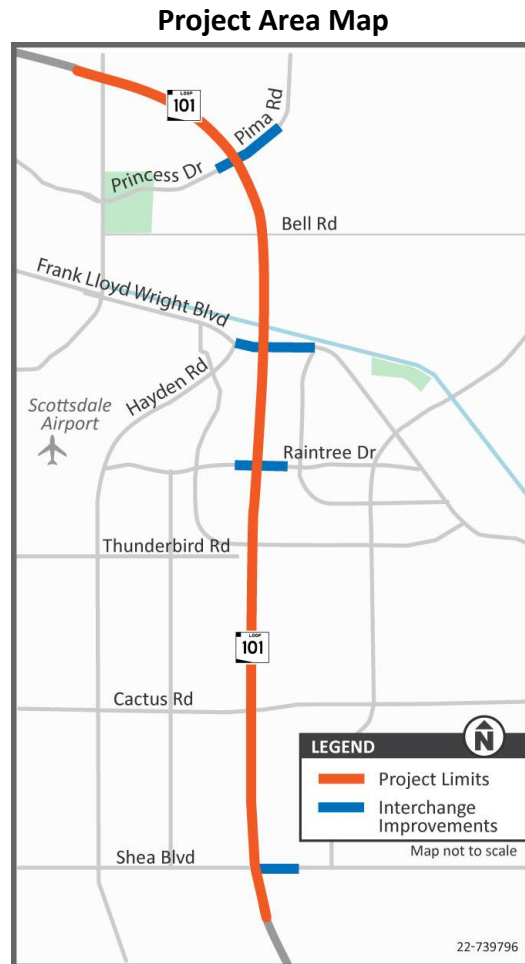
**Appendix A: Public Meeting Notification**

**Appendix B: Public Meeting Materials**

**Appendix C: Public Meeting Comments**

## 1. Introduction

ADOT, in partnership with the city of Scottsdale and Maricopa Association of Governments, has initiated a project to widen Loop 101 (Pima Freeway) and modify four existing interchanges between Princess Drive and Shea Boulevard. A Design Concept Report (DCR) and environmental overview was completed in 2010. It was reevaluated and updated in 2021. The project is currently in final design, with construction anticipated to begin in 2023.



## 2. Public Meeting

ADOT held a virtual public meeting on Nov. 2, 2022 from 6-7:45 p.m.. The purpose of the meeting was to provide information on the project's major design elements based on the Stage III 60% design plans, including the general purpose lane widening and interchange improvements, results of the noise analysis, as well as the anticipated construction timeline and impacts. The meeting also provided opportunities for the public to ask questions and make comments.

The meeting was hosted using the Zoom platform with attendees able to participate online and/or by phone. The meeting was simultaneously interpreted into Spanish through a separate Spanish phone line. A total of 120 community members participated in the meeting. Project team members and other staff from ADOT participated in the meeting.

## **2.1 Public Meeting Notification**

### **2.1.1 Project Website**

ADOT hosted the project website ([azdot.gov/Loop101PrincesstoShea](http://azdot.gov/Loop101PrincesstoShea)), which provides an overview of the project elements and timeline. All information and materials related to the public meeting were posted to the project website, including:

- Public meeting information: The meeting date, time, Zoom access and phone access instructions were posted three weeks prior to the meeting.
- Public meeting presentation: The public meeting presentation, along with speaker's notes, was posted one day prior to the meeting.
- Public meeting recording: Video recordings of the meeting in English and Spanish were posted to the website following the meeting.
- Commenting: A link to an online comment form and information on other ways to ask questions or make comments via email, phone or mail was provided.
- Self Identification Survey: A link to the self identification survey was provided on the website to capture race/ethnicity of those visiting the project website.

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

### **2.1.2 GovDelivery and Emails**

ADOT sent GovDelivery email notices on Oct. 12, Oct. 25 and Nov. 1 to provide notice of the public meetings. The notices were sent to approximately 19,000 subscribers of the following email groups: Loop 101 Princess Drive to Shea Boulevard and Loop 101, I-17 to Pima Road. Emails were also sent on Oct. 12 by the Community Relations Project Manager email to 168 stakeholders on the project contact list. Copies of the GovDelivery and the news release can be found in Appendix C.

### **2.1.3 News Release**

ADOT Public Information staff distributed a news release about the meeting to media outlets Oct. 19. A copy of the news release can be found in Appendix C.

### **2.1.4 Social Media**

ADOT staff posted information about the meeting and comment opportunities to ADOT's Facebook, Twitter and Nextdoor accounts between Oct. 12 and Nov. 1.

Examples of the social media posts can be found in Appendix C.

### **2.1.5 Direct Outreach**

The Community Relations team contacted businesses, HOAs, schools, places of worship, and other organizations near the project area to provide information about the project and gather contact information for the project contact list. Additional email addresses provided by the city of Scottsdale were added to the stakeholder contact list. Information about the virtual public meeting was emailed to these stakeholders on Oct. 12 and ADOT staff asked that they share the information with their constituencies .

A copy of the email can be found in Appendix C.

### **2.1.6 Direct Mailer**

A direct postcard mailer in English and Spanish was sent to all residential and business properties (23,301 total) within one mile of the project limits. The 8.5" x 5.5" mailer included information about the project, how to participate in the virtual public meeting and how to provide comments. In addition, the mailer included ADOT's notice of reasonable accommodations language. The mailers were sent on Oct. 19.

A copy of the direct mailer can be found in Appendix C.

### **2.1.7 Earned Media**

News articles publicizing the public meeting were published in the *Scottsdale Progress*, an Independent News Media weekly publication.

Copies can be found in Appendix C.

## **3. Public Meeting Overview**

The public meeting was hosted online through the Zoom meeting platform with simultaneous interpretation of the presentation and Q&A in Spanish. English and Spanish participants could also call into the meeting if they did not have the ability to participate online. The meeting featured a PowerPoint presentation by the project team, followed by a question-and-answer period. Participants were provided information on how to ask questions and provide comments verbally via Zoom's "Raise-Hand" feature or in writing through Zoom's Q&A feature. Call-in participants could also ask questions by phone by pressing \*9.

Project team members from ADOT and the design consultant (WSP) served as panelists at the meeting. Panelists included: ADOT Senior Project Manager Berwyn Wilbrink, WSP Designer/Project Manager Greg Fly, ADOT Senior Division Administrator, Randy Everett, ADOT Community Relations Project Manager John Tucker and WSP Public Involvement Coordinator Jessica Parks. Additional project team staff, Community Relations staff and a Spanish speaking interpreter 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 public comment period through email, telephone, USPS mail or the online comment form. Participants were notified that project related materials, including the presentation, were available online.

### **3.1 Public Meeting Materials**

A variety of public meeting materials were made available in both English and Spanish to the public online via the project website. These public meeting materials, which can be found in Appendix A, included:

- Presentation
- Online comment form
- Self-Identification survey
- Recording of the presentation (English and Spanish) posted after the meeting

#### **3.1.1 Presentation**

The presentation can be found in Appendix A and covered the following topics:

- Title VI Nondiscrimination Notice to the Public and Auxiliary Aids and Services Notice
- Project overview, background and need
- Anticipated project timeline for design and construction
- Major project elements, including interchange improvements
- Aesthetics and landscaping
- Noise analysis and noise abatement. It was noted that the noise analysis is not yet complete and will be posted to the website once available.

- What to expect during construction
- Instructions on how to ask questions and make comments through the Zoom platform and by phone
- How to provide input following the meeting
- Q&A
- The self-identification survey for participants to indicate their race/ethnicity

## 4. Public Comments

This section summarizes the comments received during the public-comment period from Oct. 12, through Nov. 16, 2022. Comments could be submitted through the following methods: the Nov. 2 virtual public meeting, an online comment form, email, by phone and via mail. A total of 90 comments were received through the following methods:

- Virtual Public Meeting: 58
- Online Comment Form: 23
- Email or Phone Call: 9
- Mail: 0

Community Relations staff worked with the project team to provide responses to each of the comments, which are also included in the public comment log. The public comment log is included in Appendix B.

### 4.1 Summary of Comments

The majority of comments were about project design for Loop 101 interchanges at Princess Drive/Pima Road and Frank Lloyd Wright Boulevard. Comments have been grouped into the following categories:

- Project Design (47 comments)
- Construction Impacts (13 comments)
- Funding (8 comments)
- Noise (5 comments)
- Safety (4 comments)
- Miscellaneous (13 comments)

A summary of frequent comments received in each category is provided below.

All comments received during the public comment period are included in Appendix B. Names and other identifying information were redacted from the comment log to protect privacy.

### Project Design

- The majority of comments/questions received centered on the project design. Overall, commenters indicated their support for the improvements. Most of the questions and concerns received about the design were related to the interchange improvements at Pima Road/Princess Drive and at Frank Lloyd Wright Boulevard. The following key comment themes were heard:
  - Concerns about whether the interchange improvements at Loop 101 and Princess Dr/Pima Road would accommodate traffic needs.
  - Several comments were received regarding concerns about the merging and weaving condition on the northbound frontage road between Bell and Pima roads related to traffic on the frontage road not yielding to traffic exiting at Pima Road and wanting to turn right.
  - Several people asked how the triple left lane on westbound Princess Drive/Pima Road to southbound Loop 101 would lead to better traffic flow.
  - Several people asked whether ADOT considered a flyover ramp at the Loop 101 Pima Road interchange, which was one of the design concepts evaluated in the 2018 Design Concept

Report.

- Some expressed confusion about the planned diamond interchange reconfiguration at the Frank Lloyd Wright interchange versus the current Single Point Urban Interchange design. and asked for examples of other locations where ADOT is using that design.

### **Project Construction**

- Several people asked questions about possible closures, restrictions and detours related to the construction phase of the project.
- Some expressed concerns that construction activities will lead to major inconvenience, congestion and potential impacts to businesses and special events near the construction. Some suggested increasing work days and hours to expedite construction.
- Many questions came up about the timeline for construction, including estimates on start and finish timeframes.

### **Funding**

- Several people inquired about how this project will be funded.

### **Noise**

- A few people voiced concerns about additional traffic noise for residents living in proximity to the freeway and their desire for ADOT to raise existing sound walls or add new walls. Some indicated they would like to review the noise analysis.

### **Safety**

- As noted above, several people expressed concerns about the merging and weaving movements along the northbound Loop 101 frontage road between Bell and Pima roads for traffic exiting and entering Loop 101, which is seen as a safety issue. Community members reported that traffic on the frontage road doesn't yield to drivers exiting Loop 101 at Pima Road.
- A few stakeholders asked if this project will have wrong-way driver detection technology.

### **Miscellaneous**

A variety of additional comments were received and included:

- Support for ADOT's commitment to maintaining the corridor aesthetics.
- Why is ADOT doing so much construction in Maricopa County?
- Support for diamond grinding the pavement, versus using rubberized asphalt.

## **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 link to the self-ID survey was provided several times in the meeting chat and also verbally for those on the phone. A total of 37 people completed the self-ID survey out of 120 public attendees, which was a 31% response rate.

The following is a breakdown of the Self-ID responses:

- African American/Black: 3 (11%)
- Asian: 2 (5%)
- American Indian/Alaskan Native: 2 (5%)
- Native Hawaiian/Other Pacific Islander: 0 (0%)
- Hispanic/Latino: 1 (3%)
- White: 29 (78%)

### **5.2 Civil Rights Meeting Summary**

A Civil Rights public meeting summary documenting ADOT's compliance with Title VI and Title II nondiscrimination and accommodations was submitted to the Civil Rights Office on Nov. 28, 2022.



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

**Project Website**

**Govdelivery Notices**

**News Release**

**Social Media**

**Nextdoor Posts**

**Direct Mailers**

**Earned Media**

## Project Website

The screenshot shows the ADOT website interface. At the top is the ADOT logo and social media icons for Facebook, Twitter, LinkedIn, Instagram, YouTube, and a chat bubble. Below is a navigation menu with tabs for About, Motor Vehicles, Projects, Business, Planning, News, and Traffic. The breadcrumb trail reads: Home » Projects » Central District Projects » Loop 101 (Pima Freeway), Princess Drive to Shea Boulevard Improvements. The main heading is "Loop 101 (Pima Freeway), Princess Drive to Shea Boulevard Improvements". Below the heading are tabs for Overview, Interchange Design Concepts, Documents, and Virtual Public Meeting. The "Overview" tab is selected. The "Overview" section contains a paragraph about the project's goals and a map titled "Project area map: (click to enlarge)". The map shows Loop 101 with project limits and interchange improvements highlighted. The "Background" section describes the Design Concept Report (DCR) and environmental study from 2010 and 2021. The "Planned Project Elements" section lists five key project goals. The "Public Input" section mentions a 2020 survey. The "Schedule" section lists three key dates and phases.

### Overview

The Arizona Department of Transportation, in partnership with the city of Scottsdale, the Federal Highway Administration and the Maricopa Association of Governments, has initiated a project to widen Loop 101 (Pima Freeway) between Princess Drive and Shea Boulevard and modify existing interchanges to improve traffic flow on Loop 101 and the cross streets.

### Background

A Design Concept Report (DCR) and environmental study was completed in 2010, which recommended the addition of a general-purpose lane in each direction and interchange improvements. The DCR was updated in 2021 to re-evaluate the interchanges to better accommodate increased traffic volumes in this area.

### Planned Project Elements

- Widening Loop 101 to add one general-purpose lane in both the northbound and southbound directions between Princess Drive and Shea Boulevard. This project will tie into the Loop 101 widening project from I-17 to Pima Road/Princess Drive, completed in 2022, and the earlier Loop 101 widening project south of Shea Boulevard.
- Reconstructing the interchange at Frank Lloyd Wright Boulevard to a new configuration.
- Making minor modifications to the interchanges and cross-streets at Princess Drive, Raintree Drive and Shea Boulevard to improve turning movements.
- Reconstructing sidewalks to comply with current Americans with Disabilities Act (ADA) standards.

### Public Input

The public was surveyed in 2020 to gather input on the proposed interchange concepts. A summary of the survey results will be available in the near future.

### Schedule

- The [updated Design Concept Report](#) was released in February 2021.
- Project is currently in the design phase.
- A [Virtual Public Meeting](#) was held on Wednesday, Nov. 2, 2022.
- Project construction is anticipated to begin in the fall of 2023.

## GovDelivery Notices

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

Subject: Virtual public meeting for Loop 101, Princess Drive to Shea Boulevard project set for Nov. 2

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/3319ebd>

**ADOT**

SHARE

### Virtual public meeting for Loop 101, Princess Drive to Shea Boulevard project set for Nov. 2

*Project to widen Loop 101 and improve four interchanges in Scottsdale*

The Arizona Department of Transportation, in partnership with the city of Scottsdale, the Federal Highway Administration and the Maricopa Association of Governments, will host a virtual public meeting from 6 to 7:30 p.m. **Wednesday, Nov. 2**, to provide information about a project to widen Loop 101 (Pima Freeway) between Princess Drive and Shea Boulevard. The project will add one general-purpose lane in each direction and modify existing interchanges to improve traffic flow on Loop 101 and the cross streets.

ADOT will present information about the project, followed by an opportunity for the public to ask questions and make comments online or by phone.

#### VIRTUAL PUBLIC MEETING INFORMATION

The meeting will be held Wednesday, Nov. 2, 6 - 7:30 p.m.

#### HOW TO PARTICIPATE

The meeting will be held virtually via Zoom. Attendees may also join by phone.

**JOIN ONLINE:** On a computer or smartphone:  
<https://bit.ly/ADOT101>

**JOIN BY PHONE:** (English) +1 301-715-8592  
English phone access code: 816 5068 3727 | Password  
275280

**JOIN BY PHONE:** (Spanish) +1 213-267-3760  
Spanish phone conference ID: 531 608 107#

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 for assistance.



#### CAN'T ATTEND?

The meeting presentation slides will be shared before the meeting on the project website. The virtual public meeting will also be recorded and posted to the project website following the Nov. 2 meeting.

#### COMMENTS/QUESTIONS

Project comments can be provided through Nov. 16 in the following ways:

**Online Comment Form:** [azdot.gov/Loop101PrincessToSheaCommentForm](https://azdot.gov/Loop101PrincessToSheaCommentForm)

**Phone:** 480.695.4027 | **Email:** JTucker2@azdot.gov

**Mail:** Attn: Loop 101, Princess Dr to Shea Blvd Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

For more information, please visit the [project website](#).

## News Release

livery.com

Having trouble viewing this email? <https://content.govdelivery.com/accounts/AZDOT/bulletins/334f628>



SHARE

### **Nov. 2 virtual meeting set for Loop 101 project north of Shea Blvd** *Work to include new lanes, interchange improvements starting in 2023*

PHOENIX – The Arizona Department of Transportation will host a virtual public meeting Wednesday evening, Nov. 2, to provide information about a future project to add lanes and make other improvements along Loop 101 (Pima Freeway) between Princess Drive and Shea Boulevard in Scottsdale.

The project will add one general purpose lane along that section of the Pima Freeway while also making changes to improve traffic flow at the Shea Boulevard, Raintree Drive, Frank Lloyd Wright Boulevard and Princess Drive interchanges. Construction is expected to begin by late next year (2023) and take approximately two years to complete.

ADOT's virtual public meeting for the Loop 101 Improvement Project between Princess Drive and Shea Boulevard is scheduled as follows:

- **Wednesday, Nov. 2, from 6 p.m. to 7:30 p.m.**
- Join from a computer or smartphone via Zoom with the link <https://bit.ly/ADOT101>.
- Join via telephone by calling (English) +1.301.715.8592 (Access Code 816-5068-3727 and Password 275280). For Spanish language calls dial +1.213.267.3760 (Conference ID Number is 531-608-107#).

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

The project is part of the Maricopa Association of Governments' Regional Transportation Plan for the Phoenix area. The project is funded in part by Proposition 400, a dedicated sales tax approved by Maricopa County voters in 2004.

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

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## Social Media (Facebook)

**Arizona Department of Transportation**  
October 15 at 12:00 PM · 🌐

Virtual public meeting for Loop 101, Princess Drive to Shea Boulevard project set for Nov. 2  
MORE: <https://bit.ly/3TeEPJr>

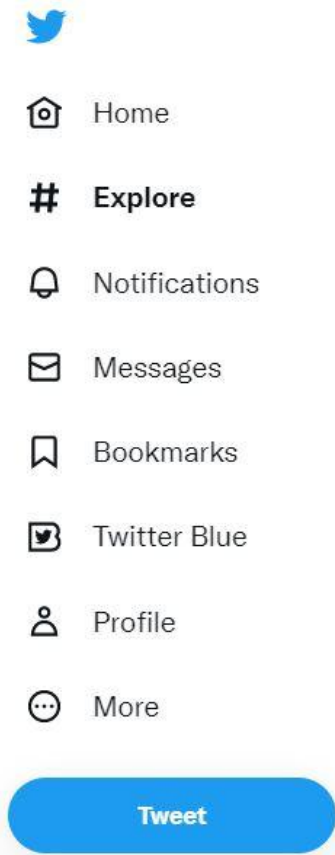
**LEGEND**

- Project Limits
- Interchange Improvements

30 likes · 11 Comments · 2 Shares

Like · Comment · Share

## Social Media (Twitter)



← ADOT virtual public meeting ...

Top Latest People Photos Videos

**Arizona DOT** @ArizonaDOT · Oct 25  
NEW: Join ADOT for a Nov. 2 **virtual public meeting** for Loop 101, Princess Drive to Shea Boulevard project. MORE: [content.govdelivery.com/accounts/AZDOT...](https://content.govdelivery.com/accounts/AZDOT...)

The map displays a section of Loop 101 in Scottsdale, Arizona. A thick orange line indicates the "Project Limits" along the highway. Blue bars along the highway indicate "Interchange Improvements" at several locations. Labeled roads include Princess Dr, Bell Rd, Frank Lloyd Wright Blvd, Hayden Rd, Raintree Dr, Thunderbird Rd, and Cactus Rd. The Scottsdale Airport is also marked. A legend in the bottom right corner defines the orange and blue symbols. A north arrow and the text "Map not to scale" are also present.

1 2

## Social Media (Nextdoor)

The screenshot shows a Nextdoor post from the State of Arizona. On the left is a map of Loop 101 in Scottsdale, Arizona, showing the project limits (orange line) and interchange improvements (blue lines) between Princess Drive and Shea Boulevard. The map includes labels for Princess Dr, Bell Rd, Frank Lloyd Wright Blvd, Hayden Rd, Raintree Dr, Thunderbird Rd, Cactus Rd, and Shea Blvd. A legend indicates 'Project Limits' and 'Interchange Improvements'. The map is dated 22-739796 and includes a north arrow and the note 'Map not to scale'. On the right is the text of the post:

**State of Arizona** ✓  
ADOT Communications Office of Community Relations • 7 min ago

Loop 101, Princess Drive to Shea Boulevard widening project virtual public meeting Nov. 2. \*\*\*\*  
Join ADOT for a virtual public meeting on Wednesday, Nov. 2, 6 to 7:30 p.m. to learn about the Loop 101 widening project in Scottsdale, which is slated to begin next year.

The project will add two general purpose lanes in each direction on Loop 101 between Princess Drive and Shea Boulevard, and improve four interchanges in the corridor.

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

**VIRTUAL PUBLIC MEETING: Wednesday, Nov. 2, 2022, 6-7:30 p.m.**

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

Posted to Subscribers of State of Arizona in 31 neighborhoods

## Direct Mailer/Postcard

101 | **Loop 101, Princess Dr to Shea Blvd Improvements - Virtual Public Meeting**

**OVERVIEW**

The Arizona Department of Transportation, in partnership with the city of Scottsdale, the Federal Highway Administration and the Maricopa Association of Governments, has initiated the design of a project to widen the Loop 101 (Pima Freeway) between Princess Drive and Shea Boulevard by one general-purpose lane in each direction and modify existing interchanges to improve traffic flow on Loop 101 and the cross streets.

**VIRTUAL PUBLIC MEETING: Wednesday, Nov. 2, 2022, 6-7:30 p.m.**

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

**HOW TO PARTICIPATE**

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

**JOIN ONLINE:** On a computer or smart phone: <https://bit.ly/ADOT101>

**JOIN BY PHONE: (English) +1 301-715-8592**

English phone access code: 816 5068 3727 | Password 275280

**JOIN BY PHONE: (Spanish) +1 213-267-3760**

Spanish phone conference ID: 531 608 107#

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 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 Nov 16 in the following ways:




**Online Comment Form:** [azdot.gov/Loop101PrincesstoSheaCommentForm](https://azdot.gov/Loop101PrincesstoSheaCommentForm)

**Phone:** 480.695.4027 | **Email:** JTucker2@azdot.gov

**Mail:** Attn: L101, Princess Dr to Shea Blvd Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

**PROJECT EMAIL LIST**

Visit the project website at [azdot.gov/Loop101PrincesstoShea](https://azdot.gov/Loop101PrincesstoShea)

**Loop 101, modernización de Princess Dr a Shea Blvd - Reunión Pública Virtual**

**RESUMEN**

El Departamento de Transporte de Arizona, en asociación con la ciudad de Scottsdale, la Administración Federal de Carreteras y la Asociación de Gobiernos de Maricopa, ha iniciado el diseño de un proyecto para ampliar el Loop 101 (Pima Freeway) entre la Princess Drive y Shea Boulevard a un carril de uso general en cada dirección y modificar los intercambios existentes para mejorar el flujo de tráfico en el Loop 101 y las calles cruzadas.

**REUNIÓN PÚBLICA VIRTUAL: Miércoles, 2 de noviembre de 2022, de 6:00 p.m. a 7:30 p.m.**

El equipo del proyecto presentará la información del proyecto, y luego el público podrá hacer preguntas y comentarios en línea o por teléfono.

**CÓMO PARTICIPAR**

La reunión se realizará virtualmente a través de Zoom. Los asistentes también pueden unirse por llamada a la reunión.

**ÚNASE EN LÍNEA:** En una computadora o teléfono inteligente: <https://bit.ly/ADOT101>

**ÚNASE POR TELÉFONO: (Inglés) +1 301-715-8592**

Código de acceso por teléfono en inglés: 816 5068 3727 | Contraseña 275280

**ÚNASE POR TELÉFONO: (Español) +1 213-267-3760**

**ID DE LA CONFERENCIA EN ESPAÑOL: 531 608 107#**

Si usted no tiene acceso a la tecnología necesaria para asistir a la reunión pública virtual o para revisar la información del proyecto en línea, por favor contacte a John Tucker al 480.695.4027 o JTucker2@azdot.gov para obtener ayuda.

**¿NO PUEDE ASISTIR?**

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

**COMENTARIOS/PREGUNTAS**

Se pueden proporcionar comentarios sobre el proyecto hasta el 16 de noviembre de 2022, por medio de las siguientes formas:

**Formulario de Comentarios en Línea:** [azdot.gov/Loop101PrincesstoSheaCommentForm](https://azdot.gov/Loop101PrincesstoSheaCommentForm)

**Teléfono:** 855-712-8530 | **Correo electrónico:** JTucker2@azdot.gov

**Correo:** Attn: L101, Princess Dr. to Shea Blvd Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007

**LISTA DE CORREO ELECTRÓNICO DEL PROYECTO**

Visite el sitio web del proyecto en [azdot.gov/Loop101PrincesstoShea](https://azdot.gov/Loop101PrincesstoShea).

ADOT Project No. F0123 01D | Federal Aid No. 101-B(210)T  
769101



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.



## Earned Media

PHOENIX, AZ  
FAIR, 88°  
FULL FORECAST

SCOTTSDALE  
**INDEPENDENT**

Select a Newspaper ▾

LOCAL NEWS BUSINESS EDUCATION THINGS TO DO - VALLEY FAVORITES - OPINIONS - NEWS

TRANSPORTATION

# ADOT to outline Scottsdale Loop 101 upgrades during public meeting



(ADOT)

Posted Sunday, October 30, 2022 11:36 am

**INDEPENDENT NEWSMEDIA**

The Arizona Department of Transportation will conduct a public meeting Wednesday to discuss adding lanes and other improvements along Loop 101 between Princess Drive and Shea Boulevard in Scottsdale.

The meeting will take place virtually. ADOT officials will provide an overview of the project before opening the session to questions and comments, according to a release.

The project will add one general purpose lane along a section of Loop 101 and make changes to improve traffic flow at the Shea Boulevard, Raintree Drive, Frank Lloyd Wright Boulevard and Princess Drive interchanges, transportation officials said.

Construction is expected to begin by late next year and take about two years to complete.

The meeting will take place 6-7:30 p.m. Wednesday, Nov. 2. To participate:

- Join from a computer or smartphone via Zoom with the link <https://bit.ly/ADOT101>.
- Join via telephone by calling (English) +1.301.715.8392 (Access Code 816-3068-3727 and Password 275280). For calls in Spanish dial +1.213.267.3760 (Conference ID Number is 531-608-107#).

FREE NEWS  
Register  
news  
DON'T MISS  
e-mail address  
email link  
from the Daily  
YourValley.

Daily  
YourValley  
Sign up for  
Phoenix area  
Email  
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# **Appendix B: Public Meeting Materials**

## **Website Content**

**Online Comment Form (English/Spanish)**

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

**Public Meeting Presentation**

## Website Content

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

Home » Projects » Central District Projects » Loop 101 (Pima Freeway), Princess Drive to Shea Boulevard Improvements » Virtual Public Meeting - Loop 101 (Pima Freeway), Princess Drive to Shea Boulevard Improvements » Revisions » Virtual Public Meeting - Loop 101 (Pima Freeway), Princess Drive to Shea Boulevard Improvements

### Virtual Public Meeting - Loop 101 (Pima Freeway), Princess Drive to Shea Boulevard Improvements

Revisions allow you to track differences between multiple versions of your content, and revert back to older versions.

Date	Meeting Information
Wednesday, Nov. 2, 2022 6:00 p.m. - 7:30 p.m.	The project team will present information about the project, followed by an opportunity for the public to ask questions and make comments online or by phone.
PRESENTATION SLIDES:	<a href="https://azdot.gov/Loop101PrincesstoSheaPresentationSlides">https://azdot.gov/Loop101PrincesstoSheaPresentationSlides</a>
JOIN ONLINE:	To access the meeting by Internet, please go to: <a href="https://bit.ly/ADOT101">https://bit.ly/ADOT101</a>
JOIN BY PHONE:	To access the meeting by phone, please dial: <ul style="list-style-type: none"><li>English: +1 301 715 8592   Access Code: 816 5068 3727   Password 275280.</li><li>Spanish: +1 213-267-3760   Spanish phone conference ID: 531 608 107#</li></ul>
CAN'T ATTEND?	The meeting presentation slides will be posted to the project website prior to the meeting. The meeting will also be recorded and posted to the project website a few days after the meeting.
COMMENTS/QUESTIONS	Project comments can be provided through Nov. 16, 2022 in the following ways: <ul style="list-style-type: none"><li>Online Comment Form: <a href="https://azdot.gov/Loop101PrincesstoSheaCommentForm">https://azdot.gov/Loop101PrincesstoSheaCommentForm</a></li><li>Phone: 480.695.4027   Email: <a href="mailto:JTucker2@azdot.gov">JTucker2@azdot.gov</a></li><li>Mail: Attn: L101, Princess Dr to Shea Blvd Project, ADOT Community Relations, 1655 W. Jackson St., MD 126F, Phoenix, AZ 85007</li></ul>

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) (link sends e-mail) for assistance.

MVD Services

Business

News

Resources

## Online Comment Form (English/Spanish)

### Loop 101, Princess Dr to Shea Blvd Public Meeting Comment Form - Comentarios sobre la reunión pública acerca Loop 101 Princess Dr a Shea Blvd

Please submit comments by Nov. 16, 2022 to have them included in the project record./Envíe sus comentarios antes del 16 de noviembre de 2022 para que se incluyan en el registro del proyecto.

Email \*

Valid email

This form is collecting emails. [Change settings](#)

Name/Nombre

Short answer text

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Address/Domicilio

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Zip code/Código postal

Short answer text

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

Webpage / Página web

Email / Correo electrónico

Social Media / Medios de comunicación social

Mail / Correo

Other / Otro

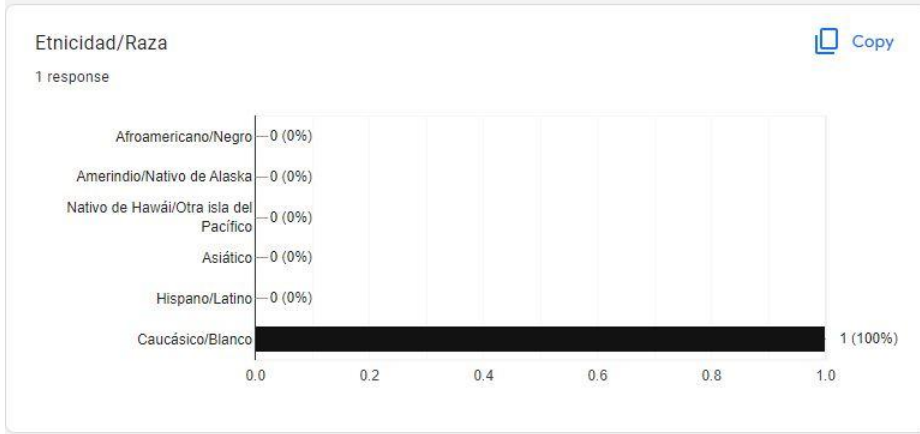
## Anonymous Self-Identification Survey (Spanish and English)

1 response

Accepting responses

Summary Question Individual

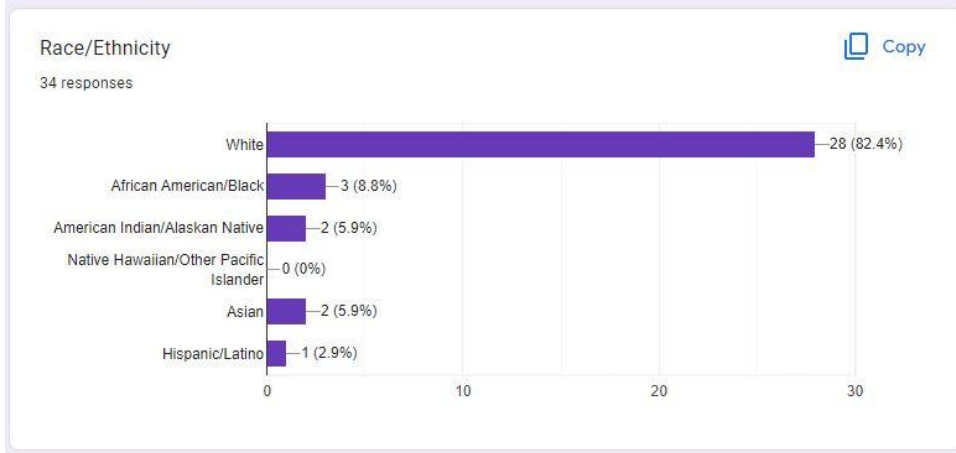
El completar esta encuesta es voluntaria. Si usted decide responder, por favor marque todas las respuestas que le corresponden.



34 responses

Accepting responses

Summary Question Individual



## Public Meeting Presentation

# Loop 101 - Princess Drive to Shea Boulevard Improvements

Virtual Public Meeting, Nov. 2, 2022

The meeting will begin shortly.

La Reunión Pública comenzará en breve.



While you wait, we invite you to complete a voluntary survey to help ADOT understand who attends its public meetings and how the department can improve participation.

[azdot.gov/L101PrincesstoSheaSelfIDSurvey](https://azdot.gov/L101PrincesstoSheaSelfIDSurvey)

Mientras espera, lo invitamos a completar una encuesta voluntaria para ayudar a ADOT a comprender quiénes asisten a sus reuniones públicas y como podrá mejorar la participación de miembros de minorías.

[azdot.gov/L101PrincesstoSheaSelfIDSurveySPA](https://azdot.gov/L101PrincesstoSheaSelfIDSurveySPA)

ARIZONA DEPARTMENT OF TRANSPORTATION

Thank you for joining us for the Loop 101, Princess Drive to Shea Boulevard improvement project public meeting

We will begin the meeting shortly.

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. By completing this voluntary survey, you can help ADOT determine who attends its public meetings and how the department can improve participation. Links to the survey in English and Spanish are in the chat.

[Read the English link aloud] - [azdot.gov/L101PrincesstoSheaSelfIDSurvey](https://azdot.gov/L101PrincesstoSheaSelfIDSurvey)

[Spanish interpreter says]: [azdot.gov/L101PrincesstoSheaSelfIDSurveySPA](https://azdot.gov/L101PrincesstoSheaSelfIDSurveySPA)

## **Spanish Interpretation Available** **Escuchar la presentación en español:**

- Para escuchar esta presentación en español, marque +1 213-267-3760 desde su línea telefónica.
- Ingrese la identificación de la conferencia: 531 608 107 #
- La interpretación en español se reproducirá a través de su línea telefónica.
- Puede ingresar su pregunta en el cuadro de preguntas y respuestas en español o esperar más instrucciones sobre cómo levantar la mano a través de la línea telefónica.

Spanish interpretation is available at tonight's meeting.

# Loop 101 - Princess Drive to Shea Boulevard Improvements

Virtual Public Meeting, Nov. 2, 2022

The meeting will begin shortly.

La Reunión Pública comenzará en breve.



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[azdot.gov/L101PrincesstoSheaSelfIDSurveySPA](https://azdot.gov/L101PrincesstoSheaSelfIDSurveySPA)

ARIZONA DEPARTMENT OF TRANSPORTATION

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- Puede ingresar su pregunta en el cuadro de preguntas y respuestas en español o esperar más instrucciones sobre cómo levantar la mano a través de la línea telefónica.

Spanish interpretation is available at tonight's meeting.

# **Loop 101 - Princess Drive to Shea Boulevard Improvements**

Virtual Public Meeting, Nov. 2, 2022



**Welcome!**

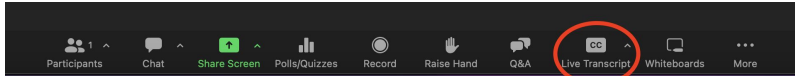
ARIZONA DEPARTMENT OF TRANSPORTATION

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, Princess Drive to Shea Boulevard Widening Project.

# WELCOME!

- All participants have been muted to avoid background noise
- Following the presentation, we will take comments and questions online and by phone. Instructions will be provided.
- To turn on closed captioning, select that option from the menu



## No sound?

- Call in to the meeting: +1 301 715 8592
- Access Code: 816 5068 3727
- Passcode: 275280

ARIZONA DEPARTMENT OF TRANSPORTATION

- WELCOME
- All participants have been muted to avoid background noise
- Following the presentation, we will take comments and questions online and by phone. Instructions will be provided.
- To turn on closed captioning, select that option from the menu if you are having any technical issues right now, you may need to log off, and reconnect or if you are on a phone, hang up and redial.

We're looking forward to sharing information with you and responding to your questions and comments.

## No sound?

- Call in to the meeting: +1 301 715 8592
- Access Code: 816 5068 3727
- Passcode: 275280

The format for tonight is a short presentation about the project, followed by a Q&A session.

Please note this meeting is being recorded and will be posted to the project website in the near future.

## TECH SUPPORT

**If you have technical difficulties,**

- Call Zoom at +1.888.799.9666 or
- <https://support.zoom.us/hc/en-us/articles/201362003-Contact-Zoom-Support>

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- <https://support.zoom.us/hc/en-us/articles/201362003-Contact-Zoom-Support>



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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, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

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

ADOT Civil Rights Office  
206 S. 17th Avenue, Mail Drop 155-A  
Phoenix, AZ 85007  
602.712.8946 FAX 602.239.6257  
CivilRightsOffice@azdot.gov

Krystal Smith  
ADA/504 Program Coordinator  
KSmith2@azdot.gov

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ADOT complies with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, and other related authorities in all of its programs and activities.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint by contacting the ADOT Civil Rights Office at 602-712-8946 or by email at [civilrightsoffice@azdot.gov](mailto:civilrightsoffice@azdot.gov) within 180 days of the alleged violation.



## AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que la agencia tiene como regla asegurar el cumplimiento de el Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT con la información que aparece abajo:

ADOT Civil Rights Office  
206 S. 17th Avenue, Mail Drop 155-A  
Phoenix, AZ 85007  
602.712.8946, FAX 602.239.6257  
CivilRightsOffice@azdot.gov

Krystal Smith  
ADA/504 Program Coordinator  
[KSmith2@azdot.gov](mailto:KSmith2@azdot.gov)

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### **We will pause briefly here to allow individuals to read this information in Spanish.**

ADOT tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a 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 John Tucker at 480.695.4027 or [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)

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

ARIZONA DEPARTMENT OF TRANSPORTATION

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480.695.4027 or [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)

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

Throughout tonight's presentation, you'll notice that we sometimes will pause between slides. This is to allow our Spanish interpreters, who are on a separate channel, to catch up.

## Tonight's Presenters

- John Tucker, ADOT Community Relations Project Manager
- Berwyn Wilbrink, P.E., ADOT Senior Project Manager
- Greg Fly, P.E., WSP Design Project Manager
- Jessica Parks, WSP Public Involvement
- Spanish Interpreters: Adriana De Dominicis and Wendy Gastelum
- Other project team members available for the Q&A session

ARIZONA DEPARTMENT OF TRANSPORTATION

JOHN: Before we move into the main presentation, I'd like to remind you that we may sometimes pause between slides. This is to allow our Spanish interpreters, who are on a separate channel, to catch up if needed.

And now, I'd like to introduce tonight's presenters. They are:

- Berwyn Wilbrink, ADOT Senior Project Manager
- Greg Fly, WSP Design Project Manager
- Jessica Parks, WSP Public Involvement
- Spanish Interpreters: Adriana De Dominicis, Wendy Gastelum
- Other project team members will be available during the Q&A session

Next, Berwyn Wilbrink 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 Princess Drive and Shea Boulevard
- Opportunity for public to ask questions and make comments



### Berwyn

The purpose of tonight's meeting is to provide information on the Loop 101 widening project between Princess Drive and Shea Boulevard. Once the project presentation is done, participants will have an opportunity to ask questions and make comments online or by phone.

## Project Purpose and Need

- Improve traffic flow on Loop 101 and cross streets
- Congestion will worsen if improvements are not made
- Increase capacity to accommodate existing and future traffic levels through 2040



ARIZONA DEPARTMENT OF TRANSPORTATION

In 2010 ADOT produced a Design Concept Report (DCR); which is a study that looked at possible efficiency and capacity improvements to the corridor, including widening the freeway by one lane in each travel direction.

In 2020-2021, ADOT worked with stakeholders, including the City of Scottsdale and the Maricopa Association of Governments to update the DCR. In that updated DCR we looked at different types of structures and intersections not only to meet the operational needs of the freeway but also to meet some of the expansion needs of the City. When the project was originally scoped back in 2010, widening the mainline roadway was the goal. When it was updated it focused on improvements to the crossroads to increase capacity.

The updated DCR became the foundation for this project.

Maricopa County is one of the fastest growing regions in the United States. Growing traffic demands have 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.

This project seeks to improve the traffic flow, and increase the capacity and efficiency on Loop 101 and cross streets.

## Anticipated Project Timeline



ARIZONA DEPARTMENT OF TRANSPORTATION

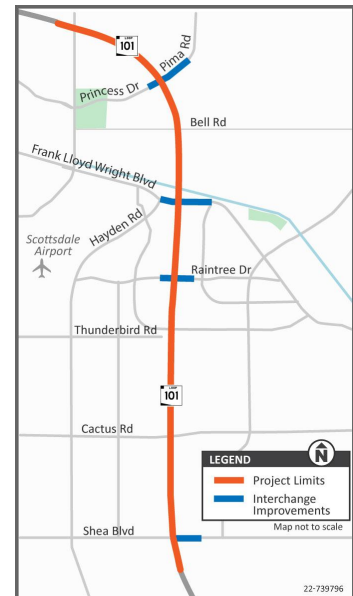
Taking a look at our general schedule;

- We are currently at 60% Design Plans. We anticipate completing design by summer 2023
- In addition to the plans, we are advancing the ROW and utility work to have the project cleared and ready for the start of construction
- Construction is anticipated to begin by late 2023.
- Expected to take approximately two years.

Next, I'd like to introduce Greg Fly, the lead civil engineer from WSP, which is the civil engineering firm, designing the project. Greg will go over the details of the project.

## Improvements

- Add one general-purpose lane in each direction
- Add third southbound left turn lane at Pima/Princess Interchange
- Convert Frank Lloyd Wright Blvd interchange to diamond configuration
- Add right turn lanes at Raintree Dr and Shea Blvd interchanges and cross-streets
- Resurface pavement
- Update sidewalks to make them ADA compliant
- Upgrade freeway and ramp lighting to LED



ARIZONA DEPARTMENT OF TRANSPORTATION

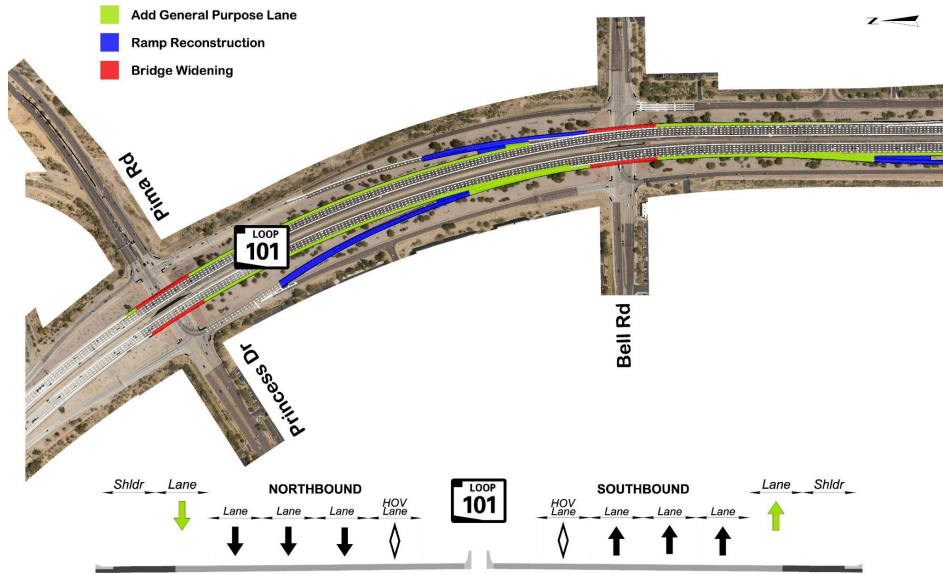
Greg:

Thank you Berwyn. As Berwyn said, I'm going to talk about the project elements.

- This project will increase the capacity of this 6 mile stretch of Loop 101 by adding a general purpose lane in each direction.
- At Princess Drive/Pima Road, we will be adding a third Southbound left turn lane onto the freeway. Many of you probably know that the high volume movement is from the north onto southbound Loop 101 south, and from the south onto northbound Pima Road.
- At Frank Lloyd Wright Boulevard, the interchange will be converted to a conventional diamond configuration to improve traffic flow.
- At Raintree Drive and Shea Blvd we will be adding right turn bays.
- We will be resurfacing the pavement on the freeway and ramps. Please note, we have not yet determined the final surface treatment for this project.
- Many of the Americans with Disabilities features such as sidewalk ramps and pedestrian push buttons will be improved to meet current standards.
- And, lights along the freeway and ramps will be upgraded to LED

Next, I'll discuss the mainline improvements associated with the project.

# Loop 101 Lane Widening, Princess & Bell

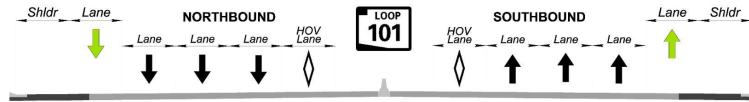
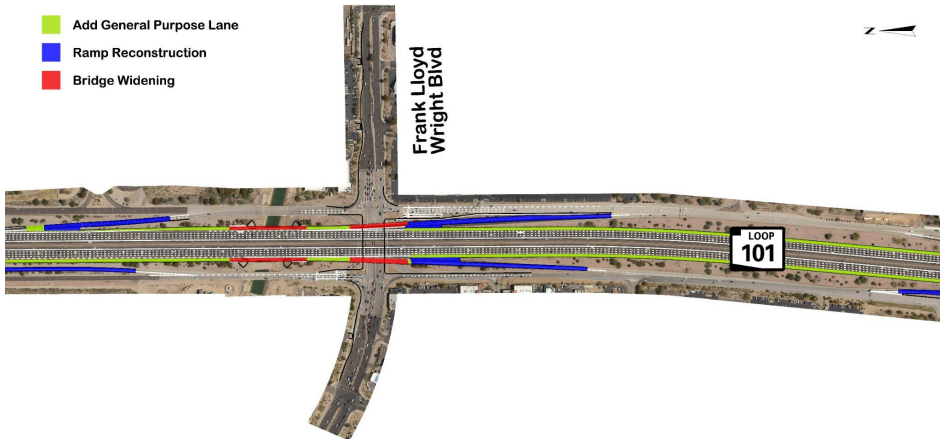


Greg: Next we will present an overview of the Loop 101 mainline improvements. As we have stated previously the overall intent is to add one general purpose lane in each direction between the Pima/Princess and Shea Interchanges. At the top of the slide is a plan view of the improvements near Pima/Princess and Bell Roads. The areas shaded in Green represent a widening of the existing mainline pavement, the areas shaded in blue represent locations where the existing ramps will be modified to connect to the new mainline improvements. Areas in Red represent locations where the existing concrete bridges will be widened.

Near the bottom of the slide you will see a typical section of the roadway. The black arrows and diamonds represent the existing travel lanes along Loop 101. The arrows in green represent the additional general purpose lanes that will be added with this project.

# Loop 101 Lane Widening, Frank Lloyd Wright

- Add General Purpose Lane
- Ramp Reconstruction
- Bridge Widening

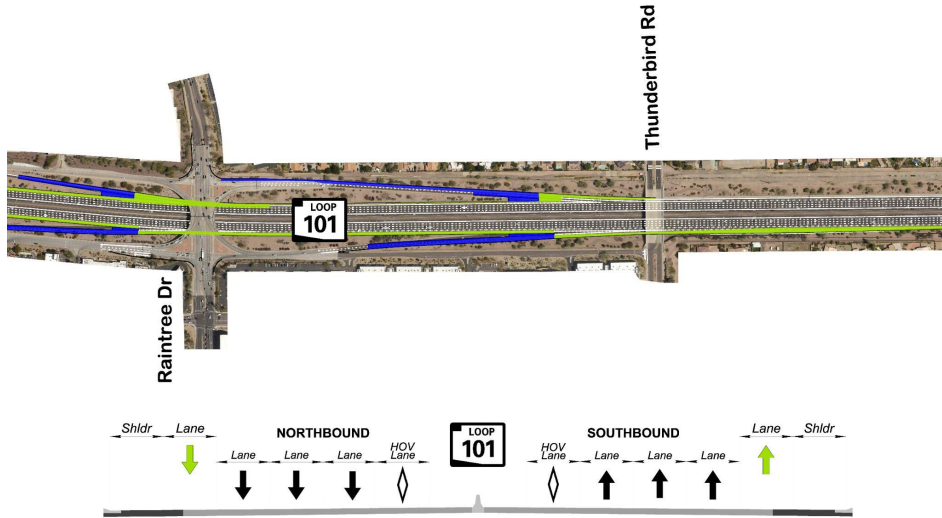


This slide shows the mainline improvements near the Frank Lloyd Wright Interchange. The areas shown in red represent the bridge widenings over the Central Arizona Project canal as well as the bridge widening over the Frank Lloyd Wright Blvd.

Similar to the previous slide, the project will be adding one additional general purpose lane to the existing roadway.

# Loop 101 Lane Widening, Raintree & Thunderbird

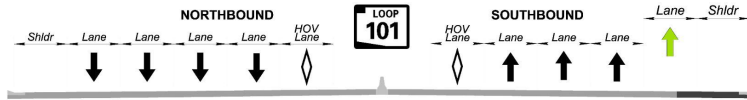
- Add General Purpose Lane
- Ramp Reconstruction



As we move further south along the project. The existing freeway transitions from an elevated freeway near Frank Lloyd Wright to a depressed condition near Raintree. The existing bridges over Loop 101 at Raintree Drive and Thunderbird Road have adequate length and will not need modifications to make room for the additional general purpose lane.

# Loop 101 Lane Widening, Cactus

- Add General Purpose Lane
- Ramp Reconstruction

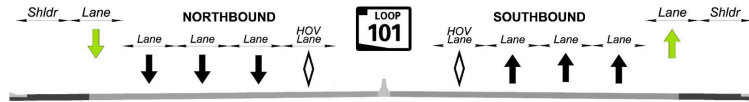


As we approach the Cactus Rd Interchange. You may notice that there are no improvements shown along the outside edge of the northbound roadway. This is a location that was widened several years ago during the construction of the HOV lanes, and will not need to be widened.



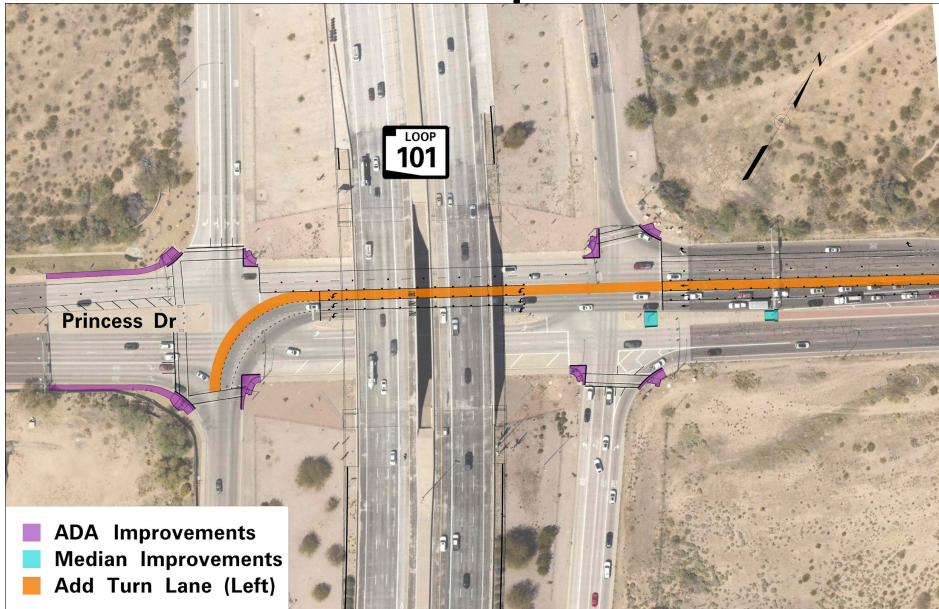
# Loop 101 Lane Widening, Shea

- Add General Purpose Lane
- Ramp Reconstruction



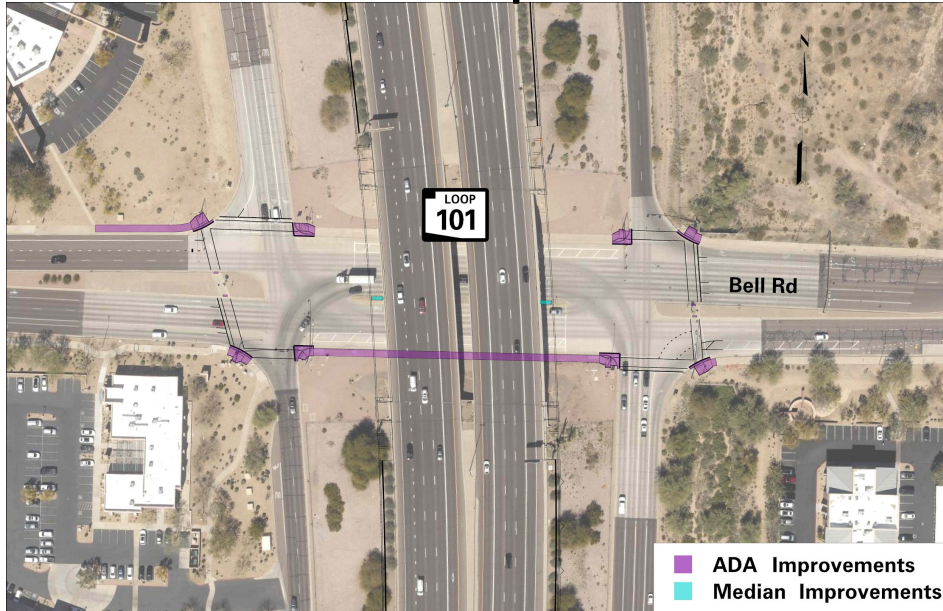
This slide shows the southern limits of the project, where the project improvements tie into the previously completed project that added a general purpose lane along Loop 101 from Shea Blvd to the Loop 202 Red Mountain Freeway. I would like to note that the project design minimizes the improvements to the southbound Shea Blvd Exit Ramp to avoid impacts to the existing aesthetics located on the existing walls.

## Princess Drive Improvements



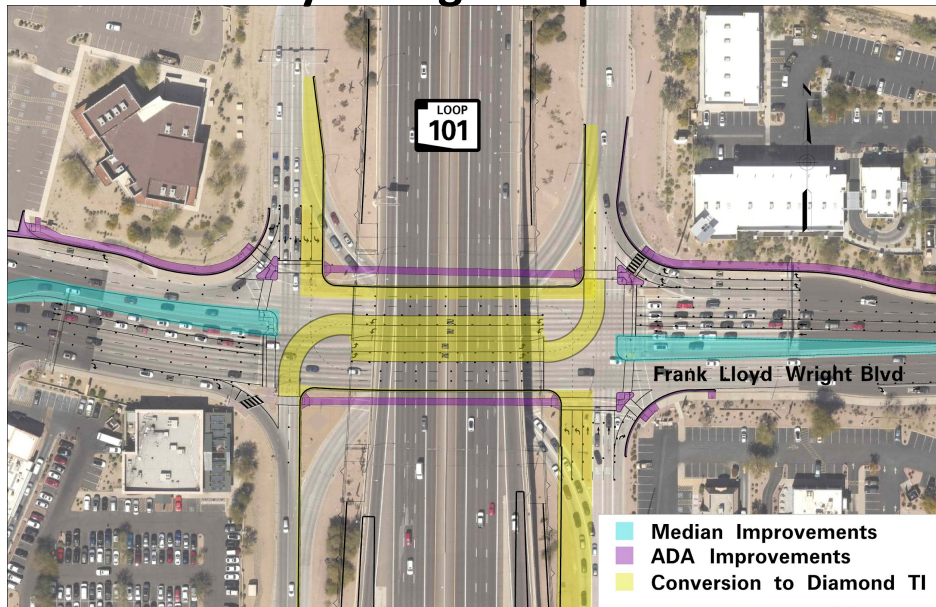
Now we will take a closer look at the improvements at each of the crossroads for the project. At Princess Drive we will be adding a third left turn lane to facilitate the large traffic volumes coming from Pima Road heading towards Southbound Loop 101. In addition the project will upgrade the various Americans with Disabilities Act (ADA) features along the crossroad.

## Bell Road Improvements



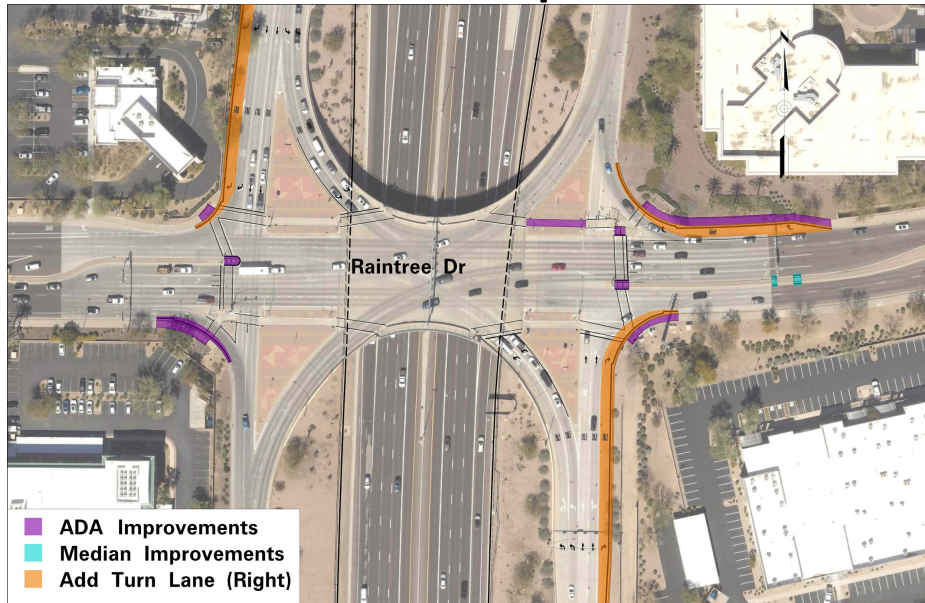
At Bell Road the existing lane configurations will remain in place. We'll few some minor improvements to the existing ADA facilities to upgrade them to current standards.

## Frank Lloyd Wright Improvements



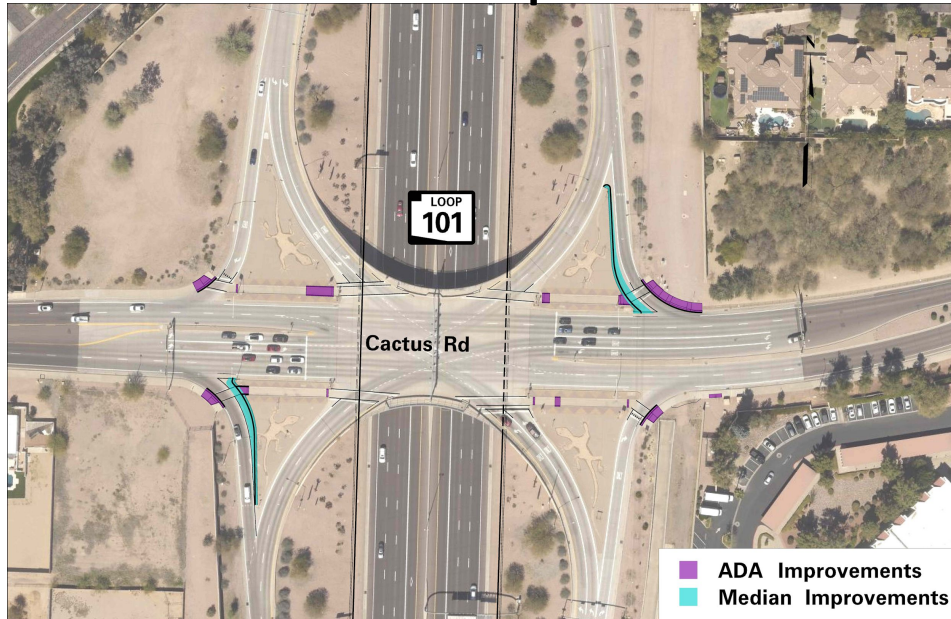
At Frank Lloyd Wright Blvd the existing interchange configuration is a Single Point Urban Interchange otherwise known as a SPUI. A SPUI utilizes sweeping left turn movements to make the interchange operate as a single intersection. As a part of the DCR Update in 2021, ADOT and the City of Scottsdale evaluated multiple types of interchange configurations and determined that converting the interchange into a traditional diamond configuration would improve traffic conditions along Frank Lloyd Wright. These improvements are due to the increased left turn storage created under the FLW Bridge. Converting the interchange to a traditional diamond configuration will require widening Frank Lloyd Wright Blvd towards the north to create space for the additional left turn storage in the median.

## Raintree Drive Improvements



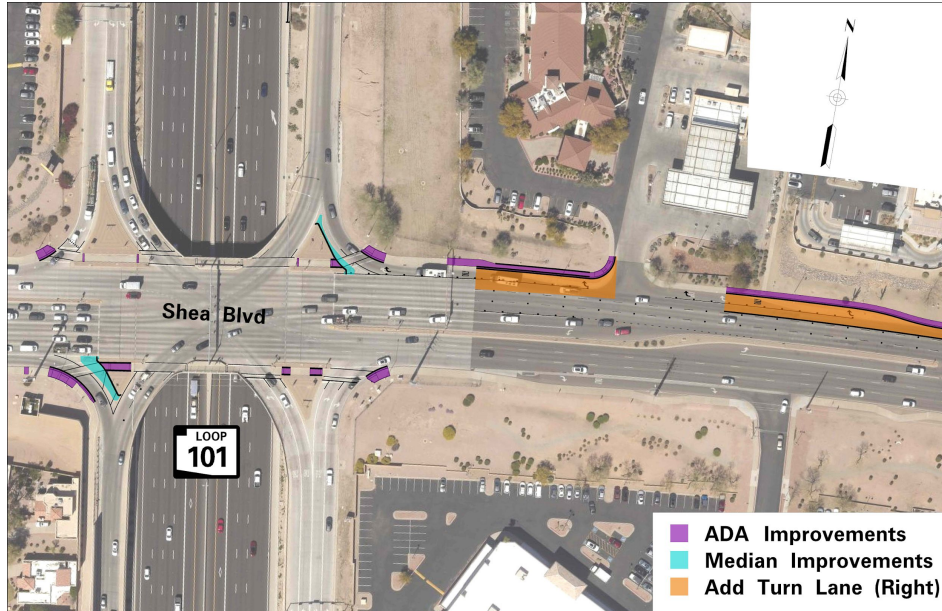
At Raintree Drive the majority of the interchange will remain as it is today. However, right turn bays will be added for the NB to EB, WB to NB, and SB to WB movements.

## Cactus Road Improvements



At Cactus Road, small modifications will be made at a couple of the median islands to provide more space for large trucks to turn from Cactus Road onto Loop 101.

## Shea Boulevard Improvements



At Shea Blvd, the crossroad improvements are to increase the length of the westbound and northbound right turn bay.

## Aesthetics



Approximately 20 years ago, City of Scottsdale made a large investment in the aesthetic features along the Loop 101 corridor. Since then Loop 101 has become well known for the aesthetic improvements that are located on the concrete bridges and retaining walls. This slide provides a small sample of the existing aesthetic features within the project limits. Several of these aesthetic patterns will be impacted when bridges are widened and retaining walls are relocated to make space for the additional general purpose lane. Aesthetics that are partially disturbed, damaged or removed will be replaced in-kind. The overall goal of the project is to replace what was originally constructed in the early 2000's. We would like to note that some of the larger walls, near Shea Blvd where the freeway is depressed, will remain in place. ADOT and the City of Scottsdale have been working with the Scottsdale Public Art organization and the artist who created the public art on the Loop 101 to ensure that the relocated aesthetics maintain the original design and themes.



## Landscaping



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In addition to the aesthetics improvements, the design team has been evaluating the condition of the existing landscaping and irrigation system along the corridor to understand the modifications that will be needed to address the widening of Loop 101. Landform graphics that have been impacted by erosion will be restored to their original state with the project. The landscape design will maintain the existing plant densities. Our landscape architects are working with ADOT Roadside Development and the City of Scottsdale to ensure that the project balances the needs of the project landscape with the drought situation we are in.

## **Noise Analysis/Noise Abatement**

- A noise analysis was conducted within the project limits based on current ADOT/Federal regulations
  - Performed noise measurements within project limits
  - Predicted noise levels based on future (2040) traffic volumes
  - Determined noise mitigation requirements and locations of new walls and modifications to existing walls
  
- Results - The existing sound walls will continue to reduce noise below the ADOT threshold
  - No need for new or modified sound walls

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As a part of the project design, a thorough noise analysis was completed. Based on this analysis the existing sound walls are projected to continue to provide noise abatement below the ADOT noise threshold based on future traffic levels.

There is No need for new or modified sound walls

## What to Expect During Construction

- Freeway lanes will be maintained during daytime peak travel
- Periodic weekend and nighttime restrictions and closures
- Periodic closures and lane restrictions on the ramps, crossroads and frontage roads
- Closures/restrictions avoided during major events and holidays
- Advance notice of construction activities and restrictions
  - Subscribe at [azdot.gov/Loop101PrincesstoShea](http://azdot.gov/Loop101PrincesstoShea)

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To minimize impacts to commuting traffic, construction restrictions and closures on Loop 101 will primarily occur during overnight hours and on weekends.

Ramps will be need to be closed for reconstruction.

Closures and lane restrictions will be required at cross streets and frontage roads when construction is happening at those locations.

Closures will be avoided during major events and major holidays.

Advance notice of restrictions and closures will be provided via email and the project website

As a part of the development of the contract documents, ADOT and the design team will be working with City of Scottsdale to develop the final specifications to establish the contractors list of allowable closures.

That concludes the project presentation. Now I will hand it back over to John.

## More Information/Email List

- Project website: [azdot.gov/Loop101PrincesstoShea](http://azdot.gov/Loop101PrincesstoShea)
  - View presentation
  - Sign up for project mailing list to be notified of updates

John:

Thanks Greg.

As mentioned earlier, we will be posting the recording of tonight's meeting on our project website at: [azdot.gov/Loop101PrincesstoShea](http://azdot.gov/Loop101PrincesstoShea)

We also encourage you to visit the website to sign up for the project mailing list.

## Public Comments

Ways to provide comments through November 16:

- Tonight's meeting
- Online Comment Form:  
[azdot.gov/Loop101PrincesstoSheaCommentForm](http://azdot.gov/Loop101PrincesstoSheaCommentForm)
- Email: [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)
- Phone: 480-695-4027
- Mail: John Tucker, ADOT Community Relations, 1655 W. Jackson St., Room 179, MD 126F, Phoenix, AZ 85007

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In just a moment, we will begin the question and comment portion of tonight's meeting.

We will be accepting comments through Nov. 16.

Along with tonight's meeting you may submit questions and comments through the following ways:

Through the online survey at: [azdot.gov/Loop101PrincesstoSheaCommentForm](http://azdot.gov/Loop101PrincesstoSheaCommentForm)

You can email me at [JTucker2@azdot.gov](mailto:JTucker2@azdot.gov)

You can call me at: 480-695-4027

Or, you can mail your comments to me at: John Tucker, ADOT Community Relations, 1655 West Jackson, Room 179, MD 126F, Phoenix, AZ 85007

Now to jessica to get tonight's question and comment portion going.

## Questions?

- Open the Q&A window to type a comment or question.
- Raise your hand to request to be unmuted for a verbal comment or question.
- Please limit verbal comments or questions to no more than 30 seconds.

Jessica:

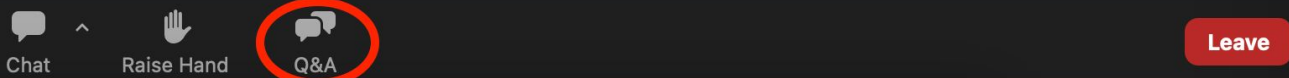
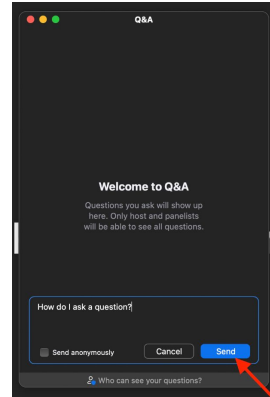
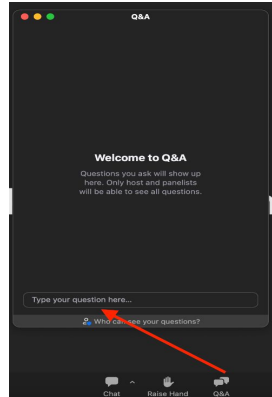
Thank you John. Now, we'd love to hear any questions or comments you have for Berwyn, Greg and our other panelists.

You can use the Q&A window or raise your hand to ask a question or comment on the project.

In order for us to make sure we have enough time to get to everyone, please limit your comment or question to 30 seconds.

You may ask a question a few different ways: if you are watching this via the Zoom app on your smartphone or via a web browser, you can click on the Q&A icon to type in your question.

# How to Ask a Written Question



- Type in your question in the Q&A. One of our experts will respond either verbally or with a written answer.

# Screen Controls for Smartphones and Web Browsers

- Q&A window
- Raise Hand icon
- Chat icon (host announcements)



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- To Raise Your Hand, click on the Raise Hand button via the Zoom app on your web browser or smart phone screen.



# Screen Controls for Call-In Users

**Call-in users are limited to verbal questions and comments only:**

- To raise your hand, press \*9.
- Wait to be unmuted and ask your question verbally.
  
- Para levantar la mano, presione \*5
- Espere a que se desactive el modo silencio y haga su pregunta verbalmente.

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- If you have called in today, you can raise your hand with your phone button controls. For English, press \*9 and wait to be unmuted. For Spanish, please press \*5 and wait to be unmuted. Please limit your question to 30 seconds so we can field as many questions as possible tonight.

## Questions?

- Open the Q&A window to type a comment or question.
- Raise your hand to request to be unmuted for a verbal comment or question.
- Please limit verbal comments or questions to no more than 30 seconds.

## Thank you for attending!

- For more information, to subscribe to email list or to watch recording of tonight's meeting: [azdot.gov/Loop101PrincesstoShea](https://azdot.gov/Loop101PrincesstoShea)
- Reminder to take our Self-ID Survey to assist us with federal reporting
  - English: [azdot.gov/I10Loop101-SelfIDSurveyENG](https://azdot.gov/I10Loop101-SelfIDSurveyENG)
  - Spanish: [azdot.gov/I10Loop101-SelfIDSurveySPA](https://azdot.gov/I10Loop101-SelfIDSurveySPA)
- For questions/comments accepted through Nov. 16:
  - Online Comment Form:  
[azdot.gov/Loop101PrincesstoSheaCommentForm](https://azdot.gov/Loop101PrincesstoSheaCommentForm)
  - Email: [jtucker2@azdot.gov](mailto:jtucker2@azdot.gov)
  - Phone: 480-695-4027
  - Mail: John Tucker, ADOT Community Relations, 1655 W. Jackson St., Room 179, MD 126F, Phoenix, AZ 85007

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John:

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

We would like to encourage you to visit the website for more information and to sign up for the mailing list.

We have posted the website link in the chat for your convenience.

Also, if you have not already done so, please take the Anonymous Self-ID Survey. We have placed the link to the survey in the chat again for your convenience.

Comments will be accepted through Nov. 16

We will place the survey/comment form in the chat as well:  
[azdot.gov/Loop101PrincesstoSheaCommentForm](https://azdot.gov/Loop101PrincesstoSheaCommentForm)

Thank you very much for your interest in the project and your participation. Have a great evening!

# **Loop 101 - Princess Drive to Shea Boulevard Improvements**



Thank you for attending!

# Appendix C: Public Comments

## Public Comment Log

The Public Comment Log workbook includes Comments/Questions and Responses from:

- The Comment Form
- The Nov. 2, 2022 Virtual Public Meeting
- Emails or Phone Calls

The COMMENT FORM (Note: Participants were asked to categorize their comments or questions based on three categories: project design, project construction, and miscellaneous)				
Comments about the project design	Comments about project construction	(Miscellaneous) Comments about anything related to this project	Project Team Responses	Question/Comment Category
Traffic coming from Bell road towards Pima using the northbound frontage road never yield to freeway traffic trying to use the Pima off ramp. This Yield sign on the frontage road should be changed to a STOP sign because this causes major backups ON the freeway and the people trying to exit the freeway have to slam on their brakes to avoid an accident with the frontage road traffic. The frontage road traffic has been doing this for so long they believe they have the right of way and 101 northbound Princess exit ramp to east/northbound Princess Dr needs more capacity for the right turn that is not signaled. Backs up onto freeway at peak hours. Hard for vehicles to merge from Bell Rd frontage to Princess off ramp at peak hours too.			We understand your concerns and have had some preliminary discussions about this location with ADOT's Traffic Systems Management Operations Department. This will be reviewed further to determine if any adjustments can be made.	Design
How about ADOT actually address the insane traffic situation on the 101 and the 51. I have been waiting over a decade, to fix this, your last multi-year project did NOTHING to address the worst daily traffic backup in the state! ADOT built HOV lanes for Scottsdale commuters going from the 101 to the 51 years ago, those lanes rarely used, but for west side commuters where the traffic actually is no HOV lanes from 101 to 51, a single ramp lane from 101 to 51. All ADOT cares about is Scottsdale and east side freeways.			Thank you for your comment. Your suggestion is outside the scope of this project. We have shared it with ADOT's project management group.	Misc.
This stretch of freeway you are proposing here is where everyone is going literally 100MPH during the morning commute, no project needed. Do you guys actually drive these roads in the morning?  This is a complete waste of our tax dollars. Use this money to fix the 101 to the 51 for Westside commuters instead of catering to the rich in Scottsdale.				
I trust that the design will improve safety and traffic flow and that I'll get used to the changes.	This exact stretch of the 101 is close to 100% of the range that I drive almost daily, to all my most patronized local businesses. PLEASE don't block the entire stretch all at the same time even though that is probably more efficient for the various vendors. INSTEAD make it about minimizing the pain for us.... my request is to please focus on one exit, finish it and then move to the next one...it will make it so much more palatable for us to live with for two years. And work more hours per day to shorten the total time.	This exact stretch of the 101 is close to 100% of the range that I drive almost daily, to all my most patronized local businesses. PLEASE don't block the entire stretch all at the same time even though that is probably more efficient for the various vendors. INSTEAD make it about minimizing the pain for us.... my request is to please focus on one exit, finish it and then move to the next one...it will make it so much more palatable for us to live with for two years. And work more hours per day to shorten the total time.	ADOT will have requirements in the construction contract addressing when closures and restrictions can occur. Full directional freeway closures and freeway lane restrictions will be needed. Those will occur during overnight and weekend hours to minimize impacts to commuting traffic. Interchange ramp and cross-street closures and restrictions will also be needed during some work activities. Some longer-term closures of the interchange ramps will also be needed. ADOT and the city of Scottsdale will work to maintain the safe, efficient flow of traffic during construction. Prior to construction, the design team will meet with the city to review sequencing, maintenance of traffic, detour routes and allowable lane closures and restrictions. As the project nears construction and during construction, schedule and traffic restriction info will be shared in advance with all. We encourage you to subscribe to receive project updates on the project website <a href="http://azdot.gov/Loop101PrincesstoShea">azdot.gov/Loop101PrincesstoShea</a>	Design, Construction Impacts
Does this project include linking Miller Road/76th Street with the new tunnel under the 101 to Princess Drive? If so, what is the time frame?			Thank you for your comment. This project does not include linking Miller Road/76th Street with the new tunnel under Loop 101 to Princess Drive.	Design

**The COMMENT FORM** (Note: Participants were asked to categorize their comments or questions based on three categories: project design, project construction, and miscellaneous)

Comments about the project design	Comments about project construction	(Miscellaneous) Comments about anything related to this project	Project Team Responses	Question/Comment Category
<p>My house backs up to the freeway southeast of Cactus. My primary concern is what will be used to reduce noise? Rubberized asphalt wore out many years ago.</p>	<p>Time line to completion?</p>		<p>The Loop 101, Princess Dr to Shea Blvd noise analysis, based on the current level of design, indicated that the existing walls will continue to provide adequate noise abatement below the ADOT noise threshold based on future traffic levels. Based on the noise analysis, no new noise walls or modifications to existing walls are warranted. ADOT's policy follows federal guidelines to determine where new noise abatement is needed. The noise study is being finalized to reflect final design plans. We will post it to the project website when it's completed, which is expected for early 2023.</p>	<p>Noise, Construction Impacts</p>
		<p>As a resident living nearby, I oppose the widening of the 101 from Princess to Shea on the following grounds: It will accomplish nothing for congestion, according to the laws of induced demand and Marchetti's constant. That we are still adding lanes to a freeway so wide is a completely nonsensical waste of initial investment as well as ongoing maintenance costs, to anyone with the most basic knowledge of the last century of traffic engineering. Furthermore, adding yet another (general use!) lane, like giving a drug addict one more transient "fix", will calm public sentiment only momentarily, and reduce the political pressure to make the necessary long-term reforms in zoning restrictions and transit system regulations, which serve to make car dependence mandatory and cause public desire for additional lanes in the first place. The road system must be paid for by somebody, and when the long-term maintenance of this construction comes due, we will find that it has been a very expensive way to ferry additional people between Tempe and north Phoenix, with little benefit to the people of Scottsdale and no improvement in congestion nor safety. More lanes on the freeway are a mistake, and there are many excellent ways to invest that money on surface streets to improve both vehicle safety as well as pedestrian and cyclist safety, with minimal-to-no impact on journey times - and without adding more lanes.</p>	<p>Thank you for your comment. Maricopa County is one of the fastest growing regions in the United States, with the population expected to increase by nearly 30 percent by 2040. This will further increase traffic levels and worsen congestion. The purpose of this project is to improve traffic capacity on Loop 101 to address growing traffic demands and relieve traffic congestion during the morning and evening peak travel periods. Design Concept Reports in 2010 and 2021 determined the need for a general purpose lane in each direction on Loop 101 between Princess Dr and Shea Blvd and for improvements to four interchanges. Without these improvements, segments of Loop 101 in the project area will be at a failing level of congestion by 2040</p>	<p>Misc.</p>
<p>Please redesign the Pima exit from the northbound lanes so it doesn't get so backed up. Traffic north on Pima merges with 101 off ramp traffic and it gets very messy with off ramp traffic backing up onto the freeway which is also an on ramp lane from Frank Lloyd Wright. Thanks for your consideration</p>			<p>We understand your concerns and have had some preliminary discussions about this location with ADOT's Traffic Systems Management Operations Department. This will be reviewed further to determine if any adjustments can be made.</p>	<p>Design</p>

The COMMENT FORM (Note: Participants were asked to categorize their comments or questions based on three categories: project design, project construction, and miscellaneous)				
Comments about the project design	Comments about project construction	(Miscellaneous) Comments about anything related to this project	Project Team Responses	Question/Comment Category
<p>How does the change at the Frank Lloyd Wright intersection actually change the flow of traffic? It was not at all clear from the slide or the description.</p> <p>When traveling west on Bell by the Princess interchange there is currently a huge mess when cars turn right to access the 101 and cars are coming up Pima and need to move all the way to the right to continue on Pima while cars are trying to move over to access the 101. I did not see anything on the slide that alleviates this problem.</p>			<p>Response to Comment about Project Design - The interchange will be converted from it's current design, which is a Single Point Urban Interchange to a diamond interchange.</p> <p>Response to second Comment about Project Design - We understand your concerns and have had some preliminary discussions about this location with ADOT's Traffic Systems Management Operations Department. This will be reviewed further to determine if any adjustments can be made.</p>	Design (2)
<p>I'll vote NO to any further "improvements." Stop spending our tax money. I'm cooked with all of the road work in the last 4 years that we've had to endure. Dust, dirt, mess. Why dont we pave some streets these days instead of this? This never ends!!!</p>			<p>Thank you for your comment. Maricopa County is one of the fastest growing regions in the United States, with the population expected to increase by nearly 30 percent by 2040. This will further increase traffic levels and worsen congestion. The purpose of this project is to improve traffic capacity on Loop 101 to address growing traffic demands and relieve traffic congestion during the morning and evening peak travel periods. Design Concept Reports in 2010 and 2021 determined the need for a general purpose lane in each direction on Loop 101 between Princess Dr and Shea Blvd and for improvements to four interchanges. Without these improvements, segments of Loop 101 in the project area will be at a failing level of congestion by 2040</p>	Design
<p>I fully support this project. These lanes are needed.</p>		<p>These DOT projects are always well managed and executed. Thanks.</p>	<p>Thank you for your comments.</p>	Design
<p>I do not see the need to modify the Frank Lloyd Wright interchange from a SPU type interchange to a Tight Diamond as the latter is operationally inferior due to the slow movement of vehicles with tighter turning radii with the coordination of two signals vs one. The reduced speeds are not reflected in any analysis. Furthermore, the DCR claims in the AM peak hour that the EBL queue will be reduced from 493' (existing) to 299' (improved SPU) to no queue with a Tight Diamond. I question this outcome with 643 vehicles turning left with an average delay of 116 seconds (LOS E). As a comparison, the PM peak EBL has 70 sec of delay with a queue of 751'. The Volume/Capacity Ratio should be checked in the AM analysis as the statement of "no queuing issues" is highly suspect.</p> <p>From the DCR:  "The Frank Lloyd Wright Boulevard TI is expected to operate at LOS C overall in the 2040 Improved/Build TD alternative PM peak hour. The EBL queue of 751' exceeds the 240' of available storage and blocks the upstream driveway and intersection, impacting EBT and upstream operations. The EBT queue of 751' blocks the upstream driveway, impacting upstream operations. The EBR queue of 988' exceeds the 175' of available storage and blocks the upstream driveway, impacting EBT and upstream operations." All you're doing is trading out AM problems and moving those to the PM at a considerable unnecessary cost. The DCR should not be considered a given as you deliberate on the project. Challenging the results should be considered a good thing and part of this public involvement process. I would rather see unnecessary dollars spent elsewhere as a betterment to the region as a whole.</p>		<p>Public Involvement: Limiting 30 seconds for questions or comments does not allow a meaningful discussion of issues in a public meeting format, virtual or in person. I understand the need to control a meeting and screen questions, but the facilitator should be someone with a technical background to field and screen those questions, so a meaningful conversation can take place.</p>	<p>The change will be to convert this interchange from the existing Single Point Urban Interchange to a standard diamond. So cars making a left turn swing through the interchange and favor the left turn movements. As we noted a lot of the existing and future traffic on Frank Lloyd Wright Blvd is thru traffic. We are essentially going from a single intersection to a pair of intersections for the traffic movements, and those movements will be synchronized with the traffic signals. A diamond facilitates the thru-traffic well. That's better for Frank Lloyd Wright. It's really a combination of the thru-traffic, the ramp traffic and the left turns. And the diamond configuration balances the future needs of the Frank Lloyd Wright interchange.</p>	Design, Misc



The COMMENT FORM (Note: Participants were asked to categorize their comments or questions based on three categories: project design, project construction, and miscellaneous)				
Comments about the project design	Comments about project construction	(Miscellaneous) Comments about anything related to this project	Project Team Responses	Question/Comment Category
Will the additional multi-purpose lane replace the dedicated lane from Raintree that ends at southbound Cactus? Or will it be an additional lane - retaining the Cactus exit as it is today? Thank you.			It will be an additional lane. The southbound Loop 101 exit at Cactus Road will remain as it is today. At Cactus Road, small modifications will be made at the median islands for the northbound and southbound Loop 101 on-ramps. This is to provide more space for large trucks to turn from Cactus Road onto Loop 101.	Design
Are you doing anything to address the backing up of traffic on the northbound exit ramp from the 101 onto northbound Pima Road? Currently drivers have to sometimes stop at a red light and make a sharp right turn (and there is only 1 right turn lane) that also runs into traffic merging in from people coming north from Bell Road. There are frequent congestion and accidents in this area.S			We understand your concerns and have had some preliminary discussions about this location with ADOT's Traffic Systems Management Operations Department. This will be reviewed further to determine if any adjustments can be made.	Design
I do not see any improvement to the northbound Pima Princess off ramp it is dangerous to cross over three lanes in less than 200 ft. to travel north on Pima Road			We understand your concerns and have had some preliminary discussions about this location with ADOT's Traffic Systems Management Operations Department. This will be reviewed further to determine if any adjustments can be made.	Design
I was watching the video from the November 2, 2022 public meeting. In response to a question about funding, the presenter mentioned that part of the funding was coming from MAG but then says that it is gas tax money allocated to the county. Not correct and very misleading. The correct answer is "from Proposition 400, the dedicated transportation sales tax in Maricopa County. Please make sure the record is corrected.			We apologize for any misinformation. The misinformation was pointed out by other stakeholders during the meeting and the project team clarified that this project will receive both federal gas taxes and MAG regional funds from the half cent sales tax through Prop 400.	Funding
Unless you make the freeway quieter there is no point as the noise level is already unbearable and I live closer to Frank Lloyd Wright and Redfield. It is louder when it is cooler and at night even in the summer.	If you don't teach people to stay to the right except when passing it solves nothing even if there are 10 lanes.	Use better signage to teach people the rules of the road or it does not matter how many lanes you have.	The Loop 101, Princess Dr to Shea Blvd noise analysis, based on the current level of design, indicated that the existing walls will continue to provide adequate noise abatement below the ADOT noise threshold based on future traffic levels. Based on the noise analysis, no new noise walls or modifications to existing walls are warranted. ADOT's policy follows federal guidelines to determine where new noise abatement is needed. The noise study is being finalized to reflect final design plans. We will post it to the project website when it's completed, which is expected for early 2023.  Arizona requires motorists to drive in the right lane, except when overtaking and passing another vehicle proceeding in the same direction; when the right half of a roadway is closed while under construction or repair; on a roadway divided into three marked traffic lane; or on a roadway designated for one-way traffic. Slower traffic must keep right. However, enforcement of the law rests with the Department of Public Safety.	Noise, Misc

**The COMMENT FORM** (Note: Participants were asked to categorize their comments or questions based on three categories: project design, project construction, and miscellaneous)

Comments about the project design	Comments about project construction	(Miscellaneous) Comments about anything related to this project	Project Team Responses	Question/Comment Category
<p>Please consider pedestrians and cyclists to the maximum degree. Think of not just sidewalks and bike lanes but physically separated cycle tracks that keep people safe from swerving traffic. Take advantage of the Bipartisan Infrastructure funds to incorporate and build the planned pedestrian crossings at the CAP Canal and Union Hills Dr. Also, are there any plans for a pedestrian crossing at Cholla St?</p>			<p>Thank you for your comments. ADOT is making ADA improvements at crosswalks and sidewalks at the interchange crossroads where needed. The existing bike lanes at crossroads will be maintained. ADOT and the city are still determining the future roadway and lane widths at the crossroads based on the 60% design plans, which will determine whether any bike lane improvements can be included on this project. We are not aware of any plans for a pedestrian crossing at Cholla Street. It's not part of this project.</p>	<p>Misc.</p>

VIRTUAL PUBLIC MEETING , Nov. 2, 2022		
Comments/Questions	Project Team Responses	Question/Comment Category
Will the slides be available?	Yes, the slide presentation for this public meeting is available on the project website at: <a href="https://azdot.gov/sites/default/files/media/2022/11/princess-shea-meeting-slides-110222.pdf">https://azdot.gov/sites/default/files/media/2022/11/princess-shea-meeting-slides-110222.pdf</a>	Misc.
At Princess Dr. there are no improvements for northbound traffic exiting at Pima. If you are expecting more traffic from Pima entering the freeway to go south, don't you think the same volume of traffic goes in the opposite direction?	The northbound movement accommodates as much traffic as adding the third left turn lane on the southbound movement, since most of the movements northbound have a free right turn onto Pima Road. A lot of the reason for adding that triple left turn is the necessary storage and getting the signal timing to work. The movement for the northbound is essentially a free flow movement, which most of the time is a green arrow. We know there are some constraints there. However, from a traffic analysis perspective, that single lane moves as much volume as the triple left which has to go through two signals and provide storage.	Design
Will the utility relocation prior to beginning construction affect traffic flow?	We will attempt to relocate the utilities prior to the full project construction. We do not anticipate major utility relocations at the crossroads as we did with the widening project to the west. Most of the utility relocations are related to adding the third left turn bay. Most of the restrictions will occur overnight or on the weekend to minimize impacts to traffic.	Construction Impacts
When exiting from L101 going north onto the Princess/Pima exit, there has been growth in the volume of traffic coming north on that side road (such as from WestWorld). It is often difficult to exit the ramp and get on the right to turn north onto Pima, with traffic coming from the side road and needing to cross to the left to go straight or make a left. Will this project improve that merge/crossover?	In some of our outreach activities we have heard the same concern about the weaving and merging movements. We have had some preliminary discussions about this location with ADOT's Traffic Systems Management Operations Department. This will be reviewed further to determine if adjustments can be made.	Design
What funds are being used to construct these improvements?	Funding is from a combination of Federal National Highway Performance Program (NHPP) funds and Regional Area Road Funds, which are generated through the voter-approved half-cent sales tax in Maricopa County as part of Proposition 400.	Funding
What will the magnitude of the lane restrictions on L101? [during construction]	The traffic restrictions needed for this project will be similar to the restrictions for the previous widening projects to the west and south. The widening work is to the outside of Loop 101 and traffic will be maintained to the inside. For safety reasons we will need to have restrictions and closures for certain types of work that is close to traffic, such as bridge work. The restrictions and closures will primarily occur during overnight and weekend hours to minimize impacts to traffic. If we need to close ramps at an interchange we will not close ramps at an adjacent interchange.	Construction Impacts
What are plans to alert wrong way drivers on this segment of the 101? This is particularly important since the configuration of the interchange at Frank Lloyd Wright will be different.	This project will be installing the wrong way detection cameras on all of the exit ramps. Those cameras are linked to the ADOT Traffic Operations Center and when a wrong way driver is detected, the Traffic Operations Center is notified, and then DPS and public safety is dispatched.	Safety
I understand that normally all the exits are done concurrently, and that the work is usually done 1 shift per day. With the impact this section will have on the local residents, the many commuters and the businesses who are still recovering from the past two years. . . . My request is that you swat team one exit at a time, then move on to the next one, and work 2 or even 3 shifts to get it finished that much	Our contractors will work with the city and ADOT to minimize impacts as much as possible. We will need to close the ramps to reconstruct them and will try to get that work done as quickly as possible. If we need to close ramps at an interchange we will not close ramps at an adjacent interchange.	Construction Impacts
Please define the diamond interchange at Frank Lloyd Wright in detail I am completely at a loss of what a diamond interchange is. My sense is that the Frank Lloyd Wright intersection is one of the worst in the Valley. So could you really explain what that means? I also put that in the Q&A section, so you can ignore that question.	The diamond interchange is what we consider a more conventional diamond interchange where there is left-turn storage underneath the bridge. The diamond design will allow the heavier local cross-street traffic to pass through the interchange more efficiently and provide more left turn storage for those entering the freeway. The current design, known as a Single-Point Urban Interchange (SPUI), gives a higher preference to the left turning movements on and off the freeway. The new design will better accommodate the existing and future traffic patterns at the interchange. We are essentially going from a single intersection to a pair of intersections for the traffic movements, and those movements will be synchronized with the traffic signals.	Design
Where does the money come from? [for this project]	Funding is from a combination of Federal National Highway Performance Program (NHPP) funds and Regional Area Road Funds, which are generated through the voter-approved half-cent sales tax in Maricopa County as part of Proposition 400.	Funding
I just wanted to confirm that no houses would be in the way of the construction with the widening of the lanes and that there wouldn't be any kind of destruction of neighborhoods.	No homes will be impacted by the project. We will be widening Loop 101 mainline within the existing freeway right of way. We need a small amount of right of way at some of the interchanges.	Construction Impacts
It is good that you are committed to retaining or reconstructing the aesthetics! Thank you!	Thank you for your comment.	Misc.

VIRTUAL PUBLIC MEETING , Nov. 2, 2022		
Comments/Questions	Project Team Responses	Question/Comment Category
[Are there] any plans for EV charging stations and parking - EV Electric Vehicles specific to semi trucks	Electric Vehicle charging stations and parking are not in the scope of this project. There may be plans by others for EV charging stations near the project.	Misc.
Will this project require re-routing traffic via detours, or will traffic just flow normal, but slow?	This project will maintain the existing number of lanes on the Loop 101 mainline. Freeway closures and detours will be needed, and these will occur during overnight and weekend hours to minimize impacts. The detour routes have not yet been determined. ADOT will work with the city of Scottsdale to determine and approve detours of freeway traffic onto local streets. Generally speaking, the mainline will be open between all peak commute times and we will maintain the existing number of lanes that are out there.	Construction Impacts
Have you explored the eastbound 101 lane between Hayden and Princess/Pima? It is very congested when merging traffic runs into exiting traffic?	This project will remove the existing eastbound mainline lane drop near Hayden Road. Merging traffic will be placed into the new general purpose lane being constructed with this project.	Design
I'm curious why there are no plans to improve the eastbound to northbound entrance ramp from Raintree? There is always congestion there during heavy traffic times.	A detailed traffic analysis of the Raintree Drive Intersection was conducted during the Design Concept Report Update in 2020. The recommendations from that DCR Update indicate that the existing single point urban interchange (SPUI) would handle the future traffic growth and projections.	Design
Can you elaborate on the changes to the Frank Lloyd Wright intersection?	The diamond interchange is what we consider a more conventional diamond interchange where there is left-turn storage underneath the bridge. The diamond design will allow the heavier local cross-street traffic to pass through the interchange more efficiently and provide more left turn storage for those entering the freeway. The current design, known as a Single-Point Urban Interchange (SPUI), gives a higher preference to the left turning movements on and off the freeway. The diamond design will better accommodate the existing and future traffic patterns. We are essentially going from a single intersection to a pair of intersections for the traffic movements, and those movements will be synchronized with the traffic signals.	Design
Will other services be impacted, such as sewer, power, internet?	We do not anticipate any interruption in utility services to customers when utilities are relocated. We have minor utility relocations for this project and are coordinating with the utility companies on those needed relocations.	Construction Impacts
Can you explain what a diamond intersection is versus what it is now at Frank Lloyd Wright and 101?	The diamond interchange is what we consider a more conventional diamond interchange where there is left-turn storage underneath the bridge. The diamond design will allow the heavier local cross-street traffic to pass through the interchange more efficiently and provide more left turn storage for those entering the freeway. The current design, known as a Single-Point Urban Interchange (SPUI), gives a higher preference to the left turning movements on and off the freeway. The new design will better accommodate the existing and future traffic patterns at the interchange. We are essentially going from a single intersection to a pair of intersections for the traffic movements, and those movements will be synchronized with the traffic signals.	Design
How much will this project cost?	The project is expected to cost approximately \$120 million to construct. Funding is from a combination of Federal National Highway Performance Program (NHPP) funds and Regional Area Road Funds, which are generated through the voter-approved half-cent sales tax in Maricopa County as part of Proposition 400.	Funding
How will local businesses be impacted? Any remediation for them?	Since a majority of work is being done on the freeway mainline and we have minimal cross street improvements the impacts should be minimal to businesses. We will maintain access to businesses during construction and will minimize impacts to the extent possible.	Construction Impacts
Are you going to add wrong way driver detection technology?	We will be installing the wrong way detection cameras at each of the interchanges. When the cameras are activated by a wrong way driver it will send a message to ADOT's traffic operations center and DPS.	Safety
At one point, a flyover ramp was rumored at the Pima Road Exit. How will the frontage road merge at Pima North be improved?	There was originally some discussion about a flyover ramp at Pima Road but that is not included in the scope of this project. It may be studied in the future.  The frontage road merge at Pima Road has also come up in some of our public involvement outreach. We are looking at different items such as striping or signage changes for the northbound frontage road as one approaches the Pima Road off-ramp. Additional discussion and analysis is going to be done during final design.	Design
What are the design team's thoughts on the detour routes to accommodate the closures?	There will be detours needed for full closures of the freeway, which will occur during overnight and weekend hours. The detour routes have not yet been determined. ADOT will work with the city of Scottsdale to determine and approve detours of freeway traffic onto local streets.	Construction Impacts

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Are other people getting the audio feedback with echos of everything said?	We apologize for any technical difficulties you are experiencing. This presentation is being recorded and will be posted on the website in the next few days. <a href="https://azdot.gov/Loop101PrincesstoShea">https://azdot.gov/Loop101PrincesstoShea</a> .	Misc.
How will the additional triple left lane on WB Pima Rd to L101 be received since this entrance ramp consolidates to 1-lane merging with the freeway?	The triple left turn lane will have an option lane that will allow the driver to continue on the frontage road or onto the southbound freeway on-ramp. Once on the ramp, the lanes will taper to two lanes to enter the freeway.	Design
Will the proposed land acquisitions displace any multi-family rental properties?	There are currently no full property acquisitions for this property. We only need a few feet of right of way along some of the crossroads to make room for the additional right turn bays and left turn bays within the project. These are partial acquisitions to widen the roadway a few feet to make room for those turn bays. Most of those are within drainage areas. There are also no business acquisitions needed for this project.	Construction Impacts
It would be helpful to explain where else there is a diamond interchange - for example in several places under the I-17?	The Pima Road/Princess Drive interchange is an example of a diamond interchange.	Design
How does adding a 3rd left turn lane from Pima onto the 101 help? It just spreads out the backed up traffic in 3 lanes instead of 2, but still dumps the same number of cars onto the 101.	The triple left turn lane will have an option lane that will allow the driver to continue on the frontage road or onto the southbound freeway on-ramp. Once on the ramp, the lanes will taper to two lanes to enter the freeway.	Design
Will the north Bell to Princess along Pima ramp become less of a nightmare? Teaching my teen son to navigate that was terrifying.	In some of our outreach activities we have heard the same concern about the weaving and merging movements. We have had some preliminary discussions about this location with ADOT's Traffic Systems Management Operations Department. This will be reviewed further to determine if adjustments can be made.	Safety
A SPUI has one signal. A diamond as two at each entrance/exit. Are you stating a SPUI has less turning throughout than a diamond? That seems illogical.	A diamond interchange does not have less turning movements. Rather, it facilitates the thru traffic, which is better for Frank Lloyd Wright Boulevard. It is a combination of the thru traffic, the ramp traffic and the left turns. And the diamond configuration balances the future needs of the Frank Lloyd Wright interchange.  The diamond interchange is what we consider a more conventional diamond interchange where there is left-turn storage underneath the bridge. The diamond design will allow the heavier local cross-street traffic to pass through the interchange more efficiently and provide more left turn storage for those entering the freeway. The current design, known as a Single-Point Urban Interchange (SPUI), gives a higher preference to the left turning movements on and off the freeway. The diamond design will better accommodate the existing and future traffic patterns. We are essentially going from a single intersection to a pair of intersections for the traffic movements, and those movements will be synchronized with the traffic signals.	Design
Will any of the improvements provide enhancements to the north bound Pima Princess exit to minimize the issue of northbound access road traffic not understanding the difference between yield and merge?	We recognize this location is a concern for many people. We are adding additional capacity, which will help with this situation. We are also looking at the signal timing at the crossroads to make sure the traffic is coordinated with the improvements. We are looking into this with ADOT's regional traffic division to look at possible striping or signing improvements at this location.	Design
We are hearing from a lot of people about the traffic on Pima Road and the difficulty in getting onto both the northbound and southbound 101, so adding that left turn lane on Pima would be very helpful. But, there's a similar situation on Bell Road as well. Making a southbound, especially left turn from Bell to get on the 101 is also very challenging. I'm curious if there are plans to add another left turn lane on Bell to go south?	At this time there are not plans to add a second left turn lane on Bell Road to go south.	Misc.
I thought Prop 400 funds were from a half cent sales tax. You just told me it was from a gas tax. What is the correct answer?	We get a portion of the funding from our federal gas tax and we get a portion of the funding from the local sales tax [Prop 400]. That's how these improvements are coming together. Without the MAG sales tax support, we wouldn't have the opportunity to do as many of these freeway improvements that we have across the Valley. It's a tremendous amount of value that we get from the resources that MAG provides to us.	Funding
Are any Federal Infrastructure funds being used?	Not for this project. Funding was approved before the Infrastructure Investment and Jobs Act (IIJA) was passed.	Funding
Does the governor's veto of the Proposition 400 extension impact this project?	No, the funding for this project has already been identified through other funding sources.	Funding
Currently merging south from Princess onto 101 is a challenge with traffic trying to exit to Frank Lloyd Wright. With an additional lane both in the merging lane and 101, won't that problem be made more difficult?	The entrance/exit lane configurations between the Pima Road/Princess Drive on-ramp, Frank Lloyd Wright off-ramp, and Raintree Drive off-ramp will remain. The only difference will be an additional general purpose lane (thru lane) in the area.	Design

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Will city of Scottsdale allow ADOT to close Pima/Princess interchange for a two week period and let Contractor work faster on bridge widening to speed up the work and finish sooner?	ADOT works with the contractor to get the improvements completed as efficiently as possible. The interchange ramps will need to be closed for construction due to the limited space, however every effort will be made to minimize the duration of those ramp closures. Once the contractor is on board they will make recommendations on how best to construct the project as efficiently as possible.	Construction Impacts
The Bell interchange was compared to the changes being proposed at Frank Lloyd Wright. Same type of interchange but the statement is not technically true. The Frank Lloyd Wright interchange will be much tighter constraining and slowing turning traffic.	The exiting Bell Road interchange is a conventional diamond interchange. The existing Frank Lloyd Wright interchange is a Single Point Urban Interchange (SPUI) and the project is converting the interchange to a conventional diamond interchange.	Design
I just moved to the Phoenix area, I used to live in rural arizona. ADOT never widened freeways outside of Phoenix, but they always seem to be making improvements like these in Maricopa County. Why?	Rural Arizona doesn't have the same volume of traffic as we do in Maricopa County due to the growth. Therefore, we need more improvements in Maricopa County to handle that growth.	Misc.
Who makes the decision about what freeways in the valley get widened and when?	The Maricopa Association of Governments (MAG), which is the Metropolitan Planning Organization for transportation for this region, makes the decisions. MAG funds are generated by Prop 400, which is a sales tax.	Funding
The need for additional storage has been quoted as needing to make a change from a SPUI to a tight diamond at Frank Lloyd Wright. If you properly design and operate a tight diamond, the vehicle queues under the bridge should be cleared out.	Thank you for your comment. It will be considered during the development of the signal timing and phasing for Frank Lloyd Wright Boulevard.	Design
Will the ADA improvements at Frank Lloyd Wright [also] be barriers to restrict panhandling and add safety?	There are no specific improvements planned to address panhandling.	Misc.
Is a 101 southbound exit directly to Bell Road possible without stopping at Princess Drive? It could reduce some traffic to exit at Frank Lloyd Wright which is usually very congested.	It is not possible to add a southbound exit directly to Bell Road. The exit ramp would conflict with the southbound entrance ramp from Pima/Princess Drive.	Design
Why are they delaying the much better flyover feature? Is it just due to expense?	We have a limited amount of funds. We look at where our money is best spent. The planned improvements will accommodate the anticipated traffic volumes for the next 20 years. ADOT does its best to manage its finances to balance improvements throughout the Valley.	Design
One reason why the left turn off Pima to 101S is so full, regards the long stoplight at the frontage road and Bell. This encourages more people to enter the 101S just to avoid Bell and immediately exit at the Frank Lloyd Wright ramp.	Thank you for your comment. It will be considered during the development of the signal timing and phasing for these interchanges.	Design
Who makes the decision about whether to include the Pima flyover? Is it ADOT?	The Maricopa Association of Governments (MAG) oversees the planning for the regional freeway system in Maricopa County as the metropolitan planning organization. ADOT implements the improvements that are included in MAG's Regional Transportation Plan.	Design
I have one clarification and one concern. The clarification is; there's a lot of weaving between Pima and Frank Lloyd Wright. Is lane 4 going to be an optional thru-plus exit lane for people to have a two lane exit?	The additional 4th southbound General Purpose lane will not have an option to exit at Frank Lloyd Wright Boulevard. Traffic traveling south between Pima/Princess and Frank Lloyd Wright will need to move into the outside Auxiliary Lane and have an optional exit at Frank Lloyd Wright or continue south and have a "Must Exit" at Raintree Drive.	Design
The concern I have [involves] Frank Lloyd Wright changing over from a SPUI to a tight diamond. Those big sweeping movements move at a certain mile-per-hour rate of speed, and by tightening up that diamond, you're restricting, for instance, the northbound to westbound movement to a 30-foot radius, with respect to left-turn turning radius, which will slow up that movement quite a bit. All those left turns will be slow. That will take time away from the intersection. So the time you may gain in one place to help Frank Lloyd Wright is going to be lost in the other movement. So, I'm not convinced that that changeover would actually improve operations.	There are benefits to the two different types of interchange movements. We are doing the traditional diamond type of interchange instead of the SPUI because it provides more storage for the left-turn movements. When the left turn light is there, we can get more left-turn traffic going onto the ramps in the left-turning direction. It also gives us greater capacity for the thru movements that we are going to experience with the city. We only have a certain amount of time to get the traffic through the signals and we have to optimize that amount of time and split it to the different directions.	Design
I'm a longtime resident of this area going back to the early 1990s. This [project] seems more like enhancements. A lot of the enhancements and modifications that were south of the 90th Street curve and north of Pima, all the way past SR51 and I-17. Why wasn't this part of the overall expansion during that time?  (follow up question) I don't know about the rubberized asphalt. I commute in both directions for work and the new cement roadways are really nice compared to the blotchy, beige cement rubberized pavements.	We can't afford to build all of the improvements at one time. ADOT prioritizes in its program where the improvements need to be done first.  The type of pavement that we'll be using on this segment of the freeway has not been determined yet. There is the diamond grinding option, which is what you're calling cement. The other option is to put back the one-inch rubber asphalt. We are working with MAG to determine the best paving surface for this area. We will know before construction begins and we will let the community know.	Design

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<p>I wanted to dovetail on that last comment about Princess and whether it's northbound or southbound where you have on/off traffic from that intersection and Frank Lloyd Wright and Raintree. That's really difficult to navigate even on off times. So the southbound exit on to Frank Lloyd Wright and Raintree; is there considerations for that?</p> <p>And then if you can dovetail on the tail end, I think you mentioned something about light rail extension in the area or did I misunderstand?</p>	<p>To address your second comment first, there is nothing going on with light rail here. I apologize for bringing that up. It was meant to be an example how utility relocations are done first before the roadway improvements are made.</p> <p>For the northbound movement between the Frank Lloyd Wright Boulevard on-ramp to the Pima Road off-ramp, the existing configuration essentially brings an auxiliary lane to Pima Road/Princess Drive. The existing configuration essentially weaves into the Frank Lloyd Wright on-ramp. A lot of the concern is that Frank Lloyd Wright does not create it's own lane. In the recommended improvements, we are modifying that so that Frank Lloyd Wright comes on and creates its own lane to hopefully minimize weaving. Raintree Drive will come on a little further south, it will weave into the new general purpose lane so we have additional capacity there, and then as we get a little further north, Frank Lloyd Wright will come on and create its own lane. Those are the modifications made on the northbound side. On the southbound side, we would have to review that. It's a similar configuration where the DCR went through and analyzed the various ramps and prioritized the ramps that have the larger movements.</p>	Design
<p>I had a question regarding the number of commuter vehicles in and out of the Airpark today, and what's projected in five and ten years from now?</p>	<p>The Maricopa Association of Governments maintains and monitors traffic counts not only for the existing infrastructure but also where development is occurring and adding to streets and networks throughout the entire Valley. The cities and MAG work together to see what that traffic model will produce. That model is the basis for how our traffic projects are made into the future. When we say we're looking at traffic 20 years from now, that model is looking at what kind of improvements are in the plans for the airport, as well as what kinds of improvements are in store for undeveloped properties adjacent to the freeway that are not currently developed but could be. All of that comes into play with this planning model, and it's what we use to determine what volume of traffic will be projected into the future for these various lanes and these various turning movements. We can't tell you what specifically is going to be happening with that kind of traffic, but in general, that's how the model works.</p>	Design
<p>My question is about adding the third left turn lane from Pima onto the south 101. How does adding a third lane help? It just basically spreads out those long lines of traffic into three lanes instead of two waiting to turn. But, it's still going to dump the same amount of cars onto the 101 freeway and instead of two lanes sort of merging in, there'll be three lanes of traffic then merging onto the freeway. So how does that help?</p>	<p>From a traffic perspective, we'll be increasing the width of the southbound on-ramp to facilitate that third lane and then it will have to weave into the Loop 101. From a traffic modeling perspective, the results are indicating that the signals themselves are the restrictions. The timing to allow the traffic to turn and get onto the freeway is the constraint. Adding the third left-turn lane increases the storage and improves the merge onto the mainline.</p>	Design
<p>Will other services be impacted such as sewer, power or internet?</p>	<p>Our goal, and the utility company's goal, is to ensure that no services are interrupted. We're making relocations in such a way that there's redundancy in your services, so there should be no disruption. We anticipate minor utility relocations with this project. Everything is being coordinated with the utility companies.</p>	Construction impacts
<p>How will the additional triple left lane on westbound Pima Road to Loop 101 be received since this entrance ramp consolidates to one lane merging with the freeway?</p>	<p>When the additional triple left turn lane-goes around the corner and heads southbound it will have an option of whether or not it goes onto the frontage road or onto the mainline. From the time that ramp peels off the frontage road there will essentially be three lanes approaching what I'll call the mainline pavement. At that time, that third lane will taper into the two remaining lanes and then when it approaches the ramp meter, you'll have two lanes at the ramp meter as you do now in the existing condition. Then, essentially there's another weave or lane drop between the ramp meter and the beginning of the auxiliary lane between Princess Drive and the Frank Lloyd Wright Boulevard exit.</p>	Design
<p>It would helpful to explain where else there is a diamond interchange. For example, in several places under the I-17.</p>	<p>The Pima Road/Princess Drove interchange is a diamond interchange.</p>	Design
<p>How does adding a third left turn lane from Pima onto the 101 help? It just spreads out the backed up traffic in three lanes instead of two, but still dumps the same number of cars onto the 101.</p>	<p>With a larger amount of vehicles being allowed to get onto the freeway, we are making additions to the merge areas so that it's allowing drivers to merge more efficiently and allow that larger volume of traffic to ultimately get onto the freeway safely.</p>	Design
<p>Will the north Bell to Princess along Pima ramp become less of a nightmare? Teaching my teen son to navigate that was terrifying.</p>	<p>We understand a lot of you have concerns about that particular movement. We are adding an additional lane/capacity and making it so that the consecutive on-ramps can move traffic onto the freeway safely so that we are reducing some of these merging areas. We are looking at how we can best optimize this segment.</p>	Safety

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<p>Just for my two cents: You know after commuting westbound all the way over to Loop 101 and I-17, the diamond grind? My opinion is [that it's] the better option because you know South Mountain, 101 and then 202 east toward the airport, you know historically it's just chewed up with the rubberized asphalt and not been well maintained so for what that's worth. And, thank you for holding this meeting. It's been very informative.</p>	<p>We'll share your comments with the rest of ADOT and MAG as they're making their decision. Thank you for your comments.</p>	<p>Design</p>



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I did not get a chance to listen in to the whole presentation but I did view the presentation slides. I was concerned about "There is No need for new or modified sound walls". I grew up at 8658 East Sharon Drive, Scottsdale AZ 85260 and it was a lovely place before the 101 and the increase in traffic has made living here incredibly loud. My parents are the owners and near retirement age and they don't even want to go outside because of the noise from the 101, which they previously enjoyed for many years. I have a satellite image to show you the issue and a google maps link. Basically there is no wall between the 101 for a small section and no wall on the north side of Northside along the 101 so the 101 traffic noise goes directly into the neighborhood. If this is not under the scope of this 101 expansion project, could you please direct me to the correct person to message. I really appreciate any help you can offer.	The Loop 101, Princess Dr to Shea Blvd noise analysis, based on the current level of design, indicates that the existing walls will continue to provide adequate noise abatement below the ADOT noise threshold based on future traffic levels. Based on the noise analysis, no new noise walls or modifications to existing walls are warranted. ADOT's policy follows federal guidelines to determine where new noise abatement is needed. The noise study is being finalized to reflect final design plans. We will post it to the project website when it's completed, which is expected for early 2023.	Noise
AS - Cox 10 - I was not able to attend the online meeting but I did catch most of the recording regarding the Shea to Princess upgrades starting next year on the 101. I travel to 101 very often and it's a great highway. So, looking forward to the completion of the 101 in Scottsdale in this location.	Thanks for your comments.	Design
I'm a patrol Sergeant in the north Scottsdale Police District. I was unable to make the meeting tonight but was hoping if possible to ask for a copy of the presentation? We would like to plan our response as well as possible. Also, we were wondering what the community response was to the plans? Were there complaints or was it positive? Thanks for your time.	Thanks for your interest. We will have a video recording of the meeting posted on the project website in the next couple of days. I will send you a link as soon as it is available. You will find a PDF of the slide presentation at <a href="https://azdot.gov/Loop101PrincesstoSheaPresentationSlides">https://azdot.gov/Loop101PrincesstoSheaPresentationSlides</a> I think the presentation was fairly well received by the 70-plus citizens who joined the meeting. Please feel free to ask any questions or share ideas how we can work together.	Misc
11/2/2022 - The constituent called ADOT during the Nov. 2 virtual public meeting to express his desire for additional noise abatement along NB L101, north of Shea.  11/15/2022 - The constituent called to reiterate his desire for noise abatement. He requested a noise reading.	The Loop 101, Princess Dr to Shea Blvd noise analysis, based on the current level of design, indicated that the existing walls will continue to provide adequate noise abatement below the ADOT noise threshold based on future traffic levels. Based on the noise analysis, no new noise walls or modifications to existing walls are warranted. ADOT's policy follows federal guidelines to determine where new noise abatement is needed. The noise study is being finalized to reflect final design plans. We will post it to the project website when it's completed, which is expected for early 2023.	Noise
We have a scheduling conflict at the time of this virtual meeting. Will there be a way to view a recording of the meeting at a later date? Thank you	Yes. We will record the meeting and post it to the project website a few days after the meeting. I'll let you know when it's available.	Misc
Just read the project on widening the Loop-101 near Shea Boulevard. Currently, the 101 is quite noisy for those living nearby. What are you planning for the additional noise level on completion? Please assure the Scottsdale neighbors owning homes along the freeway that the noise level will be addressed during construction to reduce the noise level. Currently, one cannot sit outside on your patio to enjoy and  If possible during construction it would be VERY helpful IF YOU WOULD MAKE A RIGHT TURN LANE WEST BOUND OFF OF RAINTREE & NORTH BOUND, JUST EAST OF THE 101. IT WOULD ALLEVIATE A LOT OF FRUSTRATION. I AM SURE IF YOU WOULD ASK THE DRIVERS WITH THEIR RIGHT TURN SIGNALS ON WAITING TO TURN NORTH, MOST WOULD AGREE.	The Loop 101, Princess Dr to Shea Blvd noise analysis, based on the current level of design, indicated that the existing walls will continue to provide adequate noise abatement below the ADOT noise threshold based on future traffic levels. Based on the noise analysis, no new noise walls or modifications to existing walls are warranted. ADOT's policy follows federal guidelines to determine where new  [Shared a graphic showing Raintree Drive improvements with the constituent]. At Raintree Drive the majority of the interchange will remain as it is today. However, right turn bays will be added for the NB to EB, WB to NB, and SB to WB movements.	Noise  Design

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<p>I am looking forward to the virtual public meeting to learn more about the expansion of the 101 between Shea and Princess Dr. Without question it is much needed. I have one other question please. Does ADOT or the City of Scottsdale have any plans to deal with Shea Blvd. east and west from the 101? It is exceptionally crowded every weekday and many weekends. Thank you in advance for your response.</p>	<p>Thank you for your interest in this project. ADOT is responsible for efficiently and safely moving the traffic on the freeway, as well as the traffic entering/exiting the freeway. We are making improvements at some of the intersections to better, more efficiently get traffic on/off the freeway. The crossroad improvements at Shea Blvd involve adding a right turn lane and increasing the length of the westbound and northbound right turn bays. In addition, the ADA (Americans with Disabilities Act of 1990) features will be improved so that they comply with current ADA standards. Improvements outside of the intersection limits are the responsibility of, in this case, the city of Scottsdale.</p> <p>Here is their contact information:  City of Scottsdale - Transportation  7447 E. Indian School Rd., Suite 205  Scottsdale, AZ 85251  P: 480-312-7250</p>	<p>Design</p>
<p>We own a home off of 96th and Cactus east of the 101 and will be very interested in the above project. I am a retired civil engineer and am curious who is your lead consultant, assuming you are not doing it all in-house. I spent many years at AECOM's Denver office and still enjoy keeping up with the industry.</p> <p>With "design underway" I assume you are not using design-build delivery but standard design-bid-build? And reading the project overview it appears there is room under the overpasses for the through lane each direction. Good planning years ago!</p> <p>As you can see below I signed up for updates and look forward to following the progress of the project. Thanks.</p>	<p>Thanks for your interest in the project. The lead consultant is Greg Fly from WSP. You are correct; it's a design-bid-build project. I'm ignorant about "room under the overpasses for the through lane, each direction." Let me know if you have any questions. If I don't know the answer, I'll track it down. I hope you're able to join the virtual public meeting next Wednesday, Nov. 2, 6-7:30 p.m. JOIN ONLINE: On a computer or smartphone: <a href="https://bit.ly/ADOT101">https://bit.ly/ADOT101</a> JOIN BY PHONE: (English) +1 301 715 8592  English phone access code: 816 5068 3727   Password 275280</p>	<p>Misc</p>