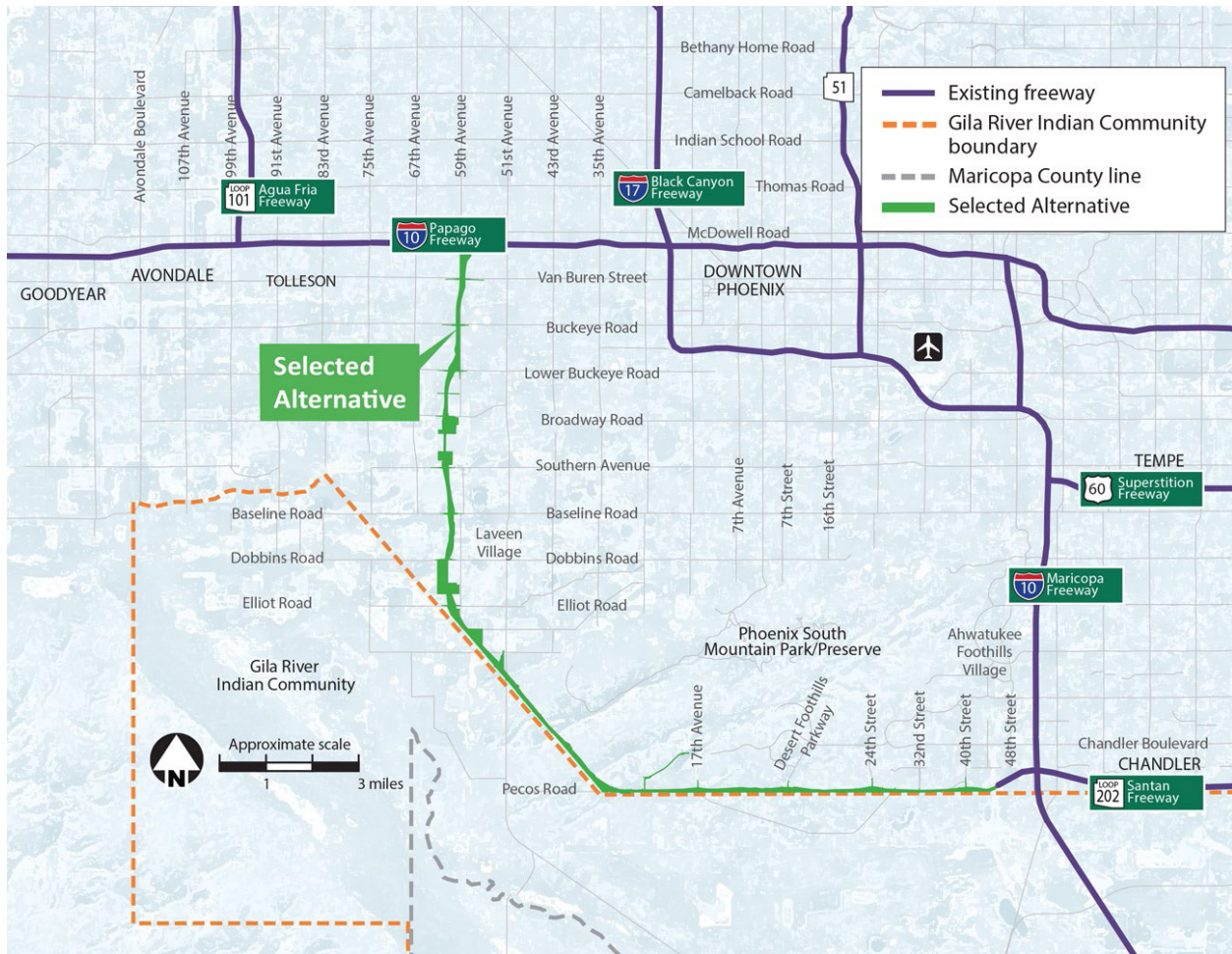


TP ATTACHMENT 110-1 – Project Description

1 PROJECT DESCRIPTION

In general, the South Mountain Freeway Project (Project) is located in the southwestern portion of the Phoenix metropolitan area in Maricopa County. The South Mountain Freeway Project constitutes a section of Loop 202 within the regional freeway and highway system. The Record of Decision (ROD) for the Project identified as the selected alternative the combination of the W59 and E1 Alternatives is shown in Figure 1-1.

**Figure 1-1
Vicinity Map**



The Project will help address the region’s congestion, travel delays, and limited options for moving people and goods safely through the Phoenix metropolitan region by increasing regional mobility and capacity by linking regional freeways in the eastern and western portions of the Phoenix metropolitan area. The connection will further optimize system continuity and the effectiveness of individual network components, which are important to overall transportation operation. The Project will reduce the duration of congested conditions on most adjacent freeways, improve travel times throughout the region, and attract trips from the arterial street network.

The Project is led by the Arizona Department of Transportation (ADOT), in cooperation with the Maricopa Association of Governments (MAG). ADOT has undertaken certain planning and

FINAL RFP

preliminary concept work concerning the Project development, which is included in the Reference Information Documents (RIDs).

1.01.1.1 Project Status

ADOT has been moving forward with development of the Project for several years, using its own personnel; retaining consultants; and engaging with stakeholders such as MAG, the municipal planning organization for Maricopa County, Cities along the Project corridor, resource agencies, and the public.

On April 26, 2013, a notice of availability for the South Mountain Freeway Draft Environmental Impact Statement (DEIS) was published in the Federal Register. This notice began a 90-day public comment period. During the comment period, a public hearing was held on May 21, 2013, at the Phoenix Convention Center; numerous other community outreach events were also held. The public comment period ended on July 24, 2013.

On September 26, 2014, the study team released the Final Environmental Impact Statement (FEIS) for a 60-day public review period. The FEIS incorporates analysis and conclusions presented in the DEIS for the proposed action, public comments and responses on the DEIS, and new information that became available after public release of the DEIS. Each comment received on the DEIS is accompanied by a response in Volume III of the FEIS. Following the FEIS review period, the study team considered comments received and prepared a ROD which was released to the public on March 13, 2015.

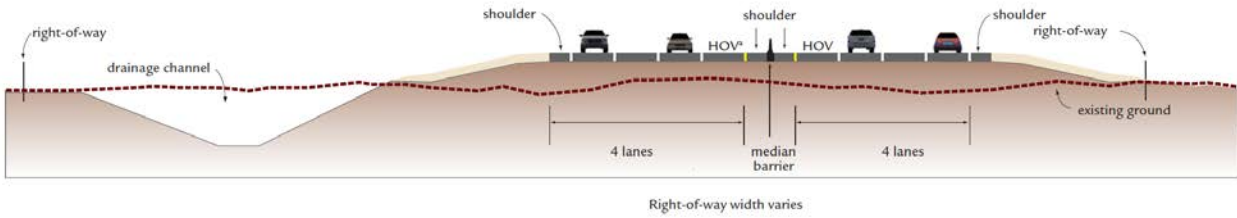
At the same time as the DEIS publication, the study team also submitted the Initial Location/Design Concept Report (L/DCR) to ADOT technical groups and agency stakeholders. The design plans included in the Initial L/DCR represent approximately 15%-level design plans. The Final L/DCR has been finalized and is included in the RIDs.

1.01.1.2 General Project Improvements

The Project will complete the Loop 202 from I-10 (Maricopa Freeway) (milepost MP 54.31) to I-10 (Papago Freeway) (MP 75.91), a distance of approximately 22 miles, in the southwestern quadrant of the Phoenix metropolitan area. It will begin at its eastern terminus with the existing system traffic interchange between I-10 (Maricopa Freeway) and Loop 202 (Santan Freeway). From this point, it will head westward on the Pecos Road alignment for approximately 8 miles before heading northwest for approximately 5 miles to a point near the existing Elliot Road and 59th Avenue intersection. The freeway will head north for approximately 9 miles, crossing the Salt River, and reach its western terminus at a new system traffic interchange with I-10 (Papago Freeway) near 59th Avenue. The new system traffic interchange will include a direct high-occupancy vehicle (DHOV) ramp connection to and from the east on I-10. The design of the system traffic interchange at I-10 is being coordinated with the high-capacity transit corridor planned for I-10.

The roadway typical section consists of eight-lanes with three general purpose lanes and one high-occupancy vehicle (HOV) lane in each direction (see Figure 1-2). The median is closed with a concrete median barrier dividing the directions of travel. Entrance and exit ramps are designed using a parallel-type configuration coupled with auxiliary lanes between service traffic interchanges, as warranted. The freeway mainline design primarily features a rolling profile with the freeway rising above grade to cross over the crossroads.

**Figure 1-2
Typical Freeway Section**



There are over 50 bridge sites (approximately 77 bridges) along the freeway corridor. Notable bridges include the Salt River Bridge, which is over 3,000 feet long, multiple bridges over the Union Pacific Railroad, and the flyover ramps at I-10 (Papago Freeway). Much of this construction will be over active traffic. There are also five multiuse crossings in the area of the South Mountains.