LOOP 101 LOOP 202 BOTTLENECK STUDY



The **Maricopa Association of Governments** (MAG) is conducting the **Loop 101 and Loop 202 Bottleneck Study** to identify potential improvements to where two of the Valley's busiest freeways, Loop 101 (Price Freeway) and Loop 202 (Red Mountain Freeway), meet. The study area focuses on Loop 101 from US 60 (Superstition Freeway) north to McKellips Road and Loop 202 from Priest Drive east to Dobson Road.

The study is evaluating current traffic conditions and future travel patterns, while gathering public input to develop recommendations that alleviate congestion and improve safety, traffic flow and access throughout the corridor.

2025 Survey: What You Told Us

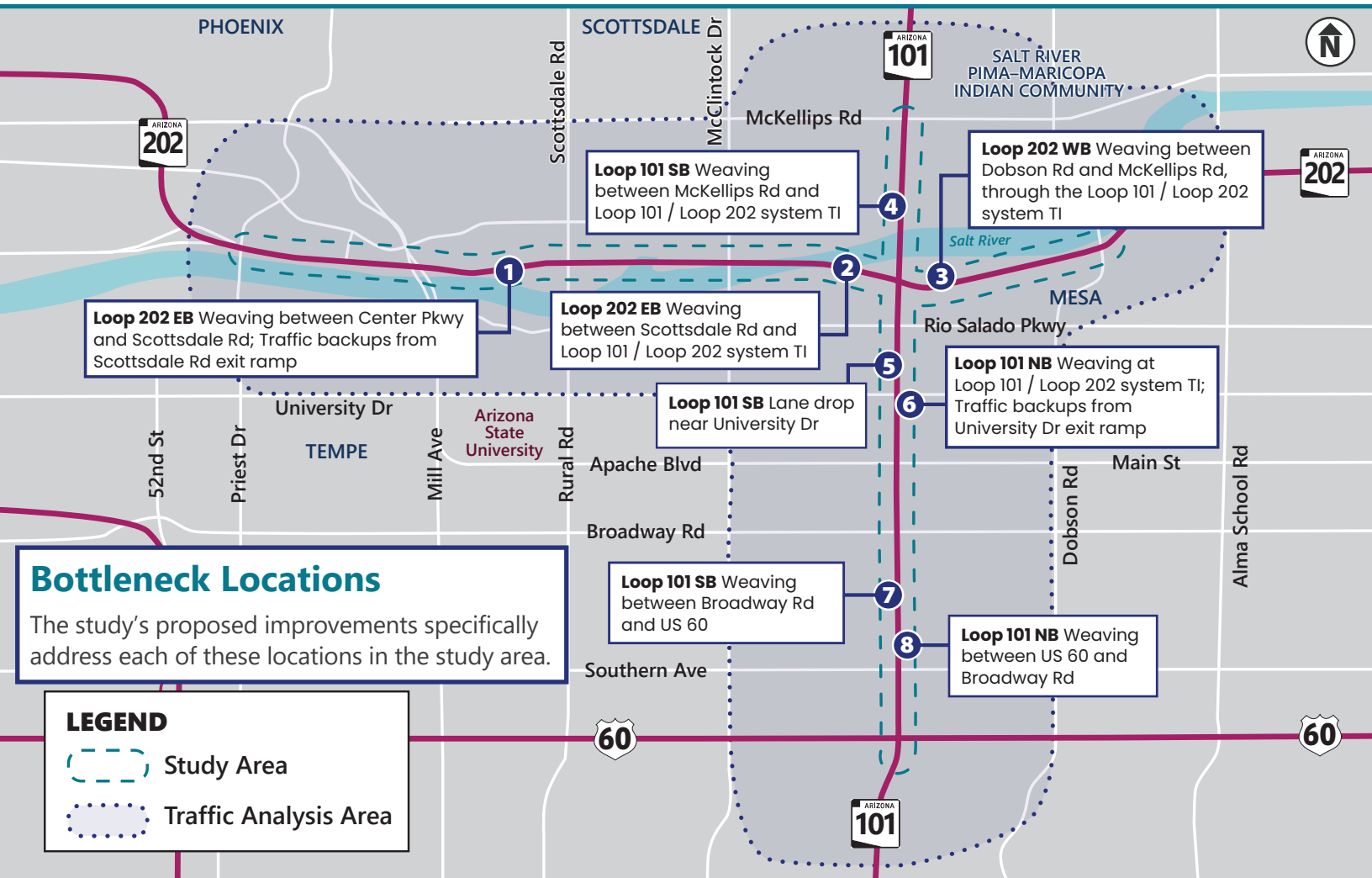
Common themes included:

- 96% support making improvements.
- Freeway-to-freeway interchanges, weaving and lane changes are the areas that needed the most improvement.
- Driver behavior, the number of stops and starts and slow travel speeds are the primary issues impacting the use of the corridor.

397 SURVEYS COMPLETED

309 AREAS OF CONCERN MAPPED

- 67% rated congestion as severe in the study area.
- Improving safety is the most important study objective.

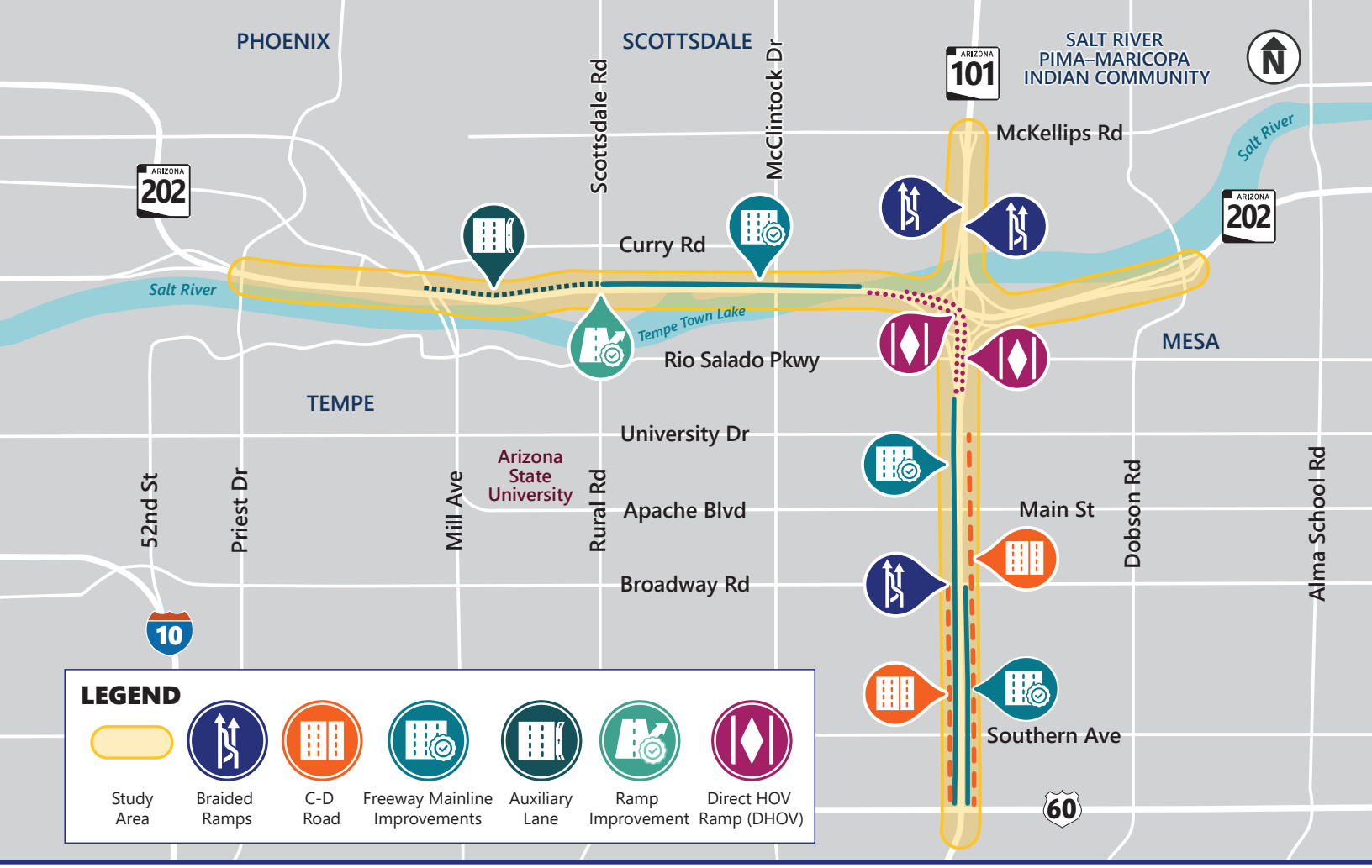


Bottleneck Locations

The study's proposed improvements specifically address each of these locations in the study area.

LEGEND

- Study Area
- Traffic Analysis Area



The proposed improvements are designed to reduce weaving and sudden braking, improve traffic flow, and increase roadway capacity throughout the study area.

Key improvements include:

Braided Ramps: Separate entering and exiting traffic by relocating ramp connections and eliminating conflict points between on- and off-ramps. This reduces weaving and improves overall driving experience.

Collector-Distributor Roads: Adds a parallel roadway alongside freeway mainline to separate entering and exiting vehicles from freeway through traffic. This helps reduce harsh braking and weaving, improves safety, and maintains smoother traffic flow.

Freeway Mainline Improvements: Extending lanes where possible to reduce congestion and lane-drops.

Auxiliary Lane: Adds an extra lane between ramps that helps drivers enter, exit or merge more smoothly.

Ramp Improvements: Widen select exit ramps to two lanes, reducing traffic backups onto freeway travel lanes and minimizing stop-and-go conditions for drivers.

Direct HOV Ramp: Construct a direct freeway-to-freeway connection for HOV users, creating an exclusive ramp for carpool traffic. This reduces weaving, minimizes lane changes, and improves travel efficiency for HOV commuters.

Next Steps

This study is the first step in a process aimed at improving travel through this area. Study recommendations will be given to the Arizona Department of Transportation (ADOT) for implementation. ADOT will lead future environmental studies, design and construction.

The design and implementation of any improvements are funded through Proposition 479, the extension of the half-cent sales tax approved by voters in November 2024.

Questions or Comments?

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