



# **I-10 | LOOP 202 TO SR-387** **WILD HORSE PASS CORRIDOR**

**Draft Environmental Assessment and Design Concept Report**

## **Public Involvement Summary** **September 2019 Public and Agency** **Scoping Meetings**

**February 2020**

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In cooperation with:

Arizona Department of Transportation

Gila River Indian Community

Maricopa Association of Governments

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## 1. Introduction

The Arizona Department of Transportation (ADOT), in partnership with the Gila River Indian Community, Maricopa Association of Governments (MAG), and Federal Highway Administration (FHWA), hosted a series of scoping meetings as part of the National Environmental Policy Act (NEPA) process for the Draft Environmental Assessment and Initial Design Concept Report for Interstate 10 (I-10) between State Route Loop 202 (Santan) (Loop 202) and State Route 387 (SR-387). Prior to the public scoping process, the study team collaborated with the Gila River Indian Community and MAG to establish meeting plans and strategies. Approval relative to the meeting plans and strategies was given by leadership at the Gila River Indian Community, ADOT, MAG, and FHWA.

The scoping meetings provided an opportunity for the community and other stakeholders to educate the study team about the corridor and share issues or concerns about modifying I-10. The scoping meetings provided an overview of the I-10 corridor, the study's objectives, and the study's schedule. The scoping meetings obtained community feedback on opportunities, issues, and concerns related to the study area and solicited input on potential corridor improvement alternatives.

## 2. Agency Scoping Meeting

ADOT held a formal agency scoping meeting on Wednesday, October 2, 2019, to provide information about the study and solicit feedback from the agency stakeholders. The meeting was held from 1 p.m. to 3 p.m. at the Shelde Building, 5692 W. North Loop Road, Chandler, AZ 85226. A total of 22 people attended the agency scoping meeting from the following agencies.

- ADOT
- Chandler Unified School District
- City of Chandler
- City of Maricopa
- City of Phoenix
- Gila River Indian Community
- MAG
- Pinal County
- Sun Corridor Municipal Planning Organization
- Federal Highway Administration

### 2.1 Agency Scoping Notification

An invitation was sent via email that included the agency scoping meeting details and a summary of key information available at the meeting to the following agencies:

- **Maricopa County:**
  - Maricopa County Sheriff's Office
  - Maricopa County Planning & Development Department
  - Community Development Advisory Committee
  - Maricopa County
  - Maricopa County Department of Transportation
  - Flood Control District
  - Office of the Maricopa County School Superintendent
  - Department of Emergency Management
- **Pinal County:**
  - Pinal County Sheriff's Office
  - Pinal County Community Development
  - Pinal County
  - Pinal County Public Works Engineering
  - Pinal County School Superintendent's Office
  - Pinal County Public Works Emergency Management

- **City of Phoenix:**
  - Phoenix Police Department
  - Phoenix Fire Department
  - City of Phoenix
  - City Manager's Office
  - Office of the City Engineer
  - City of Phoenix Street Transportation Department
- **City of Chandler:**
  - Chandler Police Department
  - Chandler Fire Department
  - City Manager's Office
  - Public Works & Utilities Director
  - City of Chandler Street Transportation Department
  - Chandler Unified School District Superintendent
- **City of Casa Grande:**
  - Chandler Police Department
  - Chandler Fire Department
  - Planning and Development Director
  - City Manager's Office
  - Certified Floodplain Manager
- **MPO's/COG's**
  - Central Arizona Governments
  - Maricopa Association of Governments
  - Sun Corridor Metropolitan Planning Organization
- **State Agencies:**
  - Arizona Game & Fish Department WMHB - Project Evaluation Program
  - Arizona Department of Public Safety - Metro South
  - Arizona Department of Public Safety - District 6
  - Arizona State Land Department
  - San Carlos Irrigation and Drainage District
  - Arizona Ecological Services Office
- **Federal Agencies:**
  - Western Regional Office, Bureau of Indian Affairs
- **Gila River Indian Community:**
  - Gila River Indian Community Governor
  - Gila River Fire Department
  - Gila River Police Department
  - Gila River EMS
  - Office of Emergency Management
  - Chair of Litigation Team, District 1
  - Office of the General Counsel
  - General Manager Wild Horse Pass Development Authority
  - Department of Transportation
  - Department of Environmental Quality
  - Cultural Resources Management Program (THPO)
  - Cultural Resources Management Program (THPO)
  - Department of Land Use Planning and Zoning Flood Control Engineering
  - Communications and Public Affairs Office

- Gila River Indian Community District 2 Council Representative
- Gila River Indian Community District 3 Council Representative
- Gila River Indian Community District 4 Council Representative
- Gila River Indian Community District 5 Council Representative
- Gila River Indian Community District 6 Council Representative
- Gila River Indian Community District 7 Council Representative
- Department of Environmental Quality
- Tribal Education Department
- Tribal Projects Department
- Department of Public Works
- Land Use Planning and Zoning
- Community Council Secretary's Office
- **Other Agencies:**
  - Banner Casa Grande Medical Center
  - Regional Fire and Rescue

A copy of the agency notification can be found in Appendix A.

## **2.2 Agency Scoping Meeting Materials**

The agency scoping materials provided at the agency scoping meeting are available in Appendix B and include:

- presentation
- display boards

## **3. Public Scoping Meeting**

A formal public scoping meeting and open house was held on Thursday, September 19, 2019 from 6 p.m. to 8 p.m. at the Sacaton Boys and Girls Club, 116 S. Holly Street, Sacaton, AZ. The meeting provided information about the study and solicited feedback from the public. Forty-three people attended the meeting.

### **3.1 Public Scoping Notification**

#### **3.1.1 Newspaper Advertisements**

The team prepared and arranged for English and Spanish paid print advertisements in local publications that invited the public to attend the public scoping meeting, provided an overview of the study and gave information on how to provide comments. The advertisements included the date and location of the meeting and the dates of the public comment period. They were published in the following publications:

- *Arizona Republic, Statewide* – English language ads (September 4, 2019)
- *Prensa Arizona* – Spanish language ad (September 5, 2019)
- *Gila River Indian News* – English language ad (September 6, 2019)

A copy of the newspaper advertisements can be found in Appendix A.

#### **3.1.2 Study Website**

The study website, [www.i10wildhorsepasscorridor.com](http://www.i10wildhorsepasscorridor.com), was published on September 18, 2019, and included information about the study and the date and location of the public meeting. All materials from the public meeting were uploaded to the study website after the meeting was held. These materials included:

- comment forms (in English and Spanish)
- display boards

Copies of the public meeting materials are included in Appendix B.

### **3.1.3 News Release**

The date and location of the public scoping meeting was distributed by MAG. The news release was distributed on September 10th. A copy of the news release can be found in Appendix A. Information and interviews were provided to a few media outlets in advance of the Sept. 19 public meeting.

### **3.1.4 Social Media**

One post each providing the public meeting details was advertised on MAG's Twitter and Facebook pages before the public meeting on September 19, 2019. A copy of the public post can be found in Appendix A.

## **4. Gila River Indian Community Scoping Meetings**

Three Gila River Indian Community Scoping Meetings (Community Scoping Meetings) were held the week following the Public Scoping Meeting. A total of 28 people attended the Community Scoping Meetings. An informal presentation provided meeting attendees with the study background and purpose of the scoping meeting.

- District 6 Community Scoping Meeting: Wednesday, September 25, 2019, 6 p.m. to 8 p.m., Komatke Boys and Girls Club, 5047 W. Pecos Road, Laveen, AZ
- District 1 Community Scoping Meeting: Thursday, September 26, 2019, 6 p.m. to 8 p.m., Uhks Kehl Multi-Purpose Building, 15747 N. Shegoi Road, Coolidge, AZ
- District 4 Community Scoping Meeting: Saturday, September 28, 2019, 9 a.m. to 11 a.m., 3546 W. Casa Blanca Road, Bapchule, AZ

### **4.1.1 Direct Mailer**

A direct mailer was sent to 2,829 members of the Gila River Indian Community to inform them of the public scoping meeting and community scoping meetings (summarized in section 4). The mailer (in English and Spanish) was sent on August 12, 2019. A copy of the direct mailer can be found in Appendix A.

### **4.1.2 Social Media**

Eight posts providing the community meeting details and comment period were advertised on the Gila River Indian Community Facebook page before the public meetings between September 6 – October 3, 2019. One post was also made on the Gila River Indian Community Twitter page on September 7, 2019. A copy of the posts can be found in Appendix A.

## **5. Public and Community Scoping Meeting Format**

The public meeting began with registration at the door, where attendees were asked to sign in. Meeting attendees were encouraged to view the display boards and roll plots and visit with study team members to share information about the study area. An area in the meeting room was available for attendees to submit written comments on a comment form or online. Verbal comments could be submitted through a court reporter at each of the public and community scoping meetings. In accordance with the Limited English Proficiency Four Factor Analysis completed in to Chapter 3 of the I10, Loop 202 to SR-387 Public Involvement Plan, Spanish and Tohono O'odham interpretation were provided at the public meeting; Tohono O'odham interpretation was provided at the community meetings.

### **5.1 Public Meeting Materials**

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

- comment form (English and Spanish)
- display boards

- roll plots
- related studies map
- presentation (Community Meetings Only)
  - Opening remarks were provided at the Sacaton Public Scoping meeting by members of the Gila River Indian Community, the ADOT Project Manager and MAG Staff. Subsequent community meetings included a brief presentation on the study.

### 5.1.1 Display Boards

Display boards were created for several topics considered to be of interest to the public. The boards provided at the public hearing covered the following:

- NEPA Overview
- Study Area Map
- Study Purpose and Need
- Travel Time Comparisons
- Potential Study Outcomes (Build versus No-Build)
- Study Schedule and Funding
- How to Provide Input

A copy of the display boards can be found in Appendix B.

## 6. Comment Summary

The following is a summary of comments received during the 30-day comment period, from September 4 – October 3, 2019.

### 6.1 Agency Scoping Comment Summary

There were 39 comments received during Agency scoping. Agencies who provided comments include the Arizona Department of Public Safety, Arizona Game and Fish Department, Gila River Indian Community, Maricopa County Department of Transportation. A sample of their comments are provided below.

#### *Arizona Department of Public Safety*

- *Thank you for the opportunity to review the proposed project. I currently oversee our Metro South Highway Patrol District, which overlaps this project on Interstate 10 from SR202 to Riggs Road. My only question deals with the overpasses at Wild Horse Pass, SR347 and Riggs. Will the upgrade of ramps at Riggs be limited to only the on and off ramps? Or will it include a redesign of the overpass to help accommodate rush hour traffic? Will the Wild Horse Pass and SR347 overpass be included? During large events (New Year's Eve, concerts, etc.), traffic has backed up southbound to SR202. SR347 continues to be heavily congested with traffic during rush hour. Is there anything within this project that will help alleviate the congestion?*

#### *Arizona Game and Fish Department*

- *Please refer to Guidelines for Culvert Construction to Accommodate Fish & Wildlife Movement and Passage, found on the Department's website, and incorporate guidance as appropriate for culvert reconstruction. More specifically, rip-rap is difficult for many species to traverse. If rip-rap is required on the ground in front of the culvert, it should be buried, back-filled with topsoil, or at least a portion of it should be covered by another substrate that would allow wildlife to move through the culverts. <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>*
- *The Department understands that ADOT will comply with the Arizona Native Plant Law for any ground disturbing activities, efforts will be made to minimize ground disturbance, and all temporarily disturbed land will be re-seeded to minimize erosion. In addition, the Department understands that, in accordance with ADOT Environmental Planning Group's (EPG's) guidelines, invasive species and the Migratory Bird*

*Treaty Act (MBTA) will be addressed within the proposed project's biological report, if applicable. The Department appreciates the opportunity to provide an evaluation of impacts to wildlife or wildlife habitats associated with the F0252 01L and F0252 02L 1-10 Road Widening project. If you have any questions regarding this letter, please contact me at (623) 236-7222, and visit our website for additional guidelines at <https://www.azgfd.com/wildlife/planning/wildlifeguidelines/>.*

#### *Gila River Indian Community*

- *Given the location of the project, any build alternative selected by ADOT will impact the Community. As such, ADOT's NEPA study, which the Scoping Report indicates will be an Environmental Assessment (EA), must include careful identification and evaluation of impacts on the Community, including its lands, natural and cultural resources, trust resources, viewsheds, and built environment. Similarly, the EA must identify and study measures to mitigate any significant or adverse impacts on the Community, especially if the EA concludes with a Finding of No Significant Impact (FONSI).*
- *On September 18, 2019, the Community submitted initial scoping comments, which indicated that the Environmental Assessment (EA) must include a careful identification and evaluation of impacts on the Community, including its lands, natural and cultural resources, trust resources, and built environment, and must identify and study measures to mitigate any significant or adverse impacts on the Community.<sup>1</sup> That letter further stated that the Community would send a follow-up letter with comments from Community Departments, which are set forth below and supplement the Community's prior Scoping Comments.*

#### *Maricopa County Department of Transportation*

- *Maricopa County Department of Transportation (MCDOT) has received notification of the Interstate 10 Corridor Study: State Route 202L to State Route 387 and provides the following input. Riggs Road, owned and operated by MCDOT, crosses the study area. MCDOT requests continued involvement in the study to ensure MCDOT right-of-way impacts are known, minimal and appropriately permitted*

All agency scoping comments can be found in Appendix C.

## **6.2 Public Scoping Comment Summary**

There are approximately 31 comments received that overtly express support for improvements to the I-10 between Loop 202 and SR-347 citing reasons that include congestion relief, improved travel time, and improved safety. Twenty-five comments do not express support or lack thereof; they ask the study team to take into consideration landowners, community impacts, and general driver behavior. Several comments inquire about being added to the mailing list, and those requests were accommodated. A sampling of the comments received can be found in the section below:

### **Comment Samples:**

#### *Support:*

- *This project is long overdue. Driving between Phoenix and Tucson has been extra challenging and frustrating because of the two-lane condition on I-10 that is the subject of this project. Any efforts to expedite the construction will be much appreciated! Thank you for the opportunity to comment on this important effort.*
- *Widening the I-10 is imperative. As a daily commuter, I have seen for the past 10 years how much traffic has increased in this area. This has become a funnel, going from 4 lanes on I-10 and Loop 202 to just two lanes on Wild Horse Pass is putting a lot of pressure on traffic and commuters. The huge increase of traffic going to and from Maricopa is one of the main reasons why this project is so important. We need 3 (if not 4) lanes on I-10 now more than ever.*
- *We really really need the widening of I-10 complete between Tucson and Phoenix. This is really important for safety reasons and convenience. I definitely vote for it. Thank you very much.*



- *My name is Clement Harvey Jr. I live in Sacaton. 1st I would like to see I-10 widened to 3 lanes, one lane used by only semi-trucks if possible. 2nd maybe put a cable barrier. Seen too many crossover cars hitting opposite traffic.*
- *I think this stretch needs to be widened from two to three lanes. There are many 18-wheelers on this freeway and with a speed limit of 75 mph plus only two lanes, it is a dangerous stretch of freeway. My opinion is that if it were widened, the traffic would more safely flow south out of Chandler as well as north into Chandler. Thank you.*

#### *Undetermined Sentiment*

- *I travel this route frequently, what I see being the most prevalent problem. The people who feel the need to travel 10-20 miles over the posted limit. Weaving in & out of traffic, which is usually moving well. Yes the roads could be improved, but what really needs improvement is how people drive. I say no to taking any more of our lands.*
- *At the same time this is being evaluated, why is there not an evaluation and plan for an overpass at Riggs Road and Hwy 347? The congestion during peak commutes on both roads is unacceptable in light of the "planning" and expansion of single family homes in Maricopa along with the extensive carbon monoxide/ozone pollution associated with that congestion to which the valley already has to many air quality alerts.*
- *Improving the interchanges at the corridors (Casa Grande, Casa Blanca, Riggs Rd., Queen Creek/347) would greatly alleviate the bottle-neck effects, since the developments, increase in population and traffic congestions from surrounding communities (Ocotillo, Santan, Chandler Heights, Maricopa, Casa Grande). These roads have been the same since we moved in the area 12 years ago, and its about time to adapt the development of these roads with the growing communities.*
- *I remember traveling over the Gila River when it flooded beneath I-10. As I looked down the top of the water was maybe a few feet from the street level of I-10. Very eerie as I drove an old truck over raging water from a wide width of water. I didn't want to be caught on that bridge. Widening of that bridge would be desirable. Perhaps with some images of the GRIC to show travelers they are massing through on native land. A bridge with graphics that comes to mind is the one that crosses over I-10 in Tucson on South 6th Avenue. Also, just west of I-10 at Casa Blanca Road across from the Chevron is the old Arts & Crafts building that all of us oldsters remember in its heyday. Revitalization of that would be lovely for the community! I have driven to Canada by myself and back to Tucson. I have driven to Hilton Head and back by myself twice and I have never seen more carnage than the 100-mile drive from Phoenix to Tucson. That stretch has rollover, driving wrong way, car fires, that occur when someone falls asleep or is willed into being unaware of hazards. Some sort of way to keep a driver engaged in the demands of driving that stretch needs to be implemented. Maybe signs saying you are entering... like those heading north towards Phoenix from Tucson mentioning the Gila River boundaries. In review 3 concerns: 1) Widen bridge over Gila River with sidewalls decorated with GRIC emblems, native design; 2) revitalize old arts and craft bldg. on Casa Blanca Rd.; 3) Keep drivers engaged on driving thus lowering accidents along I-10 Phoenix to Casa Grande*
- *This is an opportunity for the Gila River Community to lease out land to developers at Casa Blanca Rd. They should pay for that intersection and infrastructure which will bring them decades of income for their community. The bridge also needs to be built about 5-6' higher to allow for flooding events which will be increasing.*

#### *Community Concerns*

- *Currently any accidents which happen on I 10 over flow comes through our community. this creates congestion and speed hazards(speeding). I know if I speed in other communities I would be looked at as a hazard. the extra traffic also has a effect on our road conditions (faster wear). Also extra lanes will bring additional traffic and more accidents. this section of I-10 is known as a safety corridor with speed limit set at 75 mph. news flash no one except me goes the posted speed. if this project is made I would strongly*

*request posted speed be reduced to 65 mph to keep accidents to a minimum. and the 65 mph posted speed be strictly enforced with harsh fines. Im not against growth but I am against accidents and fatalities.*

- I believe that it's very important to consider the impact this will have on the community's local traffic. This project will take several years and as a GRIC resident that currently lives in Bapchule, AZ its important to know how it would directly impact my family's and my own day-to-day routine. I am also concerned about the untouched lands. How will that affect the environment? With the added 202, we saw that there were a lot of wildlife that were forced out of their homes. And with Aji in my backyard, I'm concerned about how it will also disrupt our sacred mountain Aji. That was something that was disregarded, I feel, during the development of the 202. Before make a decision, as a community member, I would like to know more about what the development process looks like. What is the schedule for each section that will be redone? When it comes to the bridge project, how will the river bed be affected? Since I was young, I have always walked from my home to Aji by going under the bridge . With the expansion and development that would halt me from having access from Aji for, potentially, several years.*
- Land ownership: The I-10 project within the Gila River Indian Community, contains parcels of land that are owned by individual landowners, (allottees). Consideration should be given to land development along the proposed freeway project to benefit the landowners. Access to land along side of the freeway should be implemented, i.e., ramps, frontage roads to allow safe ingress and egress to future economic development. Exit 175 interchange: Re-engineering of the overpass must be considered to allow easier flow of traffic for access to the future development of business in the immediate area of the interchange. Wildlife: Wildlife currently are casualties of the traffic on the freeway. Wildhorses use the curent riverbed to traverse the freeway. Consideration needs to be given the guard the habitat. Business Communities: The Gila River Indian Community has a thriving business community, which has interests in the northern boundary area (Wildhorse Pass Area). Consultation with the business entities is key to the success of the project. Communication facilities (conduit) within the the right-of-way is important to the telecommunications company owned the GRIC.*

#### *Driver Behavior Concerns*

- The I-10 freeway is a very unsafe roadway to drive, no matter what time of day, however during busy times like "rush hour" it is extremely slow driving because all lanes are filled and semi truck and vehicles hauling cars or stuff drive slow. Drivers who do not have patience or are just rude and self-centered drive darting in between cars, drive on the "shoulders of the freeway, or cut though the medium to turn around creating dangerous situations trying to get back in to traffic, along with all the dust they create. Secondly, if ADOT and others were real forward thing organizations they would use this opportunity to apply innovative methods to capture car exhausts, such are air-handler systems that can capture exhausts and turn into clear air. this is a forward thought, but putting the challenge out there, people, such as STEM student may develop an innovative way - 2023-2030 is plenty of time to explore. This area seems to be one of the last places of true open space - it may be destroyed by all the contamination.*
- I travel this route frequently, what I see being the most prevalent problem. The people who feel the need to travel 10-20 miles over the posted limit. Weaving in & out of traffic, which is usually moving well. Yes the roads could be improved, but what really needs improvement is how people drive. I say no to taking any more of our lands.*

All public scoping comments can be found in Appendix D.

## **7. Next Steps**

At the conclusion of Scoping, Alternatives will be developed and evaluated and will be presented to the public during the second phase of Public Involvement, expected to occur in the first half of 2020 (See the I-10, Wildhorse Pass Corridor Public Involvement Plan, Chapter 5 for more information on the phases of public involvement for this study). To conclude the study, the Draft EA and Initial DCR will be available for public comment during a third

phase of public involvement in late 2020/early 2021 that will include a public hearing in conjunction with a formal comment period.

## **Appendix A: Notifications**

Agency Scoping Notification

Newspaper Advertisements

News Release

Social Media Posts

Direct Mailer

**From:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor)  
**To:** [REDACTED]  
**Cc:** [Unger, Audrey C.; Bombardier, Brian](mailto:Unger.Audrey.C.; Bombardier.Brian)  
**Subject:** RSVP Agency Scoping Meeting | F0252 01L and F0252 02L - Interstate 10 Corridor Study, State Route 202L (Santan) to State Route 387  
**Date:** Thursday, September 19, 2019 11:43:00 AM  
**Attachments:** [Agency Scoping Meeting F0252 01L and F0252 02L - Interstate 10 Corridor....ics](#)  
[F0252 01L and F0252 02L Agency Scoping invite.pdf](#)  
[image001.png](#)

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**Please RSVP to [REDACTED] by Monday, September 23, 2019.**

To: Agency Representative

Subject: Agency scoping meeting invitation

RE: 010-C(222)S

F0252 01L and F0252 02L

Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387

Dear Agency Representative:

The Arizona Department of Transportation (ADOT) is holding an agency scoping meeting as part of the environmental and engineering effort for the Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387.

ADOT is planning to add capacity to Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange to MP 187.1, east of the traffic interchange at SR 387. The segment of I-10 between MPs 172.6 and 173.6 (Gila River Bridge) is excluded from this project, but will be addressed under a separate project. The approximately 26-mile corridor is located primarily within the Gila River Indian Community and also within the cities of Phoenix and Chandler in Maricopa County, Arizona, and within the city of Casa Grande in Pinal County, Arizona.

The purpose of this study is to identify and study alternatives for I-10 in the study area (for example, widening and other improvements).

In accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, a Draft Environmental Assessment (EA) will be prepared for this study. The Draft EA will describe the alternatives development process, document the potential environmental impacts of the proposed action, include an analysis of the no-build alternative, and summarize agency and public comments obtained during the NEPA process. An Initial and Final Design Concept Report will also be developed as part of the study.

This letter (attached) requests your attendance at the agency scoping meeting scheduled for **October 2, 2019, from 1 to 3 p.m. at the Anthony B. Shelde Building (adjacent to Whirlwind Golf Club), located near 5692 W North Loop Road, Phoenix, AZ 85048.**

**An RSVP from you or a representative is requested by September 23, 2019. To RSVP or submit comments or questions, please contact:**

Arizona Department of Transportation  
c/o Brian Bombardier  
HDR  
20 East Thomas Road, Suite 2500  
Phoenix, AZ 85012

Mr. Bombardier can also be reached by telephone at [REDACTED] by fax at [REDACTED] or by email at [REDACTED]

Please consider attending the agency scoping meeting and/or submitting comments or questions. Your input is valuable and will assist the study team in their evaluation of improvements to the transportation infrastructure. ADOT looks forward to working with you.

Sincerely,

Steve Olmsted  
NEPA Assignment Manager  
ADOT Environmental Planning

C: Carlos Lopez, ADOT Corridor Planning Group Manager  
Quinn Castro, Maricopa Association of Governments  
Brian Bombardier, HDR  
Audrey Unger, HDR

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by FHWA and ADOT.*

# Teachers

Continued from Page 1A

teachers and 4 percent of district school teachers.

■ Arizona, unlike many other states, does not require educators to receive training on boundaries between teachers and students, or sexual abuse.

■ The five Department of Education investigators, charged with looking into complaints of sexual misconduct and forwarding their findings to the State Board for discipline, carry caseloads as high as 165.

Members of the State Board of Education, Arizona State Board for Charter Schools and now lawmakers are starting to talk about solutions. But most will require the support of the Republican-led Legislature, and such efforts in prior sessions have proven challenging.

Reforms that significantly affect charter schools may be met with particular resistance. Several State Board members during an August meeting implied that a system to track uncertified teachers might be onerous for charter school administrators.

But Arizona Superintendent of Public Instruction Kathy Hoffman said student safety must be the priority.

"I know some people were concerned that we don't want to add an extra burden for school administrators or school leaders," she said. "But to me, it seems like we should be putting school safety and our children's safety first and ahead of everything."

## Registry for uncertified teachers

Sen. Heather Carter, R-Cave Creek, said closing the loophole that allows uncertified teachers and other uncertified school personnel, like coaches and volunteers, into the classroom with little scrutiny is a priority for her in the upcoming legislative session.

"There is a gaping hole in statute," she said. "Just because somebody gets a fingerprint clearance card doesn't mean that they aren't a predator."

In a text message to The Republic, she wrote that the issue must be "introduced, debated and a solution must be put in place."

"The concern is not just about uncertified teachers; we need to make sure no child predator has easy access to our kids through sports, clubs or any other avenue," she wrote.

State Board staffers have proposed a registry system for uncertified teachers that could require both district and

charter schools to submit a list of the uncertified and certified teachers they employ. This would allow the state to track where teachers are coming and going, as well as provide a way to document misconduct allegations against uncertified teachers.

In that proposed system, Arizona Department of Education investigators would also get the power to investigate and discipline uncertified district or charter school teachers.

The Legislature would have to approve such a registry.

Charles Tack, with the Charter Board, said board staffers and other agencies including the State Board of Education have been in talks to refine this proposal.

"In doing so, all charter school teachers, regardless of whether or not they are certificated, would be held to the same standard of conduct, with the end result being a safer environment for students," he said.

Arizona State Board of Education staffers proposed the teacher registry at the board's August retreat.

"We don't know where people are teaching," Alicia Williams, executive director of the State Board, told board members.

A registry proposal may be a tough sell to a Republican-led Legislature in a state that prides itself on spurning regulation.

Michele Kaye, a State Board member who is also the chief operating officer of the Leona Group Arizona, a charter network with more than 20 schools in Arizona, said the process could add work for charter schools.

"I just feel like that is one more thing for schools to do," she said. "And although this is highly important, this is a critical area, what we don't want to do is just keep piling on because we're siloed as a system."

## Mandating training

Sen. Paul Boyer, R-Phoenix, has indicated that he may introduce legislation to mandate sexual misconduct training for teachers.

"I think that's something that we should at least talk about," Boyer said during an interview with KJZZ's The Show.

Many other states already have such a law in place.

Erin's Law, passed in 37 states but not in Arizona, requires public schools to provide a prevention-minded training program that teaches children age-appropriate strategies to recognize sexual abuse, teaches school personnel

## How to report concerns

Those who suspect a child is being or has been sexually abused can contact local law enforcement as well as child-service organizations such as ChildHelp at 800-422-4453 or Rape, Abuse and Incest National Network at 800-656-4673.

If parents or adults suspect a child is being abused, RAINN suggests choosing a space to talk to the child where the child will feel comfortable. Parents should avoid judging or blaming children and reassure them that they're not in trouble.

The FBI advises trusted adults not try to confront the suspected abuser.

about child sexual abuse and teaches parents about the warning signs of sexual abuse.

In Arizona, Sen. Andrea Dalessandro, D-Green Valley, introduced Erin's Law legislation in 2018, but Republican legislative leaders declined to schedule it for a public committee hearing, essentially killing it.

In Pennsylvania, Act 126 requires that educators take a minimum of three hours of training every five years on reporting educator misconduct and recognizing warning signs of sexual misconduct.

The training describes the pattern of sexual misconduct as a "slippery slope" when a teacher starts to pay a student an inordinate amount of attention, slowly allowing a student-teacher relationship to become more informal and more intimate.

Arizona does require ethics training to be embedded in college teacher prep programs. Arizona State University's Mary Lou Fulton Teachers College includes several ethics courses in its program's first year, including instruction on educators using social media.

But not all teachers come from in-state programs or have teacher training at all. Some teachers hold subject matter certificates, which do not require training at a university teaching college.

Department of Education investigators juggle as many as 165 cases at a time, which can extend the time it takes to investigate a case, and potentially leave an abusive teacher in a classroom.

"That's just unmanageable," Boyer, in the KJZZ interview, said of the caseload. "At the very least, we can start funding more investigators."

Five investigators and one administrative assistant work in the investigative unit.

The department in its annual budget request is asking for \$555,000 in additional funding for the department's investigative unit, which would fund four more investigators and one assistant, Richie Taylor, a spokesman with the Department of Education, said.

Those additions would make the department more efficient, he said.

Gov. Doug Ducey considers state agency budget requests when he develops his budget proposal, which is released in January. The state Legislature then takes Ducey's proposal and creates the final state budget proposal.

The Governor's Office did not respond to a request for comment on whether they support an expanded investigative budget and other proposed reforms.

The investigative unit is funded by a percentage of the money the Arizona Department of Education collects from certification fees charged to teachers. The fund's annual revenue has declined over the past few years, Taylor wrote.

Taylor said the department has also considered allocating a higher percentage of the certification fund to the investigative unit but is weighing the ramifications of taking away that money from the department's certification unit, which assists educators in obtaining certification.

## What's next

The state's legislative session kicks off in January. State lawmakers will begin introducing bills late this year and into January.

Between now and then, members of the State Board may direct staffers to study the issue and propose solutions. Some discussions, as Carter hinted in August, have already begun between education groups and lawmakers.

To request or suggest legislation, Arizonans can contact their state lawmakers:

■ Arizona House Speaker Rusty Bowers: [rbowers@azleg.gov](mailto:rbowers@azleg.gov); 602-926-3128.

■ Senate President Karen Fann: [kfann@azleg.gov](mailto:kfann@azleg.gov); 602-926-5874.

■ House Education Committee chair Michelle Udall: [mudall@azleg.gov](mailto:mudall@azleg.gov); 602-926-4856.

■ Senate Education Committee chair Sylvia Allen: [sallen@azleg.gov](mailto:sallen@azleg.gov); 602-926-5409.

*Have suggestions on how the system could be improved? Reach the reporter at [Lily.Altavena@ArizonaRepublic.com](mailto:Lily.Altavena@ArizonaRepublic.com) or follow her on Twitter: @LilyAlta.*



## Your input is needed!

STATE ROUTE LOOP 202 (SANTAN FREEWAY)  
TO STATE ROUTE 387

### PUBLIC SCOPING MEETING

The Arizona Department of Transportation (ADOT), Gila River Indian Community, and Maricopa Association of Governments (MAG) invite you to attend a public scoping meeting as part of an environmental study and design concept report for Interstate 10 (I-10) between State Route Loop 202 (Santan Freeway) (Loop 202) and State Route 387 (SR-387). The purpose of the study is to evaluate the impacts of expanding the capacity of I-10 from the Loop 202/Santan Freeway interchange to just south of the interchange at SR-387 to reduce traffic congestion of I-10 in the study area.

Public scoping is the first step of the National Environmental Policy Act (NEPA) environmental study process. The public scoping process provides the opportunity for the community to educate the study team about the corridor itself, as well as share issues or concerns the public may have about modifying I-10. The public scoping meetings will:

- Provide an overview of the I-10 corridor, the study's objectives, and the study's schedule to the public
- Obtain community feedback on opportunities, issues, or concerns related to the study area
- Solicit public input on potential corridor improvement alternatives

This public input will help ADOT, the Gila River Indian Community, and MAG select a Preferred Alternative, either a Build Alternative or No-Build ("do nothing") Alternative, for this section of I-10.

### CAN'T MAKE IT TO A MEETING?

Comments provided by October 3, 2019 will be included in the study record.

Visit the website and leave a comment: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)

Call the toll-free bilingual study line: 602-522-7777

Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)

USPS Mail: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc.  
20 E. Thomas Road, Suite 2500 Phoenix, AZ 85012

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Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorandum de Acuerdo con fecha del 16 de abril de 2019, y se han realizado por FHWA y ADOT.

ARIZONA REPUBLIC - 09/04/19



FOR MORE INFORMATION:  
602-522-7777 | [i10wildhorsepasscorridor@hdrinc.com](http://i10wildhorsepasscorridor@hdrinc.com)  
[i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
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# Emotiva ceremonia de Fundación Victoria

## Realizan Décima Ceremonia Arizona Higher Education Awards

Oscar Ramos

En una concurrido desayuno se llevó a cabo la décima edición de los Arizona Higher Education Awards (Premios de la Educación Superior de Arizona) auspiciados por la Fundación Victoria de Pete C. García.

El doctor Loui Olivas, director de la Fundación Victoria, señaló que: "Estos premios reconocen la contribución de líderes y educadores de Arizona en instituciones de educación superior que han contribuido al desarrollo y progreso de los estudiantes latinos".

La ceremonia fue realizada en el salón principal del exclusivo Arizona Biltmore y conducida por León Felipe González, presentador de noticias de Telemundo Arizona.

El doctor Reynaldo Rivera, presidente del Colegio Comunitario Estrella Mountain, fue el primer galardonado con el Premio Loui Olivas para el Liderazgo Distinguido en Educación Superior.

El doctor Carlos Castillo-Chávez, director de ACD y profesor de la Universidad Estatal de Arizona, no pudo asistir a la ceremonia debido a compromisos de trabajo, pero recibió el Premio Eugene García para la Investigación Excepcional en Educación Superior.



Loui Olivas, director de la Fundación Victoria.

El doctor Mark T. Montoya, Profesor Asociado de Estudios Étnicos de la Universidad del Norte de Arizona, fue reconocido con el Premio Dr. Alfredo G. De los Santos Jr. al Excepcional Servicio y Enseñanza en Educación Superior.

La doctora Marla A. Franco Vicerector del Instituto del Servicio Hispano de la Universidad de Arizona, recibió el Premio Edith Sayre Auslander al Excepcional Apoyo a Temas Hispánicos en Educación Superior.

La master Marilyn Torres, miembro de la Facultad del Colegio Comunitario Sout Mountain, recibió el galardón Alberto "Tito" Ríos a la Excepcional Labor Artística y Literaria en Educación Superior.

Finalmente fue reconocida la doctora Jennifer Martínez, profesora del Colegio de



Lleno total en el Arizona Biltmore.



Jennifer Martínez recibió reconocimiento por su labor a favor del STEM.



Reynaldo Rivera con su reconocimiento.

Ciencias Naturales y Medio Ambiente de la Universidad del Norte de Arizona, con el Premio William Yslas Vélez a la labor de Ciencia, Tecnología, Ingeniería y Matemáticas (STEM, por sus siglas en inglés).

El evento fue cerrado con palabras de Dr.

Maria Harper-Marinick, canciller de los Colegios Comunitarios de Maricopa, quien hizo hincapié en la necesidad de seguir atendiendo el llamado de la educación igualitaria para todos los estudiantes, a pesar de los momentos difíciles y negativos que se viven en la nación.



MS. Marilyn Torres destacada por su labor en literatura y artes.



Marla A. Franco, de la Universidad de Arizona.



El doctor Mark T. Montoya recibió su presea.



### ¡Necesitamos su opinión!

I-10, CIRCUNVALACIÓN DE LA RUTA ESTATAL 202 (AUTOPISTA SANTAN) HASTA LA RUTA ESTATAL 387

#### REUNIONES DE ALCANCE PÚBLICO

El Departamento de Transporte de Arizona (ADOT), Gila River Indian Community y la Asociación de Gobiernos de Maricopa (MAG) lo invitan a asistir a una reunión de alcance público que será parte de un estudio medioambiental y de un informe de concepto de diseño para la Interstatal 10 (I-10) entre la Circunvalación de la Ruta Estatal 202 (Autopista Santan) (Circunvalación 202) y la Ruta estatal 387 (SR-387). La finalidad de este estudio es evaluar el impacto de la expansión de la capacidad de la I-10 desde la intersección entre la Circunvalación 202 y la Autopista Santan hasta la zona inmediatamente al sur de la intersección con la SR-387. Esta expansión busca reducir la congestión del tránsito en el área de estudio de la I-10.

El alcance público es el primer paso que la Ley de Políticas Medioambientales Nacionales (NEPA) establece para los procesos de estudios medioambientales. El proceso de alcance público le brinda a la comunidad la oportunidad de informar al equipo a cargo del estudio sobre el corredor en sí, así como también de compartir los problemas o las inquietudes que el público pueda tener sobre la modificación de la I-10. Las reuniones de alcance público

- Proporcionarán al público un panorama general del corredor de la I-10, una síntesis de los objetivos del estudio y el cronograma del estudio.
- Recabarán los comentarios de la comunidad sobre las oportunidades, los problemas o las inquietudes relacionados con el área de estudio.
- Solicitarán al público sus opiniones sobre las potenciales alternativas de mejora del corredor

Estas opiniones públicas ayudarán al ADOT, a Gila River Indian Community y a la MAG a seleccionar una Alternativa preferida para este tramo de la I-10, ya sea una Alternativa de construcción, o una Alternativa de no construcción (no hacer nada).

#### ¿NO PUEDE ASISTIR A UNA REUNIÓN?

Los comentarios que se proporcionen antes del 3 de octubre de 2019 estarán incluidos en el registro del estudio.

- 📄 Ingrese al sitio web y deje un comentario: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)
- ☎ Llame a la línea gratuita y bilingüe del estudio: 602-522-7777
- @ Correo electrónico: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)
- ✉ Correo de USPS: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas Road Suite 2500, Phoenix, AZ 85012

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Las consultas, la revisión ambiental y otras acciones requeridas según las leyes ambientales federales correspondientes para este proyecto se están llevando a cabo, o se han llevado a cabo, por ADOT de acuerdo con 23 U.S.C 327 y un Memorandum de Acuerdo con fecha del 16 de abril de 2019, y se han realizado por FHWA y ADOT.

PRENSA ARIZONA - 09/05/19



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# Your input is needed!

## STATE ROUTE LOOP 202 (SANTAN FREEWAY) TO STATE ROUTE 387

### PUBLIC SCOPING MEETINGS

The Gila River Indian Community, Arizona Department of Transportation (ADOT), and Maricopa Association of Governments (MAG) invite you to attend a public scoping meeting as part of an environmental study and design concept report for Interstate 10 (I-10) between State Route Loop 202 (Santan) (Loop 202) and State Route 387 (SR-387). The purpose of the study is to evaluate the impacts of widening I-10 from the Loop 202/Santan Freeway interchange to just south of the interchange at SR-387 to reduce traffic congestion of I-10 in the study area.

Public scoping is the first step of the National Environmental Policy Act (NEPA) environmental study process. The public scoping process provides the opportunity for the community to educate the study team about the corridor itself, as well as share issues or concerns the public may have about modifying I-10. The public scoping meetings will:

- Provide an overview of the I-10 corridor, the study's objectives, and the study's schedule to the public
- Obtain community feedback on opportunities, issues, or concerns related to the study area
- Solicit public input on potential corridor improvement alternatives

This public input will help ADOT, the Gila River Indian Community, and MAG select a Preferred Alternative, either a Build Alternative or No-Build ("do nothing") Alternative, for this section of I-10.

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### YOU ARE INVITED TO PARTICIPATE: PUBLIC MEETINGS

- 1 Public Scoping Meeting**  
**Thursday, September 19, 2019 | 6 pm–8 pm**  
Sacaton Boys and Girls Club  
116 S. Holly Street, Sacaton, AZ
- 2 District 6 Scoping Meeting**  
**Wednesday, September 25, 2019 | 6 pm–8 pm**  
Komatke Boys and Girls Club  
5047 W. Pecos Road, Laveen, AZ
- 3 District 1 Scoping Meeting**  
**Thursday, September 26, 2019 | 6 pm–8 pm**  
Uhks Kehk Multi-Purpose Bldg.  
15747 N. Shegoi Road, Coolidge, AZ
- 4 District 5 Scoping Meeting**  
**Saturday, September 28, 2019 | 9 am–11 am**  
3456 W. Casa Blanca Road, Bapchule, AZ

### CAN'T MAKE IT TO A MEETING?

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-  Visit the website and leave a comment:  
[i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)
-  Call the toll-free bilingual study line:  
602-522-7777
-  Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)
-  USPS Mail: I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc.  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012



**FOR IMMEDIATE RELEASE**

**CONTACT:** Quinn Castro, MAG Transportation Engineer, at (602) 254-6300

## **Public Input Sought for I-10 Wild Horse Pass Corridor**

***Public encouraged to attend Scoping Meeting, I-10 Environmental Study, Loop 202 to SR-387***

**PHOENIX (September 6, 2019)**—With a goal of reducing traffic congestion on I-10 near Wild Horse Pass, the Arizona Department of Transportation (ADOT), Gila River Indian Community, and Maricopa Association of Governments (MAG) invite the public to attend a public scoping meeting. The meeting is part of an environmental study and design concept report. The segment under study is on Interstate 10 (I-10) between State Route Loop 202 (Santan Freeway) and State Route 387 (SR-387) near Casa Grande.

The purpose of the study is to assess the impacts of expanding the capacity of I-10 from the Loop 202/Santan Freeway interchange to just south of the interchange at SR-387 to reduce traffic congestion in the study area.

### **Public Scoping Meeting**

**Thursday, September 19, 2019 6pm–8pm**

Sacaton Boys and Girls Club

116 S. Holly Street  
Sacaton, AZ

Public scoping is the first step of the National Environmental Policy Act (NEPA) environmental study process. The public scoping process provides the opportunity for the community to provide information to the study team about the corridor itself, as well as share issues or concerns the public may have about modifying I-10. The meeting will:

- Provide an overview of the I-10 corridor, the study's objectives, and the study's schedule to the public.
- Get community feedback on opportunities, issues, or concerns related to the study area.

**Comments provided by October 3, 2019 will be included in the study record. There are several ways to submit comments during the scoping process:**

**Visit the website:** [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)

**Call the toll-free bilingual study line:** 602-522-7777

**Email:** [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)

**USPS Mail:** I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas Road, Suite 2500, Phoenix, AZ 85012

**###**

### **Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act (ADA)**

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disability should contact Laura Douglas, ADOT Community Relations Project Manager, at 602.712.7683 or [ldouglas@azdot.gov](mailto:ldouglas@azdot.gov). Requests should be made as early as possible to ensure the State has an opportunity to address the accommodation.

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Gila River Indian Community

September 24 at 4:23 PM · 🌐

Don't Forget! The next Community public [scoping](#) meeting is Wednesday, September 25 at the Komatke Boys & Girls Club. Your comments and input is needed!



5

1 Share



Gila River Indian Community

October 3 at 4:32 PM · 🌐

In this latest episode of GRTV News: Gila River Royalty looks back at title reign, Community veterans office hires new staff, former Miss Gila River vies for Miss Indian Arizona title, ADOT and GRIC host [scoping](#) meeting.



12

1 Comment 1 Share



Gila River Indian Community

September 19 at 12:10 PM · 🌐

Don't forget, your input is needed! Tonight's Public [Scoping](#) Meeting will take place at the Sacaton Boys & Girls Club starting at 6:00pm. The meeting... [See More](#)



**Gila River Indian Community's Post**

A Public [Scoping](#) Meeting regarding the I-10, State Route Loop...

3

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Gila River Indian Community

September 9 at 4:17 PM · 🌐

A Public [Scoping](#) Meeting regarding the I-10, State Route Loop 202 (Santan Freeway) to State Route 387 will be held on Thursday, September 19 at 6:00 PM at the Sacaton Boys and Girls Club. Come listen, view study maps, and give your input.



16

1 Comment 15 Shares



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Gila River Indian Community

September 6 at 7:22 PM · 🌐

Your input is needed! A Public **Scoping Meeting** regarding the I-10, State Route Loop 202 (Santan Freeway) to State Route 387 will be held on Thursday, September 19 at 6:00 PM at the Sacaton Boys and Girls Club. Come listen, view study maps, and give your input.



👍 🙄 😬 15

10 Comments 15 Shares



Gila River Indian Community

September 27 at 10:34 AM · 🌐

**FINAL COMMUNITY SCOPING MEETING:** Saturday, September 28, 2019 The last Community meeting to offer your input and comments on the I-10 Freeway environment study and design concept report is Saturday, September 28, which starts at 9:00 AM.



🙄 2

2 Comments



Gila River Indian Community

September 16 at 10:59 AM · 🌐

Your input is needed! Don't forget, the Public **Scoping Meeting** regarding the I-10, State Route Loop 202 (Santan Freeway) to State Route 387 will... [See More](#)

**I-10 Video\_FINAL.mp4**

drive.google.com

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9 Shares



Gila River Indian Community

September 24 at 10:01 AM · 🌐

Don't Forget! The next Community **Public Scoping Meeting** is Wednesday, September 25 at the Komatke Boys & Girls Club, which begins at 6 PM. Take a ½ hour or as much time as you need to provide your input and comments. Light refreshments will be served.



👍 6

10 Shares



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MAG - Maricopa Association of Governments ✓

September 16 at 10:54 AM · 🌐

Public Input sought for I-10 Wild Horse Pass Corridor.  
The public is encouraged to attend a scoping meeting for the I-10: Loop 202 to State Route 387 Environmental Study on Thursday, September 19, 2019 from 6 p.m. to 8 p.m. at the Sacaton Boys and Girls Club,... See More



👍 2

**YOU'RE INVITED!**

I-10 Wild Horse Pass Corridor Study Team  
c/o HDR, Inc.  
20 E. Thomas Road | Suite 2500  
Phoenix, AZ 85012



**I-10 | LOOP 202 TO SR-387**  
WILD HORSE PASS CORRIDOR

*Please attend the*  
**PUBLIC SCOPING MEETINGS**

[i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)

# Save the Dates!

## PUBLIC SCOPING MEETINGS

### **PUBLIC SCOPING MEETING**

Thursday, September 19, 2019 | 6 pm-8 pm  
Sacaton Boys and Girls Club | 116 S. Holly St., Sacaton, AZ

### **DISTRICT 6 SCOPING MEETING**

Wednesday, September 25, 2019 | 6 pm-8 pm  
Komatke Boys and Girls Club | 5047 W. Pecos Rd., Laveen, AZ

### **DISTRICT 1 SCOPING MEETING**

Thursday, September 26, 2019 | 6 pm-8 pm  
Uhks Kehk Multi-Purpose Building | 15747 N. Shegoi Rd., Coolidge, AZ

### **DISTRICT 5 SCOPING MEETING**

Saturday, September 28, 2019 | 9 am-11 am  
3456 W. Casa Blanca Rd., Bapchule, AZ

Pursuant to Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and other nondiscrimination laws and authorities, ADOT does not discriminate on the basis of race, color, national origin, sex, age, or disability. Persons that require a reasonable accommodation based on language or disability should contact Laura Douglas at 602.712.7683 or LDouglas@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 Laura Douglas a 602.712.7683 o LDouglas@azdot.gov. Las solicitudes deben hacerse lo más antes posible para asegurar que el Estado tenga la oportunidad de hacer los arreglos necesarios.

## **PUBLIC INVITED TO COMMENT on I-10 | State Route Loop 202 (Santan Freeway) to State Route 387**

The Arizona Department of Transportation (ADOT), the Gila River Indian Community, and the Maricopa Association of Governments (MAG) invite you to attend a public scoping meeting as part of an environmental and engineering study for Interstate 10 between State Route Loop 202 (Santan Freeway) and State Route 387. The public scoping process provides the opportunity for the community to educate the study team about the corridor itself, as well as share issues or concerns the public may have about modifying I-10.

## **WE WANT TO HEAR FROM YOU!**

Can't make it to a meeting? Comments provided by October 3, 2019 will be included in the study record.

-  Visit the website and leave a comment:  
[i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)
-  Call the toll-free bilingual study line: **602.522.7777**
-  Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)
-  USPS Mail: I-10 Wild Horse Pass Corridor Study Team  
c/o HDR, Inc.  
20 E. Thomas Road Suite 2500 Phoenix, AZ 85012





## **Appendix B: Meeting Materials**

Comment Forms

Display Boards

Roll Plots

Related Studies Map

Public Scoping Meeting Presentation  
Agency Scoping Meeting Presentation  
Agency Scoping Meeting Map Exhibit  
Agency Scoping Meeting Agenda





# WELCOME

to the

## Interstate 10: Loop 202 (Santan) to State Route 387

Environmental Assessment  
and Design Concept Report

# PUBLIC SCOPING MEETING



Please Sign In



Por favor vea a los miembros del equipo de estudio si necesita ayuda de interpretación en Español o O'odham  
Please see a study team member if you need Spanish or O'odham interpretation assistance



**I-10 | LOOP 202 TO SR-387**  
WILD HORSE PASS CORRIDOR



# NATIONAL ENVIRONMENTAL POLICY ACT

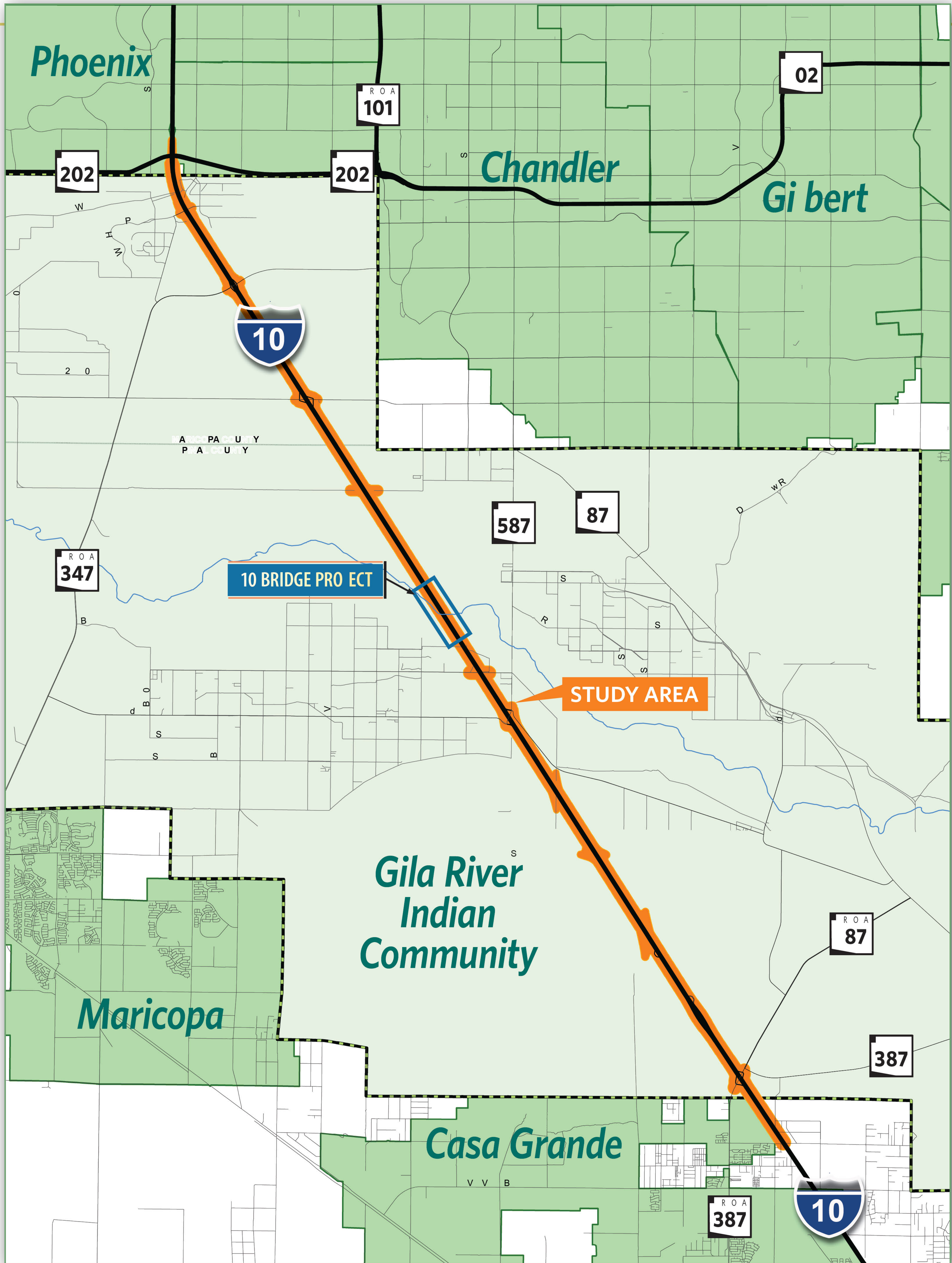
- The National Environmental Policy Act (NEPA) requires analysis, disclosure, avoidance, or minimization and mitigation of environmental impacts for federally funded projects.
- NEPA requires coordination with applicable federal agencies during the NEPA process.
- An Environmental Assessment (EA) is the NEPA-level documentation that will be used to evaluate potential impacts for this study.
- The purpose of this EA is to describe the need for a proposed action (i.e., Preferred Alternative), alternatives for implementing or constructing a proposed action, and the environmental impacts of the Build Alternatives and No Build Alternative.



**I-10 | LOOP 202 TO SR-387**  
**WILD HORSE PASS CORRIDOR**



# STUDY AREA

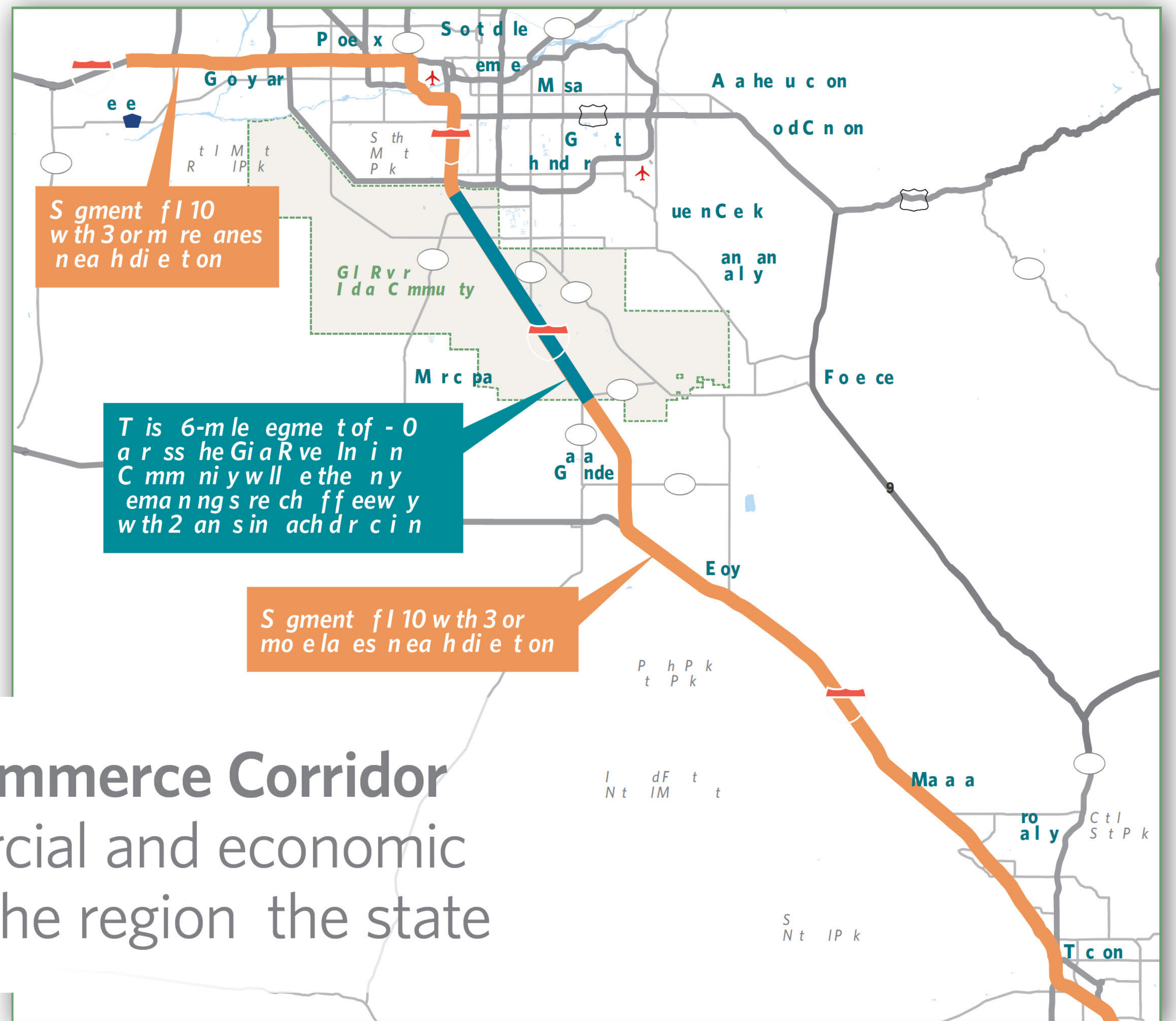


**I-10 | LOOP 202 TO SR-387**  
**WILD HORSE PASS CORRIDOR**



# STUDY PURPOSE & NEED

- By late 2019 I 10 will be three lanes in each direction between SR 387 near Casa Grande and Tucson leaving **this 26 mile segment of I 10 across the Gila River Indian Community as the only remaining stretch with two lanes in each direction**



- I 10 is classified as a **Key Commerce Corridor** because it supports commercial and economic growth for the Community the region the state and the country

Based on projected traffic growth travel time through the study limits will increase greatly by 2040 without any I 10 improvements

At 75 MPH Speed Limit (free flow speed)	24 minutes	
2018 Peak Time (actual)	33 minutes	9 minute delay)
2040 No Build Peak Time (projected)	40 minutes	16 minute delay)

- The objective of this study is to evaluate alternatives that will increase the capacity of I 10 to:
  - Reduce congestion and travel times
  - Meet current and future travel demand
  - Improve reliability of freight movements



**I-10 | LOOP 202 TO SR-387**  
**WILD HORSE PASS CORRIDOR**



# TRAVEL TIME COMPARISONS



Note: Numbers shown in colored directional arrows represent minutes of travel time from one interchange to the next.



**I-10 | LOOP 202 TO SR-387**  
**WILD HORSE PASS CORRIDOR**





# POTENTIAL STUDY OUTCOMES

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## No Build Alternative

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- No improvements other than routine maintenance of the existing freeway
- A basis against which to compare environment, social and economic impacts of the build alternative(s)

## Build Alternative

---

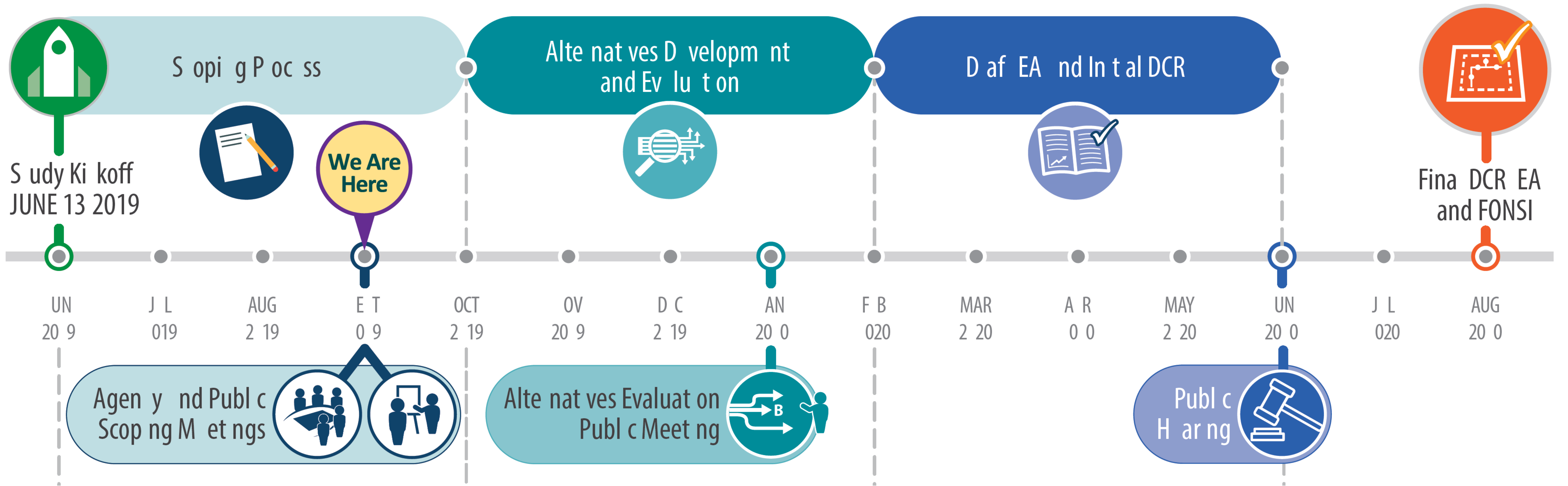
- Defined as a project that would enhance the capacity of the I-10 corridor
- An alternative which meets the purpose and need of the project



**I-10 | LOOP 202 TO SR-387**  
WILD HORSE PASS CORRIDOR



# SCHEDULE

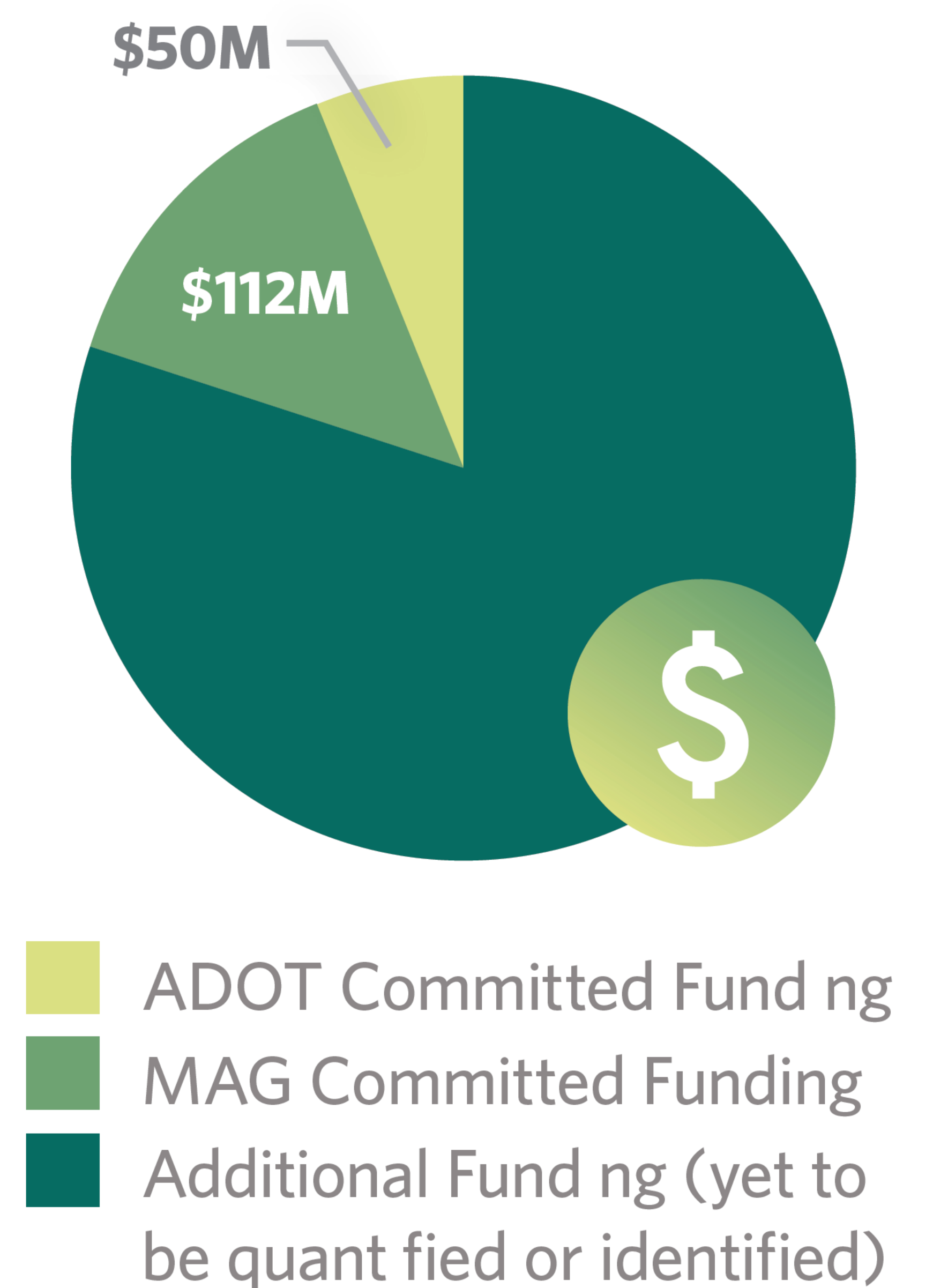


# FUNDING

If a Build Alternative is selected construction will be phased over multiple years

While **ADOT** has committed \$50 million for initial improvements in **Fiscal Year 2023** improvements for the entire 26 miles are expected to cost significantly more

**The Maricopa Association of Governments** has programmed an additional \$112 million in **Fiscal Year 2025** toward I 10 improvements between the Loop 202 and Riggs Road the portion of the project located within Maricopa County







**I-10 | LOOP 202 TO SR-387**  
**WILD HORSE PASS CORRIDOR**

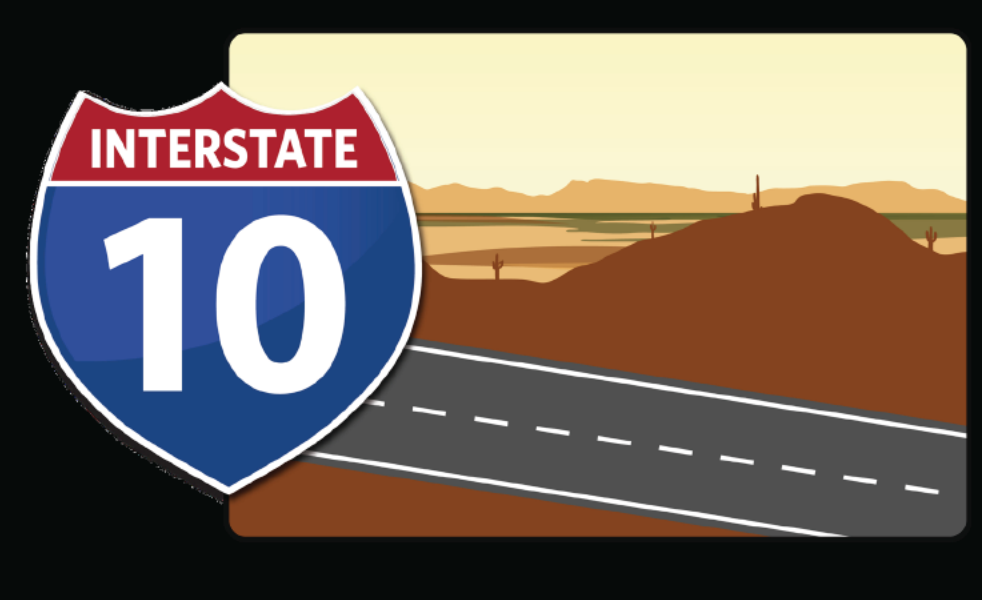


# HOW TO PROVIDE INPUT

Let us know what is important to you and what we need to know about the corridor

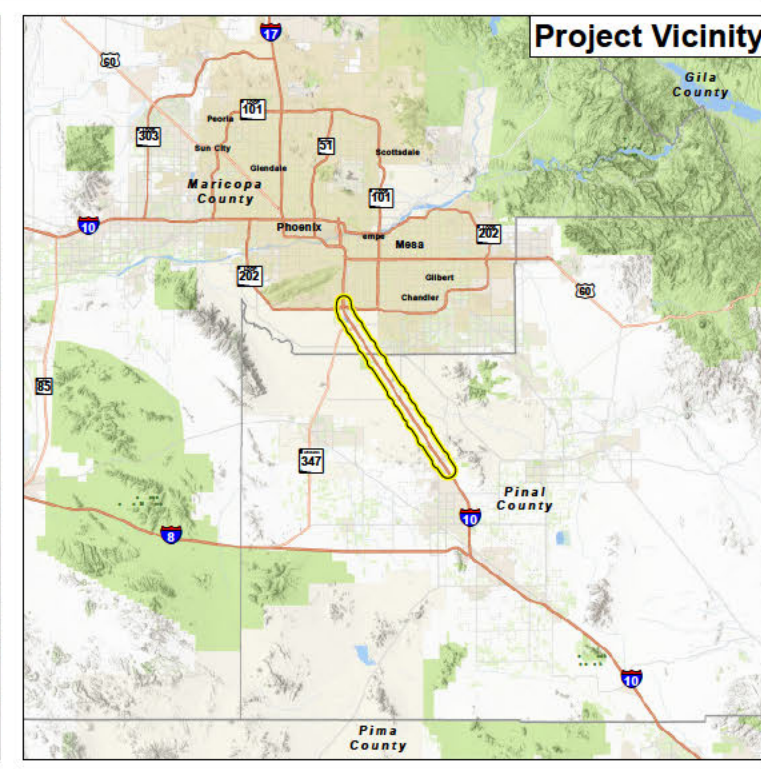
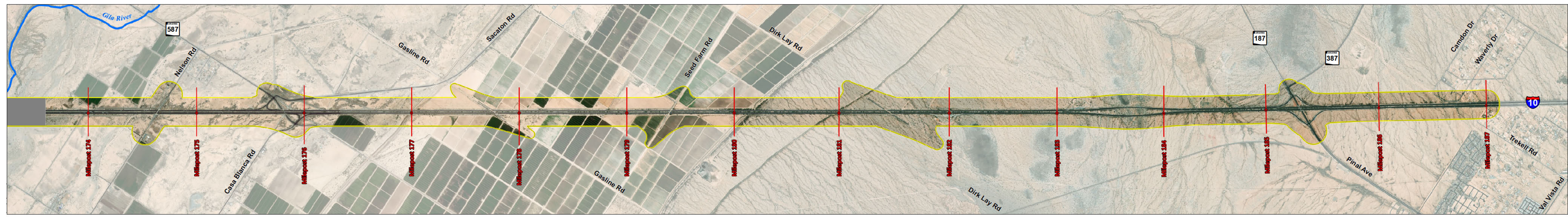
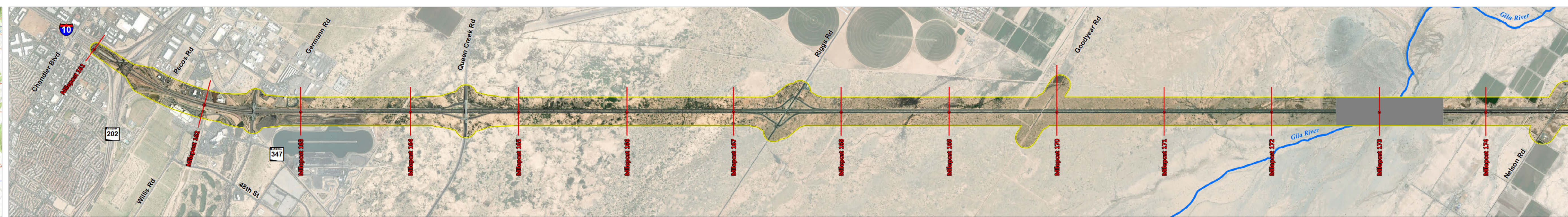
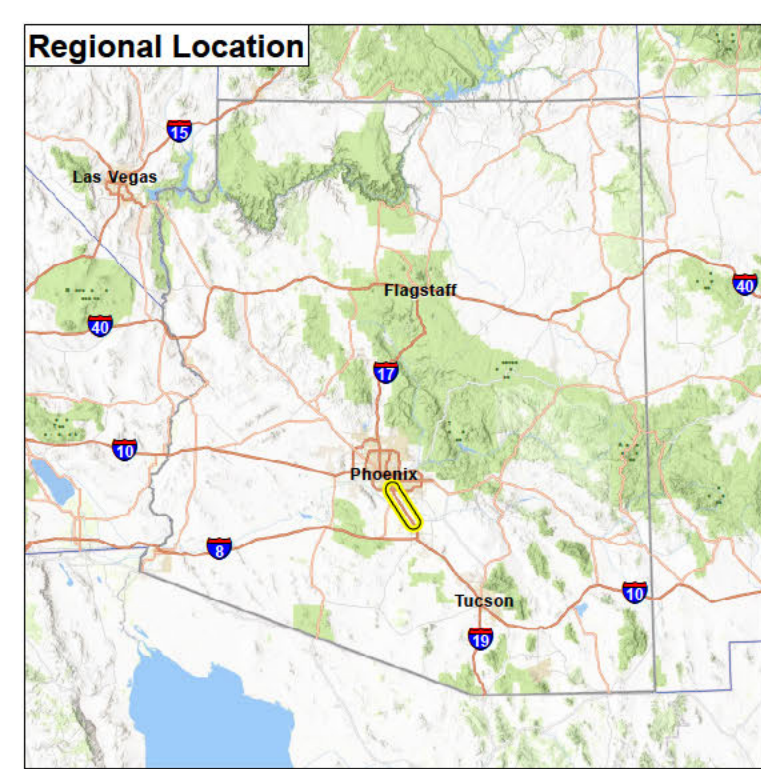
-  Visit the website and leave a comment:  
**[i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)**
-  Call the toll-free, bilingual study line:  
**602.522.7777**
-  Email: **[i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)**
-  USPS Mail:  
**I-10 Wild Horse Pass Corridor Study Team**  
c/o HDR, Inc.  
20 E. Thomas Road, Suite 2500, Phoenix, AZ 85012

Comments received by October 3, 2019 will be included in the study record.



**I-10 | LOOP 202 TO SR-387**  
WILD HORSE PASS CORRIDOR





0 1/4 1/2 1 1 1/2 2 Miles

Study Area and Alignment  
 Interstate 10: SR 202L to SR 387  
 ADOT TRACS NO. F027001L and 02L  
 FEDERAL AID NO. 610-C(222)S

Source: ADOT, GRIC, CAG, PC, MAG, MC  
 Draft Date: August 2019  
 Aerial photography date: 2017 and 2018

**Legend**

- Mileposts
- Exclusion Zone
- Study Area
- ADOT TRACS No. F027001D

# DESIGN CONCEPT REPORT & ENVIRONMENTAL ASSESSMENT

**Legend**

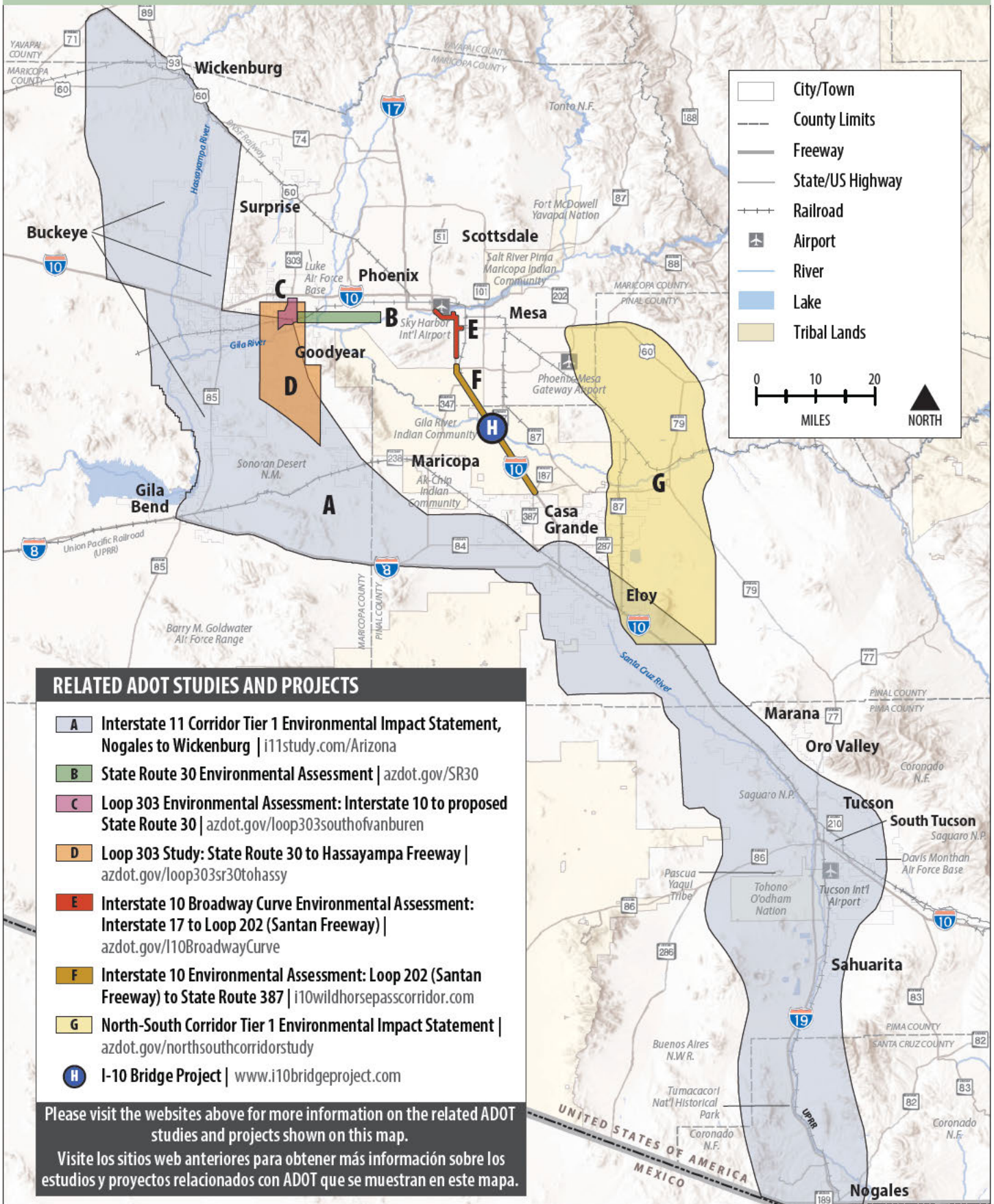
- Mileposts
- Exclusion Zone
- Study Area
- ADOT TRACS No. F027001D

0 1/4 1/2 1 1 1/2 2 Miles

Study Area and Alignment  
 Interstate 10: SR 202L to SR 387  
 ADOT TRACS NO. F027001L and 02L  
 FEDERAL AID NO. 610-C(222)S

Source: ADOT, GRIC, CAG, PC, MAG, MC  
 Draft Date: August 2019  
 Aerial photography date: 2017 and 2018

# RELATED PROJECTS



## RELATED ADOT STUDIES AND PROJECTS

- A** Interstate 11 Corridor Tier 1 Environmental Impact Statement, Nogales to Wickenburg | [i11study.com/Arizona](http://i11study.com/Arizona)
- B** State Route 30 Environmental Assessment | [azdot.gov/SR30](http://azdot.gov/SR30)
- C** Loop 303 Environmental Assessment: Interstate 10 to proposed State Route 30 | [azdot.gov/loop303southofvanburen](http://azdot.gov/loop303southofvanburen)
- D** Loop 303 Study: State Route 30 to Hassayampa Freeway | [azdot.gov/loop303sr30tohassy](http://azdot.gov/loop303sr30tohassy)
- E** Interstate 10 Broadway Curve Environmental Assessment: Interstate 17 to Loop 202 (Santan Freeway) | [azdot.gov/I10BroadwayCurve](http://azdot.gov/I10BroadwayCurve)
- F** Interstate 10 Environmental Assessment: Loop 202 (Santan Freeway) to State Route 387 | [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)
- G** North-South Corridor Tier 1 Environmental Impact Statement | [azdot.gov/northsouthcorridorstudy](http://azdot.gov/northsouthcorridorstudy)
- H** I-10 Bridge Project | [www.i10bridgeproject.com](http://www.i10bridgeproject.com)

Please visit the websites above for more information on the related ADOT studies and projects shown on this map.

Visite los sitios web anteriores para obtener más información sobre los estudios y proyectos relacionados con ADOT que se muestran en este mapa.



## I-10 | LOOP 202 TO SR-387 WILD HORSE PASS CORRIDOR





# I-10 | LOOP 202 TO SR-387 WILD HORSE PASS CORRIDOR

Environmental Assessment and  
Design Concept Report

Gila River Indian Community  
Scoping Meeting

# Agenda

**ADOT**

- Introductions
- What is a Public Scoping Meeting
- Project Overview
- How to Provide Input



ARIZONA DEPARTMENT OF TRANSPORTATION



# What is a Public Scoping Meeting

**ADOT**

- The first step of the study process as defined by the National Environmental Policy Act (NEPA)
- Solicit feedback from the public on the physical, environmental, and operational characteristics of the I-10 corridor
- Solicit feedback from the public on what is important for the study team to consider





# Project Overview: Study Area

ADOT

- Interstate 10, State Route 202L to State Route 387 (26-mile corridor)
- Interstate 10/Gila River Bridge Project
- The study objective is to stay within the I-10 Easement throughout the Community, if at all possible



# Project Overview: I-10 Corridor Study

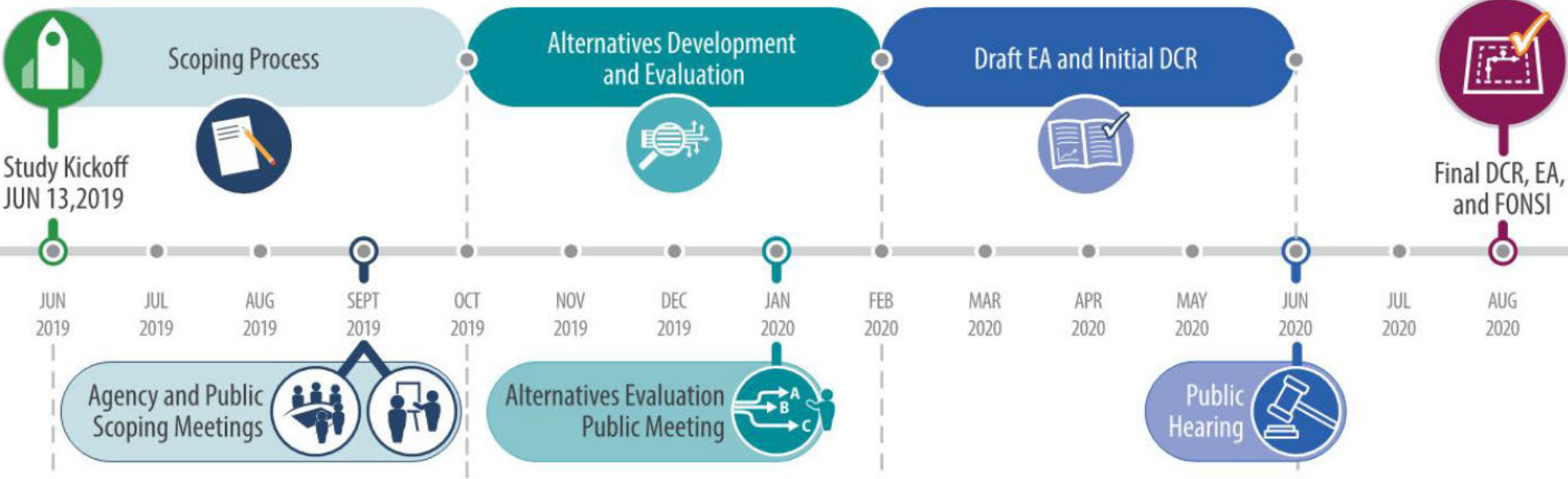
**ADOT**

- Preliminary Purpose and Need
  - Capacity, Transportation Demand, Freight Improvements
- Deliverables
  - Environmental Assessment (EA) in accordance with National Environmental Policy Act
  - Design Concept Report (DCR)
  - Amended Easement Agreement



[www.i10wildhorsepasscorridor.com](http://www.i10wildhorsepasscorridor.com)

# Project Overview: I-10 Corridor Study Schedule



**ADOT**

# Project Overview: I-10 Corridor Project Map



# Project Overview: I-10/Gila River Bridge Project

**ADOT**

- Independent Project from I-10 Corridor EA/DCR Study
- Preliminary Purpose and Need
  - Maintenance – replacing a bridge at the end of its service life with deck and scour issues
  - Additional width to accommodate future capacity
- Deliverables
  - Categorical Exclusion (CE) in accordance with NEPA
  - Project Assessment (PA)



[www.i10bridgeproject.com](http://www.i10bridgeproject.com)

[i10bridgeproject@hdrinc.com](mailto:i10bridgeproject@hdrinc.com); 602-522-7797

# How to Provide Input

**ADOT**

- Website Comments: **[i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)**
- Call the toll-free, bilingual study line: **602-522-7777**
- Email: **[i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)**
- USPS Mail:

## **I-10 Wild Horse Pass Corridor Study Team**

c/o HDR, Inc.

20 E. Thomas Road, Suite 2500

Phoenix, AZ 85012

**All comments are considered equal. Comments received by October 3, 2019 will be included in the study record.**



# Next Steps

**ADOT**

- Scoping Summary Report - following the public comment period
- Finalize the project's Purpose and Need
- Alternatives development and evaluation
- Public Information Meeting to present alternatives in early 2020



**ADOT**

**THANK YOU  
FOR YOUR TIME AND INPUT**





**ADOT**



# I-10 | LOOP 202 TO SR-387 WILD HORSE PASS CORRIDOR

Environmental Assessment and  
Design Concept Report

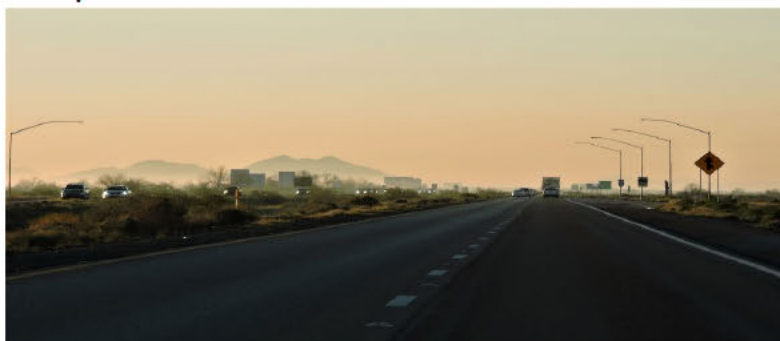
Agency Scoping Meeting  
October 2, 2019

ARIZONA DEPARTMENT OF TRANSPORTATION

**ADOT**

## Agenda

- Introductions
- What is an Agency Scoping Meeting
- Project Overview
- How to Provide Input



ARIZONA DEPARTMENT OF TRANSPORTATION



ADOT

## What is an Agency Scoping Meeting

- The first step of the study process as defined by the National Environmental Policy Act (NEPA)
- Solicit feedback from the agencies on the physical, environmental, and operational characteristics of the I-10 corridor
- Solicit feedback from the agencies on what is important for the study team to consider



ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT

## Project Overview: Study Area

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- Interstate 10/Gila River Bridge Project
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ARIZONA DEPARTMENT OF TRANSPORTATION





## Project Overview: I-10 Corridor Study


- Preliminary Purpose and Need
  - Capacity, Transportation Demand, Freight Improvements
- Deliverables
  - Environmental Assessment (EA) in accordance with National Environmental Policy Act
  - Design Concept Report (DCR)
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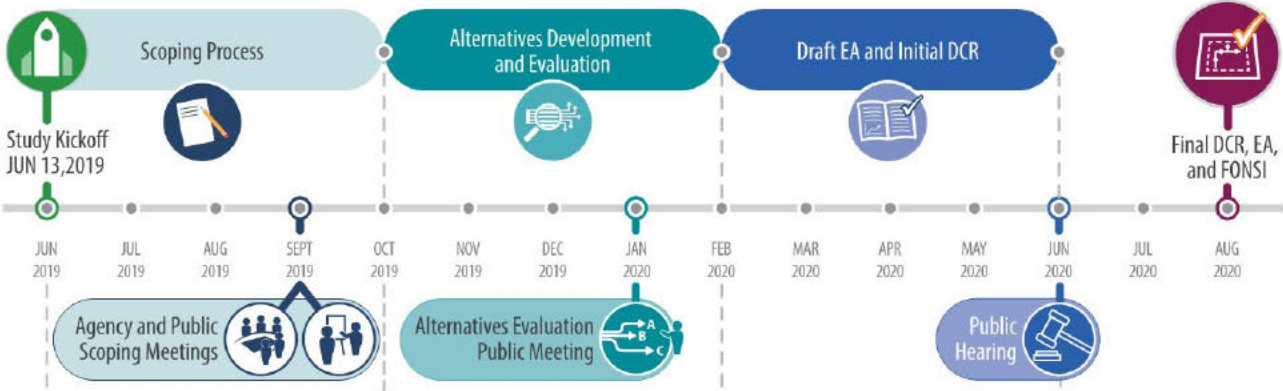
[www.i10wildhorsepasscorridor.com](http://www.i10wildhorsepasscorridor.com)

ARIZONA DEPARTMENT OF TRANSPORTATION



## Project Overview: I-10 Corridor Study Schedule





The timeline illustrates the project schedule from June 2019 to August 2020. Major phases and events are as follows:

- Scoping Process:** Includes the Study Kickoff on June 13, 2019, and Agency and Public Scoping Meetings in June and July 2019.
- Alternatives Development and Evaluation:** Includes an Alternatives Evaluation Public Meeting in January 2020.
- Draft EA and Initial DCR:** Includes a Public Hearing in June 2020.
- Final DCR, EA, and FONSI:** Completed in August 2020.

ADOT

## Project Overview: I-10 Corridor Project Map

ARIZONA DEPARTMENT OF TRANSPORTATION

ADOT

## Project Overview: I-10/Gila River Bridge Project

- Independent Project from I-10 Corridor EA/DCR Study
- Preliminary Purpose and Need
  - Maintenance – replacing a bridge at the end of its service life with deck and scour issues
  - Additional width to accommodate future capacity
- Deliverables
  - Categorical Exclusion (CE) in accordance with NEPA
  - Project Assessment (PA)

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[i10bridgeproject@hdrinc.com](mailto:i10bridgeproject@hdrinc.com); 602-522-7797

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## How to Provide Input

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**I-10 Wild Horse Pass Corridor Study Team**  
c/o HDR, Inc.  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012

**All comments are considered equal. Comments received by October 16, 2019 will be included in the study record.**

ARIZONA DEPARTMENT OF TRANSPORTATION



## Next Steps

- Scoping Summary Report - following the comment period
- Finalize the project's Purpose and Need
- Alternatives development and evaluation
- Public Information Meeting to present alternatives in early 2020



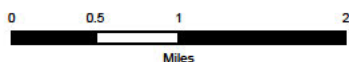
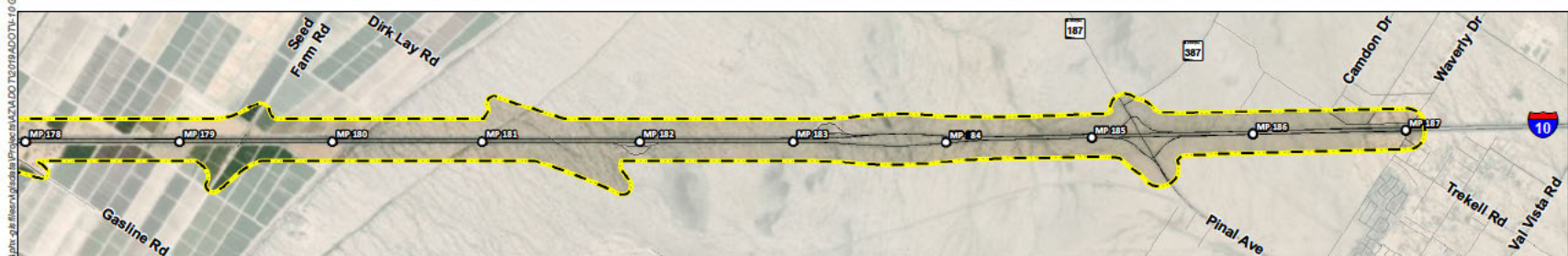
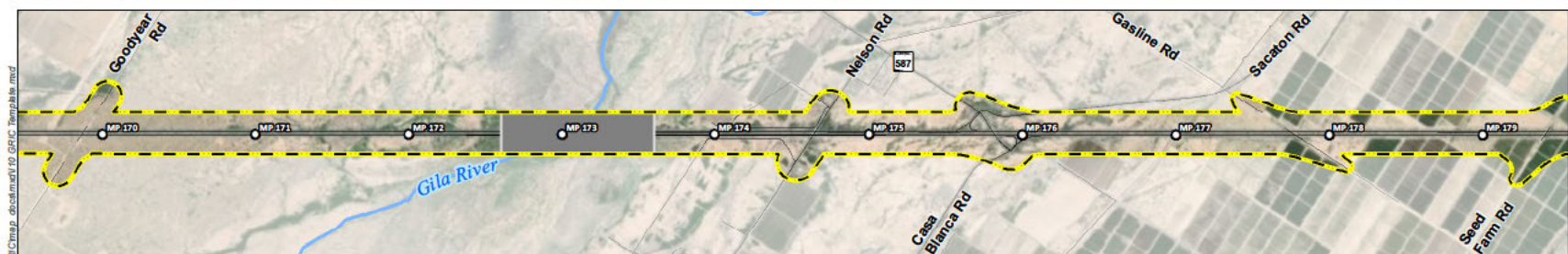
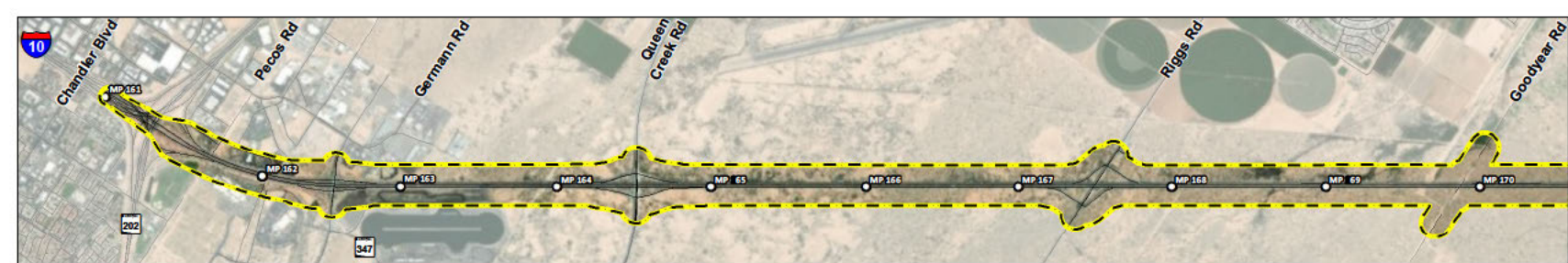
ARIZONA DEPARTMENT OF TRANSPORTATION

**ADOT**

# THANK YOU FOR YOUR TIME AND INPUT



ARIZONA DEPARTMENT OF TRANSPORTATION



Source(s): ADOT, GRIC, CAG, PC, MAG, MC  
 Aerial photography date: 2017 and 2018  
 Figure Date: July 2019



- Study Area
- Exclusion Zone
- Mileposts
- ADOT TRACS No. F027001D

**Interstate 10: SR 202L to SR 387**  
 Design Concept Report &  
 Environmental Assessment

ADOT TRACS NO: F0252 01L & 02L  
 FEDERAL AID NO: 010-C(222)S

Subject:	Agency Scoping Meeting	
Meeting Date/Time:	October 2, 2019 – 1:00 pm	
Meeting Location:	Shelde Building – 5692 W. North Loop Road, Chandler, AZ 85226	HDR Project No: 10175461
Project:	I-10, SR 202L to SR 387, Project No. F0252 01L & 02L ADOT Contract No. 2019-023	

## I. Introductions / Sign-in Sheet

## II. Opening Remarks

- Quinn Castro (MAG)
- Carlos Lopez (ADOT)

## III. Project Overview – Carlos Lopez

- PowerPoint Presentation
- Project Limits / Key Features
  - 26 miles
  - 5 TIs
  - 5 Grade Separations
  - Gila River Crossing
- Project Objective
- Two projects – Corridor + Bridge



## IV. Project Approach – Carlos Lopez

### A. Baseline Schedule





## **B. Engineering**

- End Product - DCR
- Roadway:
  - Alternatives development – to begin in October
  - Interchange and Crossroad Improvements Strategy – to begin in October
- Traffic Analysis, Crash Analysis, MOT Strategies
  - Travel Demand from MAG models
  - Crash Analysis
  - MOT Strategies
- Traffic Design
  - Signing/Striping/Lighting/Signals/FMS
- Geotechnical
  - Research underway
- Bridge
  - Existing Bridge inventory
  - Initial Bridge Study – Recommended Alt Only
- ROW and Utilities
  - ROW/Easement/Allotment map development underway
- Drainage
  - Hydrology and Hydraulics – Maricopa County Segment only
  - Culvert inventory only for the rest of the corridor
- Future Conditions / Provisions
  - Local agency or Utility future plans; Regulatory Agency rule changes

## **C. Environmental**

- End Product – Technical Reports and “Smart EA”
- NEPA document will be under NEPA Assignment
- Data Collection and Fieldwork
- Cultural Resources – Coordination with GRIC-CRMP and THPO underway for both Class I and TCP
- Biology – Gila River Special Species List received – BA underway
- Air/Noise – to start later
- Floodway/Floodplain/Section 401/404
- All other disciplines (haz mat, socioeconomic, etc.)
- Purpose and Need - Underway

## **D. Public / Agency Involvement**

- End Product: Round 1 = Public/Agency Scoping Meetings, Round 2 = Public Info meeting on Alternatives, Round 3 = Public Hearing
- Public Scoping complete as of October 3, 2019. Public Scoping included one public meeting and three additional Community-only scoping meetings.
- Project website: [www.i10wildhorsepasscorridor.com](http://www.i10wildhorsepasscorridor.com)
- Agency Scoping Meeting – Agency Input/Feedback requested by October 16, 2019

## **Appendix C: Agency Scoping Comments**

### Agency Comment Log

## Interstate 10 Corridor Study: State Route 202L to State Route 387

### Agency Scoping Comments

Comment No.	Agency	Comment	Response
1	Arizona Game and Fish Department	The Arizona Game and Fish Department (Department) reviewed your Project Evaluation Request dated August 9, 2019, regarding the road widening of the Interstate 10 from mileposts (MP) 161.0 to 187.1 (excluding MP 172.6-173.6, the Gila River Bridge) in Maricopa County. It is the Departments understanding that this project will include bridge replacements, modifying drainages, and possibly relocating utilities.	At this time, the proposed project would include replacement of the Dirk Lay Road and Gas Line Road bridges. Other bridge replacements, rehabilitations, or modifications may be added. Drainages may be modified and utilities relocated, depending on the alternative selected for detailed review in the environmental assessment.
2	Arizona Game and Fish Department	Based on the provided information the Department has the following recommendations: <ul style="list-style-type: none"> <li>• There may be suitable habitat for the western burrowing owl (<i>Athene cunicularia hypugaea</i>), a special status species that is regulated under the Migratory Bird Treaty Act (MBTA), within the vicinity of your project. If suitable habitat for this species is present within or adjacent to your project area, the Department recommends conducting an occupancy survey for western burrowing owl to determine if this species occurs within your project footprint. Guidelines for conducting this survey are found in Burrowing Owl Project Clearance Guidance for Landowners which can be accessed on-line through the Department's website. Please note that the survey should be conducted by a surveyor that is certified by the Department. If an active burrowing owl burrow is detected, please contact the Department and the U.S. Fish and Wildlife Service for direction, in accordance with the Burrowing Owl Project Clearance Guidance for Landowners. <a href="https://www.azgfd.com/wildlife/speciesofgreatestconservneed/raptor-management/burrowing-owl-management/">https://www.azgfd.com/wildlife/speciesofgreatestconservneed/raptor-management/burrowing-owl-management/</a></li> </ul>	Suitable western burrowing owl habitat is present within and adjacent to the study area. ADOT would include mitigation measures to avoid impacts this species.
3	Arizona Game and Fish Department	<ul style="list-style-type: none"> <li>• Given that bridges will be replaced, please determine if these bridges are structurally suitable to provide day and/or night time roosting habitat for bats (refer to Page 7 of the Bridge Guidelines below); bats may use structures seasonally, so evidence of bat use, such as guano, should also be evaluated. It is noted that your letter states that construction is expected to start in the fall of 2014 and last 2 months; however, if construction is delayed or could encroach on the breeding season, impacts could occur to a maternity colony of bats, if present. If necessary, bat surveys should be conducted prior to any work on or immediately adjacent to the bridge; surveys should be scheduled far in advance of proposed work to allow for schedule modification to avoid disruption of maternity roosts during the breeding season, and again immediately prior to construction. If the project will impact a roosting feature, roost friendly designs should be incorporated into the design plans to replace loss of roosting habitat. Refer to the Guidelines for Bridge Construction or Maintenance to Accommodate Fish &amp; Wildlife Movement and Passage, for additional guidance on bats as appropriate. <a href="https://s3.amazonaws.com/azgfd-portal-wordpress/PortallImages/files/wildlife/planningfor/wildlifeFriendlyGuidelines/BridgeGuidelines.pdf">https://s3.amazonaws.com/azgfd-portal-wordpress/PortallImages/files/wildlife/planningfor/wildlifeFriendlyGuidelines/BridgeGuidelines.pdf</a></li> </ul>	Please note that the ADOT scoping letter does not provide a construction start date or duration. During final design (if a build alternative is selected), all structures that would be modified or altered would be inspected by a qualified biologist to determine usage by bats. Applicable mitigation measures would then be implemented as necessary to avoid impacts on bats.
4	Arizona Game and Fish Department	<ul style="list-style-type: none"> <li>• Please refer to Guidelines for Culvert Construction to Accommodate Fish &amp; Wildlife Movement and Passage, found on the Department's website, and incorporate guidance as appropriate for culvert reconstruction. More specifically, rip-rap is difficult for many species to traverse. If rip-rap is required on the ground in front of the culvert, it should be buried, back-filled with topsoil, or at least a portion of it should be covered by another substrate that would allow wildlife to move through the culverts. <a href="https://www.azgfd.com/wildlife/planning/wildlifeguidelines/">https://www.azgfd.com/wildlife/planning/wildlifeguidelines/</a></li> </ul>	Thank you for the information. As the project scope becomes better defined, this will be evaluated if culvert ends are impacted.

## Interstate 10 Corridor Study: State Route 202L to State Route 387

### Agency Scoping Comments

Comment No.	Agency	Comment	Response
5	Arizona Game and Fish Department	<ul style="list-style-type: none"> <li>If underground utilities are relocated and/or trenching occurs, trenching and backfilling crews should be close together to minimize the amount of open trenches at any given time. Avoid leaving trenches open overnight. Where trenches cannot be back-filled immediately, escape ramps should be constructed at least every 90 meters. Escape ramps can be short lateral trenches or wooden planks sloping to the surface. The slope should be less than 45 degrees (1:1). Trenches that have been left open overnight should be inspected and animals removed prior to backfilling.</li> </ul>	Thank you for the comment. It is not clear at this time if this will be needed, but as the project scope becomes better defined, this could be added as a mitigation if applicable.
6	Arizona Game and Fish Department	<p>The Department understands that ADOT will comply with the Arizona Native Plant Law for any ground disturbing activities, efforts will be made to minimize ground disturbance, and all temporarily disturbed land will be re-seeded to minimize erosion. In addition, the Department understands that, in accordance with ADOT Environmental Planning Group's (EPG's) guidelines, invasive species and the Migratory Bird Treaty Act (MBTA) will be addressed within the proposed project's biological report, if applicable.</p> <p>The Department appreciates the opportunity to provide an evaluation of impacts to wildlife or wildlife habitats associated with the F0252 01L and F0252 02L 1-10 Road Widening project. If you have any questions regarding this letter, please contact me at ( 623) 236-7222, and visit our website for additional guidelines at <a href="https://www.azgfd.com/wildlife/planning/wildlifeguidelines/">https://www.azgfd.com/wildlife/planning/wildlifeguidelines/</a>.</p>	Correct.
7	Arizona Department of Public Safety	<p>Thank you for the opportunity to review the proposed project. I currently oversee our Metro South Highway Patrol District, which overlaps this project on Interstate 10 from SR202 to Riggs Road. My only question deals with the overpasses at Wild Horse Pass, SR347 and Riggs. Will the upgrade of ramps at Riggs be limited to only the on and off ramps? Or will it include a redesign of the overpass to help accommodate rush hour traffic? Will the Wild Horse Pass and SR347 overpass be included? During large events (New Year's Eve, concerts, etc.), traffic has backed up southbound to SR202. SR347 continues to be heavily congested with traffic during rush hour. Is there anything within this project that will help alleviate the congestion?</p>	<p>Additional capacity on I-10 will help reduce congestion on I-10 from Riggs Road to SR 202L. However, at this time, this project is not anticipating improvements to the Wild Horse Pass or SR 347 interchanges. The Maricopa Association of Governments is separately studying those two interchanges to help identify interchange improvements or new configurations that will improve the congestion on those crossroads. The results of that study will likely result in a separate construction project for those interchanges, separate from this I-10 project.</p>
8	Gila River Indian Community	<p>The Gila River Indian Community (the Community) has received your August 9, 2019 letter inviting the Community to provide scoping comments (Scoping Letter) and your September 5, 2019 letter inviting the Community to serve as a Cooperating Agency (Cooperating Agency Letter) regarding the National Environmental Policy Act (NEPA) review of the Arizona Department of Transportation's (ADOT) proposed project to widen Interstate 10 from milepost 161.0 to milepost 187.1 (the 1-10 Expansion Project).</p> <p>As noted in your Scoping Letter, ADOT is proposing the I-10 Expansion Project "to increase the vehicular capacity of 1-10 ... to meet the need of increased travel demand and traffic congestion on the existing four-lane section of I-10 in the study area," which is "predominantly located within the Gila River Indian Community." The Scoping Letter further recognizes that the project could require ADOT to "acquire new Right-of-Way (ROW) and easement" for the widened roadway and traffic interchange ramps, to "modify drainage features," and to "relocate utilities."</p>	<p>The Arizona Department of Transportation (ADOT) has received and thanks you for your correspondence dated September 3, 2019, September 9, 2019, September 18, 2019, and October 7, 2019 providing scoping comments to the project team for the Interstate 10 (I-10), State Route (SR) 202 Loop (L) to SR 387 Freeway Study that seeks to improve I-10's capacity from milepost 161.0 to 187.1. ADOT is pleased that the Gila River Indian Community (Community) has accepted our invitation to be a Cooperating Agency through the National Environmental Policy Act (NEPA) process and truly appreciates your agency's assistance to date with this study. Because we value you as significant project stakeholder and partner, I would like to offer the following responses to the contents of your letters.</p>

## Interstate 10 Corridor Study: State Route 202L to State Route 387

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Comment No.	Agency	Comment	Response
9	Gila River Indian Community	Given the location of the project, any build alternative selected by ADOT will impact the Community. As such, ADOT's NEPA study, which the Scoping Report indicates will be an Environmental Assessment (EA), must include careful identification and evaluation of impacts on the Community, including its lands, natural and cultural resources, trust resources, viewsheds, and built environment. Similarly, the EA must identify and study measures to mitigate any significant or adverse impacts on the Community, especially if the EA concludes with a Finding of No Significant Impact (FONSI).	<p><b>Community and Environmental Impacts:</b> As part of the Environmental Assessment process currently being undertaken by ADOT, all impacts to the Community's resources will be evaluated in accordance with NEPA. This includes impacts to:</p> <ul style="list-style-type: none"> <li>• Community lands (grading, drainage patterns, vegetation, etc.)</li> <li>• Natural resources (biology, vegetation, water quality, etc.)</li> <li>• Cultural resources</li> <li>• Trust resources</li> <li>• Visual quality</li> <li>• Built environment (infrastructure and utilities)</li> <li>• I-10 easement (temporary or permanent)</li> <li>• Several other categories required by NEPA (hazardous materials, socioeconomic, air quality, noise, etc.)</li> </ul> <p>Furthermore if adverse impacts are identified, mitigations would be developed as part of the environmental documentation and would be implemented prior to or during construction, should the proposed project be approved.</p> <p>Impacts can only be assessed if our study team is aware of the issues on your lands. As you and your departments know your issues best, we do request the Community's continued support is supplying the relevant existing and future conditions baseline data to the study team to ensure your concerns are being addressed. This includes existing and future land use plans, drainage plans and studies, utility maps, and the Community Master Plan, to name just a few.</p>
10	Gila River Indian Community	While the Community cannot list each and every potential impact or area of concern, some of the most readily apparent impacts that need to be evaluated as part of ADOT's NEPA review include: altering drainage patterns; physical disturbance to or destruction of cultural resources; alteration or removal of vegetation; grading of Community lands; impacts to water quality; impacts to Community infrastructure and utilities; and the need for construction easements and encroachments on Community lands. Even more significantly, ADOT must thoroughly evaluate and be able to demonstrate the absolute need for any additional ROW on Community Tribal or Allotted Trust lands. Finally, in addition to the scoping comments above, a number of Community Departments are reviewing the Scoping Letter, and may have further comments specific to their areas of jurisdiction and expertise.	Please see response to comment #9 above.
11	Gila River Indian Community	In addition, given the location of the project, the potential impacts on lands and resources over which the Community has jurisdiction, and the Community's unique expertise, ADOT's NEPA process and the overall project will benefit significantly if the Community serves as a Cooperating Agency. Accordingly, the Community accepts ADOT's invitation to serve as a Cooperating Agency, and looks forward to continued close coordination with ADOT as the Project's NEPA study move forward. Thank you for your consideration of these comments and this request.	Please see response to comment #9 above.
12	Gila River Indian Community	In further response to your August 9, 2019 letter inviting the Gila River Indian Community to provide scoping comments (Scoping Letter), the Community has collected additional comments from its Departments that will have jurisdiction over or expertise concerning Arizona Department of Transportation's (ADOT) proposed project to widen Interstate 10 from milepost 161.0 to milepost 187 .1 (the Project). These Community Departments include: Department of Transportation (GRIC DOT); Land Use Planning and Zoning (LUPZ); Department of Environmental Quality (GRIC DEQ); Department of Public Works (DPW) and Pima-Maricopa Irrigation Project (P-MIP), as well as the Community's Utility Authority (GRICUA) and Gila River Telecommunications, Incorporated (GRTI).	Please see response to comment #9 above.

## Interstate 10 Corridor Study: State Route 202L to State Route 387

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Comment No.	Agency	Comment	Response
13	Gila River Indian Community	<p>On September 18, 2019, the Community submitted initial scoping comments, which indicated that the Environmental Assessment (EA) must include a careful identification and evaluation of impacts on the Community, including its lands, natural and cultural resources, trust resources, and built environment, and must identify and study measures to mitigate any significant or adverse impacts on the Community.<sup>1</sup> That letter further stated that the Community would send a follow-up letter with comments from Community Departments, which are set forth below and supplement the Community's prior Scoping Comments.</p> <p><sup>1</sup> The specific impacts of concern identified in Governor Lewis' letter included: altering drainage patterns; physical disturbance to or destruction of cultural resources; alteration or removal of vegetation; grading of Community lands; impacts to water quality; impacts to Community infrastructure and utilities; the need for construction easements and encroachments on Community lands; and the potential need to acquire additional ROW on Community Tribal or Alloned Trust lands.</p>	Please see response to comment #9 above.
14	Gila River Indian Community	<p><b><u>Transportation Impacts and Needs</u></b>            ADOT's study should consider and address the function and condition of all the existing bridges and interchanges within the Project's Study Area in the Community. The existing bridges (Dirk Lay Road, Seed Farm Road, Gas Line Road, Nelson Road, and Goodyear Road) are all functionally obsolete, which include approach lanes and bridge decks that are too narrow, very poor pavement condition, and grade issues where approach lanes meet the bridge decks. These bridges also have barriers and guard rails that do not meet current standards and should be improved when I-10 construction takes place.            The existing interchanges (not including the two major interchanges at SR347/Queen Creek and Wild Horse Pass Blvd.) each have unique issues. The interchange at SR 587/Casa Blanca Road has met warrants for signals at the cross streets on each side of I-10, but which cannot be retrofitted without considerable work to the ramps and cross streets. The ramps at this interchange are also problematic and no longer meet interstate design standards. In addition, the Riggs Road Interchange base structure may be sound, but the approach pavement and bridge deck are very suspect.            Both GRIC DOT's and MAG's Long Range Transportation Plans call for an interchange at Seed Farm Road. As such, the scope of ADOT's study should include the addition of an interchange at Seed Farm Road, with corresponding analyses of interchange designs and footprints.            Finally, the expanded I-10 roadway should not serve as a designated or preferred route, road, or highway for the transportation of hazardous or radioactive materials, as regulated by the Federal Motor Carrier Safety Administration. Conversely, I-10 within the Project area should be designated as a "restricted" route for the transportation of these materials.</p>	<p><b><u>Transportation Infrastructure:</u></b> Based on your feedback in the October 7, 2019 letter, as well as verbal feedback from various project meetings held to date, we have summarized the following transportation facilities that cross I-10, the various issues/concerns we have heard about at each, and ADOT's response for each issue:</p> <p><b>Wild Horse Pass / Sundust Road Traffic Interchange (TI)</b>            City of Chandler Sewer Main I-10 Crossing - Noted. Will attempt to avoid.            Operational concerns during peak times and special events. -Maricopa Association of Governments (MAG) currently evaluating as part of a separate study. This could result in a new TI configuration or modifications to the current configuration.</p> <p><b>SR 347 / Queen Creek Road TI</b>            Operational concerns, especially during peak periods. - MAG currently evaluating as part of a separate study. This could result in a new TI configuration or modifications to the current configuration.            Evaluate bike and pedestrian facilities through the TI - This TI currently does have 6-foot shoulders running between the ramp terminals so this TI already accommodates bike traffic. ADOT will evaluate the addition of pedestrian infrastructure within the ADOT easement, accounting for the MAG study recommendations that may alter this TI.            Future Community Department of Public Works (DPW) waterline crossing under I-10 - Noted. No improvements will be proposed that would prevent this future work.</p>
			<p><b>Riggs Road TI</b>            Bridge deck condition issues - ADOT does acknowledge that this bridge deck and/or superstructure is nearing the end of its service life, and is a potential candidate for a superstructure/deck replacement. ADOT will also evaluate widening the bridge to increase shoulder width if this is done.            Outdated bridge barriers - Will be addressed with deck or superstructure replacement.            Poor approach pavement and guardrail condition - ADOT will evaluate the pavement and guardrail condition within the ADOT easement.            Evaluate bike and pedestrian facilities through the TI - ADOT will evaluate the addition of bike and pedestrian infrastructure within the ADOT easement in conjunction with the bridge rehabilitation/widening.            Future Community DPW waterline crossing under I-10 - Noted. No improvements will be proposed that would prevent this future work.</p>

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Comment No.	Agency	Comment	Response
			<p><b>Goodyear Road Grade Separation</b>            Bridge functionally obsolete – narrow roadways/shoulders - While the “functionally obsolete” classification is no longer used by the FHWA or ADOT, ADOT does acknowledge that the narrow bridge width contributed to this old designation. Generally, this bridge is in good condition structurally, so ADOT will evaluate widening the bridge with 8-foot shoulders            Outdated bridge barriers - The bridge barriers would be upgraded to current standards if the bridge widening is approved.            Poor approach pavement and guardrail condition - ADOT will evaluate the pavement and guardrail condition and will upgrade in conjunction with the bridge widening if warranted.            Approach grades - The vertical design speed for this location is 55 mph with 4% grades approaching the bridge. This design speed is adequate for this classification of roadway.</p>
			<p><b>Nelson Road Grade Separation</b>            Bridge functionally obsolete – narrow roadways/shoulders - While the “functionally obsolete” classification is no longer used by the FHWA or ADOT, ADOT does acknowledge that the narrow bridge width contributed to this old designation. Generally, this bridge is in good condition structurally, so ADOT will evaluate widening the bridge with 8-foot shoulders given its importance and proximity to the communities of Bapchule and Casa Blanca.            Outdated bridge barriers - The bridge barriers would be upgraded to current standards if the bridge widening is approved.            Poor approach pavement and guardrail condition - ADOT will evaluate the pavement and guardrail condition and will upgrade in conjunction with the bridge widening if warranted.            Approach grades - The vertical design speed for this location is 51 mph with 3.8% grades approaching the bridge. This design speed is 4 mph less than the current posted speed limit on Nelson Road.            Community DPW 16-inch waterline in 36-inch casing under I-10 just north of bridge - Noted. Will attempt to avoid.</p>
			<p><b>SR 587 / Casa Blanca Road TI</b>            Ramp terminal intersection signal warrants - To date, ADOT is only aware of the westbound ramp terminal (east side of I-10) warranting a signal, but will evaluate adding one to the west side of I-10 as well.            Ramp terminal intersection left and right turn lane additions - ADOT agrees that these are needed if ramp terminal signals are added.            Evaluate bike and pedestrian facilities through the TI - ADOT will evaluate the addition of bike and pedestrian infrastructure within the ADOT easement. Assuming this would include widening the bridge for these facilities, a bridge deck replacement would also probably be required given its current condition.            Ramps do not meet current interstate design standards, particularly the exit ramps Interstate project will improve the exit ramps and bring them up to current design standards. - Entrance ramps will also be upgraded, particularly in the high speed areas near the interstate merges.</p>

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Comment No.	Agency	Comment	Response
			<p><b>Gasline Road Grade Separation</b>            Bridge piers in conflict with either inside or outside widening. - Two bridge replacement alternatives will be studied – one that replaces the bridge on the same alignment that would require a road closure, and one that would realign the roadway, but would require additional easement.            Bridge functionally obsolete – narrow roadways/shoulders - Bridge will be replaced and rebuilt to current design standards.            Outdated bridge barriers Bridge will be replaced and rebuilt to current design standards.            Poor approach pavement and guardrail condition - Bridge will be replaced and rebuilt to current design standards. This will require reconstruction of the approach roadways as well.            Approach grades - The vertical design speed for this location is 51 mph with 3.9% grades approaching the bridge. The new bridge design will increase this design speed to at least 55 mph.            Used by Gila Farms for agricultural equipment crossing, and width is narrow for wide width equipment. - As part of this bridge’s replacement, 18-foot travel ways (12-foot lanes &amp; 6-foot shoulders) are proposed each direction.</p>
			<p><b>Seed Farm Road Grade Separation</b>            Convert this grade separation to an interchange - ADOT will develop two alternatives to convert this to an interchange. The first will utilize an urban-style tight diamond interchange with the objective to minimize the additional easement required to build it. The second alternative will utilize a rural-style spread diamond interchange that would require more additional easement, but would be consistent with the character of the area and the other interchanges in the corridor. Either way, the FHWA will have to approve a Change of Access Report before this interchange could be added.            Bridge functionally obsolete – narrow roadways/shoulders - While the “functionally obsolete” classification is no longer used by the FHWA or ADOT, ADOT does acknowledge that the narrow bridge width contributed to this old designation. With that being said, if this location is to be converted to an interchange, this bridge will likely be replaced as the existing bridge deck does have condition issues, and the superstructure has been hit in the past with over height vehicles.            Outdated bridge barriers - If the entire bridge is replaced, or if the deck/superstructure is replaced, the bridge barrier will be updated to current standards.            Poor approach pavement and guardrail condition - ADOT will evaluate, but given the options that are being evaluated here, there is a chance probability the approach pavements and guardrail will have to be reconstructed anyway.</p>
			<p>Approach grades - The vertical design speed for this location is 53 mph with 3.9% grades approaching the bridge. Should the bridge need to be replaced, the new bridge design will increase this design speed to at least 55 mph.            Add bike and pedestrian facilities over bridge - ADOT will evaluate the addition of bike and pedestrian infrastructure within the ADOT easement. If this remains a grade separation (no interchange), the bridge would be widened by 8 feet on either side for bike and pedestrian use. If it is converted to an interchange, added shoulder width and sidewalks would be included through the interchange.            Used by Gila Farms for agricultural equipment crossing, and width is narrow for wide width equipment. - As a grade separation, the addition of 8-foot shoulders in both directions should accommodate this request. However, if this location converts to an interchange, the Community may want to consider restricting agricultural equipment crossing at this location given the rise in traffic volumes that will occur.</p>



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Comment No.	Agency	Comment	Response
			<p><b>Dirk Lay Road Grade Separation</b>            Bridge piers in conflict with either inside or outside widening. - Two bridge replacement alternatives will be studied – one that replaces the bridge on the same alignment that would require a road closure, and one that would realign the roadway, but would require additional easement.            Bridge functionally obsolete – narrow roadways/shoulders - Bridge will be replaced and rebuilt to current design standards.            Outdated bridge barriers - Bridge will be replaced and rebuilt to current design standards.            Poor approach pavement and guardrail condition - Bridge will be replaced and rebuilt to current design standards. This will require reconstruction of the approach roadways as well.            Approach grades - The vertical design speed for this location is 54 mph with 5.0% grades approaching the bridge. The new bridge design will increase this design speed to at least 55 mph.</p>
			<p><b>SR 387 / SR 187 / Pinal Avenue TI</b>            Evaluate bike and pedestrian facilities through the TI - ADOT will evaluate the addition of bike and pedestrian infrastructure within the ADOT easement. If the bridge is to be widened to accommodate these improvements, bridge barriers and guardrail will be upgraded to current standards. Bridge is otherwise in good condition.            New residential development in the vicinity of this TI will worsen operations - ADOT will perform a traffic analysis at this interchange to evaluate traffic operations to determine when traffic growth becomes a concern at this TI.</p>
			<p><b>I-10 as Restricted Route for Hazardous and Radioactive Materials:</b> ADOT will evaluate the Community's request to restrict hazardous and radioactive materials from this section of I-10 in accordance with the Federal Motor Carrier Safety Administration's rules and will formally report back to the Community on our findings.</p>
15	Gila River Indian Community	<p><b>P-MIP Canals and Infrastructure</b>            Under the Arizona Water Settlements Act of 2004, the Community waived its claims against the United States in exchange for the promise of Central Arizona Project (CAP) water. Upon reaching the Reservation this CAP water is then conveyed throughout the Reservation in a network of ditches, canals, and other waterways (including P-MIP, San Carlos Irrigation Project (SCIP), and Gila River Indian Irrigation and Drainage District (GRIIDD)) for the Community's agricultural and commercial needs.            Enclosed with this letter is a memorandum prepared by David DeLong, P-MIP Director, which addresses potential impacts of the I-10 Project on the P-MIP, GRIIDD, and SCIP facilities.</p>	<p><b>Irrigation Impacts and Coordination:</b> ADOT has reviewed the materials provided by the P-MIP for the existing and proposed Pima-Maricopa Irrigation Project (P-MIP), San Carlos Irrigation Project (SCIP), and Gila River Indian Irrigation &amp; Drainage District (GRIIDD) facilities crossing and adjacent to the I-10 corridor.</p> <ul style="list-style-type: none"> <li>• At this time, we do not expect impacts to these existing or planned facilities, however, should that change, we will reach out to the Community to coordinate immediately.</li> <li>• We will consider these irrigation facilities related to any potential modifications to the storm drain system associated with I-10.</li> <li>• For the planned irrigation conveyances that are aligned parallel to the I-10 easement, we would be interested in understanding how these facilities will interact with natural drainage flows that would perpendicularly cross over these facilities, and understanding that no impounding would occur, especially for the planned facilities along the west I-10 easement line.</li> <li>• We do understand that the 50-year-old 54-inch reinforced concrete pipe that conveys Canal 13 under I-10 may need to be evaluated for structural adequacy due to additional embankment loading, and will propose mitigations as appropriate to ensure this facility remains functional.</li> <li>• The Casa Blanca Drainage Channel and the Southside Canal box culverts will be extended as necessary for either the median or outside widening to perpetuate their functionality.</li> </ul>

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Comment No.	Agency	Comment	Response
16	Gila River Indian Community	<p><b><u>Drainage</u></b> The Sacaton Area Drainage Master Study (ADMS)<sup>2</sup> identifies runoff generated from watersheds located in Sacaton and adjacent mountain ranges. It does not, however, account for flows from watersheds upstream in the actual Gila River. While the eventual discharge reflected in the ADMS into the Gila River may be useful to ADOT, LUPZ believes this study data is not comparable to the Flood Insurance Study (FIS) findings and have different times of concentration.</p> <p><sup>2</sup> The Sacaton Area Drainage Master Study was completed to provide the Community with a detailed depiction of the existing drainage/flooding conditions within the study area. The Community has used the results to (i) develop, assess and select viable flood hazard mitigation alternatives at the regional, semi-regional, and local levels; (ii) to recommend local drainage improvements to existing facilities; and (iii) support of Community-led initiatives, such as home site development and plan and design of future drainage infrastructure.</p>	<p><b><u>Drainage Coordination:</u></b> I-10 was originally constructed with a pass-through drainage system using frequent culvert pipes and concrete box culverts along the corridor. Widening I-10 is not expected to meaningfully alter the existing drainage condition upstream or downstream of I-10, especially if the median widening alternative is ultimately chosen. No upstream impounding is known to exist east of I-10. As a result, this study is not planning to do a detailed drainage evaluation at this time. An exception to this is the northern 6-mile segment of Maricopa County where a construction project is funded and a more in-depth drainage study is being performed. Should an outside widening alternative be selected, or new information is provided to the project team indicating existing drainage problems in the corridor, a revised scope of work can be discussed.</p> <p>Please note that this drainage discussion does not apply to the I-10 bridges over the Gila River. For that project, a 1D hydraulic model is being prepared for the Gila River to assist in designing the modifications or replacement to the Gila River Bridges.</p>
17	Gila River Indian Community	<p><b><u>Land Surveys</u></b> ADOT should be aware that the retracement survey of the existing right-of-way and any new surveys of acquired lands must be completed by a surveyor under the Certified Federal Surveyors Program (CFedS) and will also need to meet GRIC Survey Requirements. (A copy of these requirements are enclosed.)</p>	<p><b><u>Land Surveys:</u></b> Should it be required, ADOT will commit to using a licensed surveyor from the Certified Federal Surveyors Program (CFedS) for all land retracement and right of way surveys needed in the corridor.</p>
18	Gila River Indian Community	<p><b><u>Wildlife Impacts</u></b> The Community Department of Environmental Quality's Wildlife &amp; Ecosystems Program submitted Scoping Comments under separate cover, dated September 9, 2019.</p>	<p><b><u>Wildlife Impacts:</u></b> As noted in the Community and Environmental Impacts section of this letter above, ADOT is committed to evaluating impacts to wildlife within and adjacent to the corridor and providing mitigations as necessary for any adverse wildlife impacts. ADOT received the September 9, 2019 letter from the Community Department of Environmental Quality's Wildlife &amp; Ecosystems Program addressing the three major areas of concerns:</p> <ul style="list-style-type: none"> <li>• Wildlife Permeability – ADOT will evaluate the suggestions made related to wildlife crossings of I-10 and incorporate those that are appropriate and feasible for a freeway widening project.</li> <li>• Native and Exotic Plant Species – ADOT would comply with the Community's Native Plant Ordinance and would salvage the native plant species within the disturbed portions of the easement. ADOT will evaluate the suggestions made related to the removal of the exotic plant species and incorporate what is appropriate and feasible into either the freeway widening project scope or into a corridor maintenance program.</li> <li>• Roadside Trash – ADOT will evaluate potential steps to bolster the trash collection along the I-10 corridor.</li> </ul>
19	Gila River Indian Community	<p><b><u>Utility Corridor</u></b> ADOT's study should analyze the placement of fiber optic cable along the I-10 corridor within the Project area. The Community requests that ADOT and MAG engage directly with GRTI (and GRTI counsel) on this issue.</p>	<p><b><u>Utility Corridor:</u></b> ADOT will coordinate directly with the Gila River Telecommunications, Inc. for a fiber optic cable installation along the I-10 corridor. As part of this coordination, ADOT would like to explore a shared use trench for its own fiber optic facility, or a shared use facility to interconnect the freeway management system hardware in the I-10 corridor.</p>
20	Gila River Indian Community	<p><b><u>Electrical Meters</u></b> If the Project will require the installation of electrical meters, a permit will be required by Building Safety.</p>	<p><b><u>Electrical Meter:</u></b> At this time, it is unknown if new electrical meters will be required for the project. However, should they be required, ADOT will include in the construction documents specifications that will require a permit from the Community's Building Safety Department prior to installation.</p>
21	Gila River Indian Community	<p><b><u>Department of Public Works</u></b> The Community's Department of Public Works submitted a Scoping Comment letter dated September 3, 2019. Thank you for your consideration of these additional scoping comments.</p>	<p>ADOT thanks you for your feedback and input into this very important project for the region and looks forward to finding acceptable solutions and outcomes that both ADOT and the Community can agree upon.</p>

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Comment No.	Agency	Comment	Response
22	Gila River Indian Community	<p><b>Attachments:</b>            Gila River Indian Community Pima-Maricopa Irrigation Project Memorandum Re: ADOT I-10 widening and potential impacts to Community Irrigation Infrastructure, dated 9/26/2019            Types of Surveys and Agreements            Gila River Indian Community Office of Land Use Planning and Zoning Topographic Survey Requirements            Gila River Indian Community Office of Land Use Planning and Zoning Boundary and Topographic Survey Requirements            Gila River Indian Community Office of Land Use Planning and Zoning Boundary Survey Requirements            Preliminary Plat Checklist            Final Plat Checklist            Final Amended Plat of Casa Blanca Subdivision "G" - Example</p>	Please see responses to comments #15 and #17 above.
23	Gila River Indian Community	<p><b>Attachments (continued):</b>            Gila River Indian Community Office of Land Use Planning and Zoning Results of Survey Requirements            Gila River Indian Community Office of Land Use Planning and Zoning Results of Survey for Service Line Agreement Requirements            Gila River Indian Community Office of Land Use Planning and Zoning Right of Way Survey Requirements            Gila River Indian Community Office of Land Use Planning and Zoning Existing Conditions Survey Requirements            Results of Survey Allotments XXXX &amp; XXXX - Example            Boundary Survey - Example            Topographic Survey - District Three Service Center Site - Example            Gila River Indian Community Subdivision Process Residential Subdivision            Gila River Indian Community Subdivision Process Commercial Subdivision            Gila River Indian Community Office of Land Use Planning and Zoning Display Map - Sketch Plan Requirements            Gila River Indian Community Office of Land Use Planning and Zoning Plot Plan Survey Requirements</p>	Please see reponse to comment #17 above.
24	Gila River Indian Community Department of Environmental Quality	<p>The Department of Environmental Quality's Wildlife &amp; Ecosystems Program has reviewed the proposed project identified as [010-C(222)S] [F0252 01L and F0252 02L] [Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387] and has provided comments/recommendations based on the information provided. The comments are specific to wildlife and native vegetation as the this request was sent to Russell Benford, Wildlife Program Manager. If you are requesting a full review from our department please notify us promptly. If you have any questions please feel free to contact myself or Ryan Eberle, Air Quality Program Manager, regarding this project, thank you.</p>	Thank you. At this time, we do not have a detailed project for you to review. That will come later in the process.

## Interstate 10 Corridor Study: State Route 202L to State Route 387

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Comment No.	Agency	Comment	Response
25	Gila River Indian Community Department of Environmental Quality	<p>Thank you for contacting the Gila River Indian Community's Wildlife &amp; Ecosystems Management Program about the proposed widening of the Interstate 10 freeway (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange (TI) to MP 187.1, east of the TI at SR 387 (excluding the Gila River Bridge segment of the project) to increase the vehicular capacity of I-10 in the study area. I understand that the proposed action would include but not be limited to:</p> <ul style="list-style-type: none"> <li>• widening of existing traffic lanes, either toward the median or shoulder of the existing road;</li> <li>• upgrading TIs;</li> <li>• improving vertical clearances at Riggs Road, Goodyear Road, Nelson Road, SR 587, and Seed Farm Road overpasses;</li> <li>• replacing bridges spanning I-10 at Dirk Lay Road and Gas Line Road;</li> <li>• modifying drainage features;</li> <li>• installing signage, pavement striping, lighting and signals; and</li> <li>• acquiring new right-of-way (ROW), if necessary.</li> </ul> <p>All currently proposed activities are principally located within ADOT's I-10 ROW via agreement with the Gila River Indian Community, but the engineering demands of the expansion may require the negotiation and acquisition of new ROW.</p>	The project scope is still being defined through this scoping process, and as such, the final scope may alter some of your noted bullets. Consequently, with the understanding that the final agreed upon scope may change slightly, the scope as we understand it today is generally as you describe.
26	Gila River Indian Community Department of Environmental Quality	<p>I have reviewed the project proposal based on information disclosed in the scoping letter, dated August 9, 2019, that you sent. I am writing to share general concerns and suggestions pertaining to the proposed project, with the understanding that a formal design proposal has not yet been rendered, nor has a formal environmental assessment of the project been conducted.</p> <p>My initial comments about the proposed project generally relate to three areas of concern: wildlife permeability, exotic species and roadside trash. I provide general perspective about each area of concern below.</p>	Thank you for the comment.
27	Gila River Indian Community Department of Environmental Quality	<p><b>Wildlife Permeability</b></p> <p><i>Fencing.</i> Presently, aging five-wire fencing is placed along the ROW and generally maintained, but the fence is cut or damaged at numerous places (Figure 1). In other places, substrate beneath the fence eroded such that terrestrial wildlife species that have potential to enter the ROW are able to do so (Figure 2). In places where the fence is compromised, its functionality as a safety barrier is rendered ineffective.</p> <p>In the future, the entire length of freeway should be fenced with five-wire or (as appropriate) cyclone and/or post-and-cable fencing to discourage egress into the ROW of humans and terrestrial wildlife. The fence should be maintained in perpetuity in a condition that prevents egress of people and animals into the ROW.</p> <p>The southern extent of the project area (south of Dirk Lay Road [MP180] – Casa Blanca Rd [MP 186]) contains medium to high quality habitat for mule deer. Deer have been observed in this area on both sides of the freeway. Therefore, 8 ft cyclone fencing should be used as an exclusion barrier for deer and other large ungulates (i.e. horses and cows) and connected to large culverts that accommodate passage of such animals. Such fencing should be tied in to culverts with 8 ft Type 4 woven fabric with hog rings (i.e. hog wire).</p> <p>The same extent of the project area also contains medium to high quality habitat for desert tortoises (a species of conservation concern) on both sides of the freeway. The freeway is likely to jeopardize the welfare of individual animals attempting to cross it. Therefore, fencing in this section should include small animal exclusion fencing with either 1 in x 2 in or 0.5 in cells (to US Fish &amp; Wildlife specification for desert tortoises).</p>	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.

## Interstate 10 Corridor Study: State Route 202L to State Route 387

### Agency Scoping Comments

Comment No.	Agency	Comment	Response
28	Gila River Indian Community Department of Environmental Quality	<p><i>Culverts and Underpasses</i>. Presently, scores of culverts and underpasses (hereafter, "culverts") perforate the freeway corridor. Most are built in low areas where storm water would naturally flow; many are built in obvious ephemeral washes that experience regular flow in storm events.</p> <p>Most structures presently in use are corrugated metal pipes of various sizes and shapes (round, oval and arch) that extend, uninterrupted, from the shoulder of the southbound lane to the shoulder of the northbound lane under both lanes of traffic (Figure 3).</p> <p>In some cases, the natural substrate at one or both ends of the drainage structure is eroded (Figure 4), rendering the structure useless as a dispersal aid.</p> <p>While such structures offer few resources for wildlife (note that they retain some value as day-roosts for birds and larger animals such as coyotes), evidence suggests that some, typically the larger ones that are level with and contain natural substrate and in which an exit route is evident (Figure 5), are being utilized by wildlife (Figure 6). Other types of structures, notably concrete box culverts and reinforced concrete box culverts, seem to be used regularly by wildlife.</p>	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
29	Gila River Indian Community Department of Environmental Quality	<p>In the future, culvert improvements should accommodate free and safe passage of terrestrial wildlife. Species that are known to utilize existing wildlife culverts and underpasses include coyote, bobcat, gray fox, kit fox, mule deer, javelina and feral horses, desert cottontail, black-tailed jackrabbit, skunks (various species) and rodents (round-tailed ground squirrel, kangaroo rat, pocket mice etc.). Additional species that have potential to use underpasses and that could be accommodated to mitigate safety risks to humans or wildlife and/or population connectivity concerns include the Sonoran Desert tortoise, Tucson shovel-nosed snake, Gila monster, American badger and snakes (various species). While some of these species may not be of special concern, the reduction of the amount of roadkill within the ROW will have the added effect of reducing the secondary mortality caused by the attraction of wildlife to the roadkill carrion (i.e. vultures, coyotes, owls, foxes etc.).</p> <p>Culverts designed to accommodate wildlife permeability should be connected to roadside fencing using angles <math>\geq 45^\circ</math> from the roadside fence and designed to direct animals parallel to the thoroughfare and into the culvert. Egress to culverts should not utilize standard rip rap; instead, they should utilize grouted rip rap and/or articulated block to facilitate wildlife movements.</p> <p>When possible, culverts in natural washes, should be widened to a minimum 3:2 width to height ratio. Natural substrate beneath the structures should be retained. Steel culverts, pipes and other drainage structures that have potential to accommodate wildlife but that are unlikely to retain sediment should be grouted so that a near-natural substrate persists.</p> <p>When practical, and especially for larger structures that could accommodate larger animals such as ungulates including javelina, mesocarnivores and mustelids, drainage structures should include sky lighting (i.e. open ceilings) in the median to decrease the "tunnel effect" and encourage wildlife utilization. Additionally, natural root balls or vegetation salvaged from the ROW and placed along walls throughout the culvert to provide cover for small mammals, reptiles and amphibians.</p>	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
30	Gila River Indian Community Department of Environmental Quality	<p><i>Lighting</i>. Roadside lighting has potential to affect migratory behavior and attract, both directly (because it can be perceived as a navigation aid) and indirectly (because it also attracts insect prey) birds, bats, reptiles and amphibians. Roadside lighting should therefore be used minimally, only as safety requires. When roadside lighting is required, lights that are low to the ground and that only illuminate the road surface should be utilized (guidance should be taken from lighting used in Saguaro National Park), also incandescent or short wavelength LED bulbs should be used to reduce the attraction of wildlife.</p>	Thank you for the comment. Roadway lighting is not prevalent in the corridor today, and is generally not expected to expand dramatically, except in the northern segment from SR 202L to Riggs Road. With that being said, your concerns and suggestions will be discussed further as the project evolves.

## Interstate 10 Corridor Study: State Route 202L to State Route 387

### Agency Scoping Comments

Comment No.	Agency	Comment	Response
31	Gila River Indian Community Department of Environmental Quality	<p><b>Bridges.</b> Highway bridges sometimes provide useful habitat for bats, including the lesser long-nosed bat (a species of conservation concern). Because the more heavily-trafficked portion of bridges at Queen Creek, Riggs, Nelson, Casa Blanca, Seed Farm, Gas Line and Dirk Lay Roads is under the bridge where bats are most likely to roost, bat use of these bridges seems unlikely but remains unknown. Therefore, prior to the initiation of construction, each bridge should be monitored for bat occupancy. If occupied, appropriate avoidance, minimization and mitigation measures should be taken to conserve local bat populations. Additionally, new construction of bridges should be designed to accommodate bat occupancy, as it has on Ina Road west of I-10.</p> <p>The proposed project will include renovation and, in some cases, reconstruction of bridges at Queen Creek, Riggs, Nelson, Casa Blanca, Seed Farm, Gas Line and Dirk Lay Roads. While bridges in high-traffic areas are seldom used by wildlife as crossing structures, bridges in low-traffic areas where habitat quality is good can facilitate permeability. Thus, bridges at Gas Line and Dirk Lay Roads should be reconstructed to accommodate safe, shared use of motor vehicles and wildlife. This design could include such features as a natural (i.e. not paved) substrate and/or a split-lane to accommodate each class of user. Dirk Lay Road is an especially good candidate for such a design.</p>	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
32	Gila River Indian Community Department of Environmental Quality	<p><b>Exotic Species</b></p> <p><b>Native Plant Species.</b> Presently, the plant species composition in the I-10 ROW is a mix of native and exotic species. Some native species that predominate in the ROW include brittle bush, white bursage, triangle-leaf bursage, salt bush, creosote, velvet mesquite, desert broom, desert marigold and saguaro. Many, if not all, of the abundance of these species can be attributed to seeding and maintenance efforts made after the freeway's original construction.</p> <p>Despite efforts to encourage a native plant community in the ROW, the ROW has been (and continues to be) overwhelmed with exotic and often invasive species including buffel grass, red brome, stinknet, London rocket, Sahara mustard, Mediterranean grass, Russian thistle and cheeseweed mallow. These exotic and invasive plant species create a variety of resource management challenges, including an increased risk of wildfire ignition and spread, increased allergen load and related adverse effects on human health, threatening transmission of pathogens to agricultural crops and the incursion of invasive weeds into natural and relatively unadulterated areas of the Gila River Indian Community (GRIC or Community). In GRIC, non-agricultural exotic and invasive species occur almost exclusively within and adjacent to the ROWs of high-speed, high volume thoroughfares such as I-10 (Figure 7). Concentrations of exotic plants in and introductions of exotic plants from such roads threaten and degrade natural areas in GRIC that have both cultural and ecological importance.</p> <p>The significance of GRIC's natural areas that are being affected negatively by freeway-borne exotics is illustrated by the existence of a Native Plant Ordinance (GR-03-90) within the Community. GRIC's Native Plant Ordinance enshrines in law some culturally important species that are jeopardized by exotic plant species and that have potential to be affected by the proposed project. These include saguaro cactus, velvet mesquite, ironwood, palo verde (foothill and blue), barrel cactus, hedgehog cactus, fishhook cactus and cholla cactus. Presently, ADOT's efforts to control the introduction and spread of exotic and invasive plant species within the proposed project area are inadequate. Herbicide treatments within the proposed project area are rare and seem to be given low priority compared to rights-of-way in other parts of the state that ADOT maintains.</p>	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
33	Gila River Indian Community Department of Environmental Quality	<p><b>Native Plant Salvage.</b> Prior to construction, all healthy native plants protected by GRIC's Native Plant Ordinance and that have potential to be negatively affected by project activities and/or the operation and maintenance of the improved thoroughfare should be salvaged and either re-utilized in the proposed project or made available to the Community for translocation and use. Plants translocated within the ROW should be monitored and maintained for no fewer than five years to ensure success in their re-establishment.</p>	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.

## Interstate 10 Corridor Study: State Route 202L to State Route 387

### Agency Scoping Comments

Comment No.	Agency	Comment	Response
34	Gila River Indian Community Department of Environmental Quality	<i>Herbicide Treatment of Exotic Plant Species</i> . For no fewer than five years prior to project implementation, surveys for exotic and invasive plant species in the ROW should be conducted. The distribution of exotic and invasive species in the ROW should be documented (mapped), and populations of exotic and invasive plant species in the ROW should be eliminated in and in the immediate vicinity of the ROW. Herbicide treatments should be conducted multiple times per year and for a period of time adequate enough to ensure that the seed banks of exotic and invasive plant species in and surrounding the ROW are depleted. Herbicide treatments should persist in perpetuity to ensure that native plant species have a competitive advantage over exotics that persist and that continue to be introduced into the ROW.	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
35	Gila River Indian Community Department of Environmental Quality	<i>Native Plant Propagation</i> . When the proposed project is executed, the ROW and areas surrounding the ROW that have been treated with herbicide to reduce the abundance of exotic and invasive plant species should be vigorously re-seeded with a mix of endemic plant species that are known to thrive in soils and microclimates in areas targeted for restoration.	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
36	Gila River Indian Community Department of Environmental Quality	<i>Weed Barrier</i> . When the proposed project is executed, one or more barriers that prevent the incursion and spread of exotic and invasive plant species should be incorporated into the design of the project. The barrier could be spatial (i.e. enough distance of open and maintained ground to prevent even wind-borne seeds from re-entering the Community) or physical (an inanimate or living fence to achieve the same goal). Whatever the design, the weed barrier should be monitored and maintained for effectiveness. Future weed incursions in and near the ROW should be treated proactively with herbicide.	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
37	Gila River Indian Community Department of Environmental Quality	<b>Roadside Trash</b> In the present, the I-10 is a major point source of solid and hazardous waste in the Community. A persistent stream of debris, which includes household trash, yard waste and automotive parts, is left in the ROW by motorists. Commercial vehicles including improperly covered trash trucks often disperse refuse within the ROW; leaking and crashed commercial vehicles introduce hazardous waste into the Community's air, soil and surface water. While refuse is regularly collected between Queen Creek Road (MP 164) and Casa Blanca Road (MP 176) by ADOT contractors, efforts are insufficient to prevent trash from being introduced into built and natural areas of the Community. Furthermore, waste, not only from sources previously mentioned but also from ADOT and its contractors (Figure X) is introduced and left in the ROW south of Casa Blanca Road (MP 176). In the future, a comprehensive waste control, removal and response protocol should be developed in collaboration with Community resource managers and first-responders, and implemented in perpetuity by ADOT. I appreciate the opportunity to respond and look forward to subsequent discussions to improve the design and implementation of this proposed road-widening project.	Thank you for the comment. Your concerns and suggestions will be discussed further as the project evolves.
38	Gila River Indian Community Department of Public Works	Gila River Indian Community Department of Public Works currently has a 16" Water main in a 36" casing located north of Nelson Road. The work was installed per ADOT Permit No. P1203458. The Community Master Plan identifies water mains on both Queen Creek Road and Riggs Road. The steel casing was installed outside the ROW with jack and bore method. The same construction method is expected for future installs. The water main on Riggs currently stops east of the I-10 and west of the 347. Red Tail Hawk Hospital, on Queen Creek and Price, is in operation east of the I-10 and has requested to be connected into the Community water system. The water is currently located on the west of 347 and south on Riggs Road. The Department of Public Works does not have any sewer mains crossing the 1-10. The City of Chandler has a sewer main near near Old Maricopa (Wild Horse Pass) Exit.	Thank you for the information.
39	MCDOT	Maricopa County Department of Transportation (MCDOT) has received notification of the Interstate 10 Corridor Study: State Route 202L to State Route 387 and provides the following input. Riggs Road, owned and operated by MCDOT, crosses the study area. MCDOT requests continued involvement in the study to ensure MCDOT right-of-way impacts are known, minimal and appropriately permitted.	Thank you for the feedback. The project team will keep MCDOT as a project partner and will keep MCDOT up to date through the project meetings on the direction of the proposed scope.

## **Appendix D: Public Comments**

Public Comment Log  
Comment Forms – Submitted  
Emails  
Public Verbal Comments



I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping  
Comments Recieved (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/4/2019	Online	Keith	Morgan	Widen away! It's about time. Although I live in Tempe, I have children who live in Maricopa and have wondered why this had not happened sooner. I wholeheartedly support the idea of widening the I-10 freeway at the earliest possible moment and hope the Indian community will be on board as well.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/5/2019	Online	Phil	Klein	<p>Finally the process is starting!</p> <p>We live in Oro Valley, and quit using Sky Harbor for the most part because many times when we came in to land you could see lots of brake lights on I 10 east down by the rest stop. We took AZ 79 a few times, but don't consider it to be any safer in the late evening.</p> <p>If the project is done in phases; please consider doing the area by the rest stops first. Commercial trucks in the area are required to use the right lane and that creates additional lane changes in a area where vehicles are entering and exiting the freeway to use the rest stops. It is uphill both directions to the rest stops and faster trucks get caught in the left lane trying to pass slower trucks then come to the area with the lane use restriction while slowing down going up the hill. The issue is more prevalent going southbound. Speeds will drop to below 65 mph fairly suddenly as the faster truck loses momentum going up the hill and the driver decides how to comply with the lane restriction and not able to change lanes because the truck in the right lane is now not that much slower.</p> <p>Phil</p>	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/6/2019	Online	John	Wennes	<p>This project is long overdue. Driving between Phoenix and Tucson has been extra challenging and frustrating because of the two-lane condition on I-10 that is the subject of this project. Any efforts to expedite the construction will be much appreciated!</p> <p>Thank you for the opportunity to comment on this important effort.</p>	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/10/2019	Email	Willard	Antonne III	The Department of Environmental Quality's Wildlife & Ecosystems Program has reviewed the proposed project identified as [010-C(222)S] [F0252 01L and F0252 02L] [Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387] and has provided comments/recommendations based on the information provided. The comments are specific to wildlife and native vegetation as the this request was sent to Russell Benford, Wildlife Program Manager. If you are requesting a full review from our department please notify us promptly. If you have any questions please feel free to contact myself or Ryan Eberle, Air Quality Program Manager, regarding this project, thank you.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/11/2019	Comment Form - Elder Concerns Group	Helen	Arreola-Ram	<ol style="list-style-type: none"> <li>1. Add off-ramp on seed farm road where all the businesses are to avoid speeding thru GRIC.</li> <li>2. Make a wider edge so people whom have flat tires can change it.</li> <li>3. Simple billboards of business - lighted at night easy to read without destruction of your driving.</li> <li>4. Some how make te truck drivers responsible for picking up there debri of tires when having a flat tire or anyone for that matter.</li> <li>5. More patrol for speeder and other violations.</li> <li>6. Longer off ramps so people have time to slow down.</li> <li>7. Emergency stop area and phone.</li> </ol>	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/11/2019	Online	Pedro	Cortez	Widening the I-10 is imperative. As a daily commuter, I have seen for the past 10 years how much traffic has increased in this area. This has become a funnel, going from 4 lanes on I-10 and Loop 202 two just two lanes on Wild Horse Pass is putting a lot of pressure on traffic and commuters. The huge increase of traffic going to and from Maricopa is one of the main reasons why this project is so important. We need 3 (if not 4) lanes on I-10 now more than ever.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping  
Comments Recieved (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/11/2019	Comment Form - Elder Concerns Group	Kat	Foster	I remember traveling over the Gila River when it flooded beneath I-10. As I looked down the top of the water was maybe a few feet from the street level of I-10. Very eerie as I drove an old truck over raging water from a wide width of water. I didn't want to be caught on that bridge. Widening of that bridge would be desirable. Perhaps with some images of the GRIC to show travelers they are massing through on native land. A bridge with graphics that comes to mind is the one that crosses over I-10 in Tucson on South 6th Avenue. Also, just west of I-10 at Casa Blanca Road across from the Chevron is the old Arts & Crafts building that all of us oldsters remember in its heyday. Revitalization of that would be lovely for the community! I have driven to Canada by myself and back to Tucson. I have driven to Hilton Head and back by myself twice and I have never seen more carnage than the 100-mile drive from Phoenix to Tucson. That stretch has rollover, driving wrong way, car fires, that occur when someone falls asleep or is willed into being unaware of hazards. Some sort of way to keep a driver engaged in the demands of driving that stretch needs to be implemented. Maybe signs saying you are entering... like those heading north towards Phoenix from Tucson mentioning the Gila River boundaries. In review 3 concerns: 1) Widen bridge over Gila River with sidewalks decorated with GRIC emblems, native design; 2) revitalize old arts and craft bldg. on Casa Blanca Rd.; 3) Keep drivers engaged on driving thus lowering accidents along I-10 Phoenix to Casa Grande	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/11/2019	Email	Justin	Henzel	The traffic isn't backing up from wild horse pass to CG on I-10, it backs up on 347 to south of riggs. The backup is caused by maricopa residents needing to merge onto I-10 during rush hour. 347 needs to have a riggs overpass and a casa blanca overpass along with a mini stack at the 347/queen creek/I-10 junction to keep traffic moving. The 347 backup will get even worse with adding a light at maricopa road by the raceway as well. If the light is added at maricopa road it should only be operated on weekends during special events.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/11/2019	Comment Form - Elder Concerns Group			Would this include the possibility of creating frontage roads along the I-10. Utilize these frontage roads for accidents along I-10 and not have to reroute I-10 traffic through the district!!	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/12/2019	Online	Charles	Carter	At the same time this is being evaluated, why is there not an evaluation and plan for an overpass at Riggs Road and Hwy 347? The congestion during peak commutes on both roads is unacceptable in light of the "planning" and expansion of single family homes in Maricopa along with the extensive carbon monoxide/ozone pollution associated with that congestion to which the valley already has to many air quality alerts.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.  Please note that a separate study is currently underway through the Maricopa Association of Governments for the SR 347 corridor from Maricopa to I-10. This study is looking at this entire corridor and its connection with I-10 and will be making its own recommendations. It is unclear at this time whether portions of those SR 347 recommendations will become part of this I-10 Wild Horse Pass Corridor study. More information can be found at: <a href="https://www.azmag.gov/Programs/Transportation/Freeways-and-Highways/SR-347-Scoping-Study">https://www.azmag.gov/Programs/Transportation/Freeways-and-Highways/SR-347-Scoping-Study</a>
9/15/2019	Email	Wayne	Mechenes	This is an obvious no brainer. With I-10 now widened from Casa Grande to Tucson and South Mountain freeway being completed, this is a great opportunity to shift resources to this much needed project. The 2 lanes each way is much more dangerous than 3 lanes each way.  We live in Robson Ranch and everyone we talk to here is 100% for the widening.  Please move forward with this!	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/15/2019	Online	Alicia	Rodriguez	I think this stretch needs to be widened from two to three lanes. There are many 18-wheelers on this freeway and with a speed limit of 75 mph plus only two lanes, it is a dangerous stretch of freeway. My opinion is that if it were widened, the traffic would more safely flow south out of Chandler as well as north into Chandler. Thank you,	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/16/2019	Online	Sarah	Bernardez	Improving the interchanges at the corridors (Casa Grande, Casa Blanca, Riggs Rd., Queen Creek/347) would greatly alleviate the bottle-neck effects, since the developments, increase in population and traffic congestions from surrounding communities (Ocotillo, Santan, Chandler Heights, Maricopa, Casa Grande). These roads have been the same since we moved in the area 12 years ago, and its about time to adapt the development of these roads with the growing communities.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping  
Comments Recieved (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/16/2019	Email	Jon	Denowh	Hello, My name is Jon Denowh. I live in Casa Grande and commute to Tempe five days a week. I have done this commute for the last 3 years. The problems i see with the current 4 lane I10 are slow vehicles causing backups. These vehicles are usually a car towing a car back from an auction or overloaded pickup trucks, they are sometimes doing around 45 to 50 MPH causing the usually 80mph traffic to backup. The I10 also has many semi trucks doing 65 to 70 mph. An extra lane is needed to accommodate the slower traffic to the right. Another issue i see regularly is when there is an accident on the 347 to Maricopa everyone uses CasaBlanca and the I10 backs up for miles. I also believe the extra lanes would increase growth in casa grande which i am torn with since i like the small town feel of casa grande. If an extra lane was built i believe many residents of Maricopa and people looking for cheaper homes would move to Casa grande as i did and may cause issues at the I10/387 interchange in the future. I think a freeway style on ramp should be built at the time of widening at this interchange. Thank you.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/17/2019	Online	Edwardine	Dowling	I travel this route frequently, what I see being the most prevalent problem. The people who feel the need to travel 10-20 miles over the posted limit. Weaving in & out of traffic, which is usually moving well. Yes the roads could be improved, but what really needs improvement is how people drive. I say no to taking any more of our lands.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/18/2019	Online	Ty	Goldwater	This is an opportunity for the Gila River Community to lease out land to developers at Casa Blanca Rd. They should pay for that intersection and infrastructure which will bring them decades of income for their community. The bridge also needs to be built about 5-6' higher to allow for flooding events which will be increasing.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/18/2019	Online	F	J	The addition of one lane in each direction will definitely improve I-10 traffic flow in the area of the GRIC, but this study/project should not be okay with just one lane.  Accidents on Arizona's rural interstates occur often enough that this stretch should be viewed by designers as an opportunity to design a better freeway. Not just in initial design, particular approaching the Gila River bridge from both directions, to ensure a safer highway, but also in the design and construction of multiple strategic crossover points that would allow DPS/police to shut down a section of the interstate without completely shutting a direction down to all travel. This would allow DPS and ADOT to respond and set up a crossover prior to the accident site and channelize both directions at slowed, but constant pace around the accident site. This would eliminate the need to shut down the interstate entirely in these situations, and minimize the affected area of the interstate to just a mile or two, which would be very beneficial in this rural area with extremely limited access and neighboring roads.  Build the GRIC whatever they need to have their community on board with this project, it will benefit everyone.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/18/2019	Voicemail	Sandra	Kantrud	We really really need the widening of I-10 complete between Tucson and Phoenix. This is really important for saftey reasons and convenience. I definitely vote for it. Thank you very much.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/18/2019	Online	Ron	Nieman	You should have been building this section to 4 lanes in each direction 10 years ago. The road is already one of the deadliest in the U.S. We drive it often, and fully aware of the insanity of building a completely modern highway between Eloy and Picacho Peak and not even having a plan for rebuilding the most dangerous and congested sections of I-10 and a truly ridiculous kludge for I-17. We think of the many, many hours we've lost sitting behind crashes each and every time we vote. The fact that you are only beginning to just study this road is completely and utterly unacceptable and is I am going to think about in the next Republican primary and general election. You need to find a way to substantially increase the rate of designing, funding and rebuilding I-10 and I-17.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/18/2019	Online	Franco	Matic	This is long overdue. Please get this done ASAP, if possible, fast track it. All government agencies (including tribal government) work together to have it done ASAP!!!	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/18/2019	Online	Thomas	Allen	Please get this completed. this stretch of I-10 seems more dangerous each time I travel it. The 3 lane areas that have been completed between Phoenix and Tucson seem so much safer. Thanks!	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping

Comments Recieved (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/19/2019	Comment Form - Scoping Meeting	Tony	Anton	(i) If plan to widen I-10, why widen when the existing ROW [accommodates] a 3 lane highway. (2.) The of this project does not mention the widen of I-10 but other information [01] states the widen such as the Casa Grande Dispatch. If widen, what does the Gila River Community receive in exchange? How does it benefit the tribe. (3.) If widen, how much to be widen? (4.) MP XXX – cultural sensitive. MP XXX – Cultural sensitive, basically the whole I-10 (5.) If I-10 becomes a 3-lane, would a frontage road be added. (6.) would vehicle emissions increase? If widened.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.  At this early stage, it has not yet been determined what the preferred method will be to increase the capacity on I-10. Over the next year, however, the study process will answer this question. The Gila River Indian Community has agreed to be a Cooperating Agency throughout the environmental process. Leadership from the Community will be actively engaged in discussing in detail issues like the ones your raise in your comments. With regards to the cultural resources in the corridor, the study team is coordinating closely with the Community's cultural resource experts and, with their help, will fully document the cultural resources and impacts the proposed project may have.
9/19/2019	Online	Laura	Dickson	Please take care of adding additional lanes to the existing I-10 corridor before you take care of building out 387. All that needs to be done is to infill the area between the existing north and south bound lanes, put up a barrier wall (as you do in Phoenix) and add the additional north south lanes that are badly needed. The existing overpasses will work with this plan. I travel the existing corridor almost daily, it is one of the most dangerous stretches of highway in the US. You can fix it. I would like to see this done in my lifetime.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Comment Form - Scoping Meeting	Edwardine	Dowling	Safety should be the priority for the commuters. I feel the bridge should be at least upgraded. Pavement could also be leveled out. Hopefully to minimize accidents from debris which falls off vehicles travelling at high rates of speed. Speed monitoring and finding ways of enforcing speed limits.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Comment Form - Scoping Meeting	Clement	Harvey Jr.	My name is Clement Harvey Jr. I live in Sacaton. 1st I would like to see I-10 widened to 3 lanes, one lane used by only semi trucks if possible. 2nd maybe put a cable barrier. Seen too many crossover cars hitting opposite traffic.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Online	Mike	Humphrey	That 26 mile stretch represents one of the most dangerous sections of interstate in the state. My wife and sister were killed in this section of interstate in a cross median crash at MP 171. Any solution to making this section of I10 safer must include the installation of median cable barriers to prevent other families from having to bear the heartbreak of lost or severely injured loved ones. The National Highway Administration estimates that median cable barriers can reduce cross median crash fatalities by up to 97 percent.  Please notify me of any future public hearings on this issue. My email address is [REDACTED] My phone is [REDACTED].  Mike Humphrey	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Comment Form - Scoping Meeting	Ronald	Jordan	1) At milepost 164, this stretch of freeway needs to be improved to handle the caravan of vehicles that enter the freeway from Queen Creek Rd. leading to Chandler/Phoenix - a divider for .5 mile in addition to an extra lane would be beneficial. Milepost 165 - heading east currently no real problems. 2) At mile post 167 and 168 a much improved entrance and exit ramps are needed - possibly a cloverleaf type of construction. 3) At mile post 176 casa blanca interchange - a major renovation is needed, some time of cloverleaf or stack. 4) At mile post 179 - an exit to Seed Farm Road is needed - again a cloverleaf. 5) At mile post 185 and 186 Casa Grande interchange - a major change is needed here - traffic from [185] have a difficult time turning left to [1]87 and 387.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping  
Comments Received (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/19/2019	Online	Glinda	KELLEY	This stretch from Casa Grande to Phoenix definitely needs to be widened do too many accidents and road rage.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Online	michael	morago	I drive this stretch of freeway everyday and my concerns are, 1- congestion, traffic in both directions gets congested a lot due to the two lane travel. Semi trucks are a major cause of this due to speed and load. 2- safety, when traffic gets congested, cars start trying to jockey for position as not to lose their spot in the high speed lane. this creates a lot of speed up and brake type of traffic which may result in rear end collisions and possibly road rage. 3- I also notice a lot of accidents in the center median. it seems like every week there is a car or truck that has gone into the median which causes a traffic backup. i'm not sure why this occurs but i'm sure DPS records will show the number of times they have to respond. 4- road conditions. aside from a widening project, the roads in the stretch of freeway need resurfacing. my last comment would be a safety concern of visibility during storm conditions. will this be addressed during this expansion proposal. I am in full support of the widening of I-10 in this area and I hope that ADOT and GRIC can come to an agreement that benefits all parties involved.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Comment Form - Scoping Meeting	Timothy	Shelde	Is there a plan for pavement of our community road as traffic is diverted off freeway due to accidents. - more traffic more speed more accidents - enforcement of "safety corridor" traffic blows by you if your going 75 mph the speed limit how is another lane going to beniffit our community if any thing itll bring more problems we as natives don't need.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Comment Form - Scoping Meeting	Linda	Shelde-Harv	The lane widening is greatly needed although when accidents occur traffic is detoured throughout out reservation causing the breakdown of our roads; increase in speeding. And the need for more police presence taking away from our neighborhoods. Who pays for road breakdown? Who pays for increased need for police? When does road widening ever stop? Or will it?	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Online	Mikhail	Sundust	My name is Mikhail Sundust. I am a member of the Gila River Indian Community. I strongly support a build alternative.  My first recommendation to consider is the construction of a new interchange approximately 1.5 miles south of the Casa Blanca interchange, which would provide easier direct access to Sacaton. This would relieve some of the traffic congestion that occurs at the Casa Blanca interchange and improve safety. It would have the added benefit of improving access to Sacaton, which the Community could take advantage of to boost its economy.  One of my concerns is that investment in the I-11 project would interfere with this project. I think this project should move forward regardless of decisions made on the I-11. Even if it appears that the I-11 would reduce some traffic along the Wild Horse Pass corridor, the I-10 expansion would benefit all travelers with safer roads.  Finally, I support a full replacement of the I-10 bridge, not just rehabilitation. The Arizona Sun Corridor is going to be a major thoroughfare for decades to come and the bridge should be built to last.  Thank you.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Online	Robert	Torres	currently any accidents which happen on I 10 over flow comes through our community. this creates congestion and speed hazards(speeding). I know if I speed in other communities I would be looked at as a hazard. the extra traffic also has a effect on our road conditions (faster wear).  Also extra lanes will bring additional traffic and more accidents. this section of I-10 is known as a safety corridor with speed limit set at 75 mph. news flash no one except me goes the posted speed. if this project is made I would strongly request posted speed be reduced to 65 mph to keep accidents to a minimum. and the 65 mph posted speed be strictly enforced with harsh fines. Im not against growth but I am against accidents and fatalities.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping  
Comments Recieved (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/19/2019	Comment Form - Scoping Meeting			The study is a great start on a badly needed project. This is [repetitive] but the safety, stress, and location of traveling this stretch from Casagrande to PHX area is needed. Whatever plan for widening will be good - thanks to leaders, various committees for this beginning.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Comment Form - Scoping Meeting			Due to population, my biggest worry is the massive pollution. If we look at phoenix and see the huge smog. How can we agree that our farms will be protected. Pinal (from Casa Grande to the border line of Gila River I do not see DPS and people do not follow the speed) everyone is in a rush. [87] a car passed on a double solid. again, no DPS. People are such in a rush that they do not wait for people to turn they go around instead of breaking which leads to accidents	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/19/2019	Online	Richard	Silverman	Please add me to contact list	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.  You have been added to the contract list.
9/19/2019	Online	Ron	Vanderhoof	THIS IS LONG OVERDUE. We travel to Tucson several times a year and find that this 26 mile stretch is always crowded.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/23/2019	Online	Mic	Bennett	The comment notice for the proposed corridor, linking AZ 202 with AZ 347, has arrived on September 23, 2019. The notice states that there was a meeting on September 19th. Your notice indicates that your responsibility is not administered in a timely manner. Also, there is no indication of a meeting with District Four, through which the proposed corridor apparently passes. Please, in the future, exercise your responsibility with greater care.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/25/2019	Court Reporter	Jana	Sunn	I would like to say that you need to come -- there's two tribes here all the way from O'Otham here all the way back. You guys are going to -- your next meetings are going east. You guys have not gone into our tribe. Pee Posh, we're not aware of it. So the -- this affects a lot, you know. We have A allotments and we have B allotments all the way up to I-10. When I-10 was purchased, it was purchased on pennies on the dollar. Did the state do an appraisal? You know, how is it going to benefit our Community? No one here has come from the Community to represent us, and I don't know if it sits on the litigation team. This stuff needs to be brought to our people. We're a separate tribe. So I have a lot of concerns, questions, and this is the first time I've heard of this. So I came out to see what it's about but a lot of our people need to be aware of what's going on.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/26/2019	Comment Form - Scoping Meeting	Joyce	McAfe	Travel 347 to phoenix weekly and see the congstion. I support expanding the lanes. Would like to see a dsignated truck route. Would like to see a frontage road for GR econ dev opportunities. Would like to see spd limit increased if safe w/ added lane. I was stuck on the free way due to an accident. Need alternatives to exist especially during the summer months, frontage road could help.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping  
 Comments Received (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/26/2019	Court Reporter	Josh	Chamber	<p>My comment is: I've been with Gila River Fire Department for seven years and then six years before that I was with the EMS division. I've always had dreams because I've been driving emergency vehicles for a long time. Between the corridor of Wild Horse Pass and I-10, down to Casa Grande, it's a two-lane highway on each side and it's an unsafe highway. Because, number one, it's congested and it's especially a problem with the storms, with the haboobs, you know, the dust storms. Then there's the issue of having no shoulder. So when we have to get around this traffic, the fire trucks or ambulances, we're driving on the side. Our vehicles are already top heavy and capable of tipping. So when we drive on the side there, I always worry sitting in the back we're going to fall over. And then that's the only way around those cars to get to an emergency or an accident because we can't push everybody else off the road because then now they're going to get off the road and have trouble getting back on, so we have to go around the sides. So my plan is this: What I would like to see, a concrete median right down the middle separating so you don't have, you know, vehicles doing this (indicating), maybe breaks every now and then for emergency vehicles. Concrete medians with openings. Vehicles at the turnabouts, we need emergency access for emergency vehicles at turnabouts and for anybody wanting to make a U-turn. But I think that median is important to prevent accidents in the middle there. So with those breaks in the medians, that's where the turnabouts should be. And then they shouldn't be on a hill, as they are now. Those turnabouts should be more level with the rest of it. So if you have four lanes it's going to solve the problem anyway. It's all pavement and then you can get people going around. And then we need a shoulder. So four lanes on each side eastbound and west -- well, southeastbound and northwestbound, however it is, and then shoulders for emergency traffic. That's it.</p>	<p>Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.</p>
9/26/2019	Online	Joseph	Boland	<p>Additional freeway access is necessary especially for emergency vehicles. On/off ramps at Seedfarm Rd, Nelson Rd, Goodyear Rd. Modernization of the Casa Blanca and Pinal Ave interchanges are necessary to handle the increased traffic. Stop lights would be necessary at Casa Blanca and Pinal Avenue. Casa Blanca has extensive traffic delays in the early morning and around 1700 due to people going to/from work, where traffic lights would help ease the congestion.</p> <p>The additional off/on ramps would assist in traffic using alternate routes when there are accidents, and not be stuck having to wait it out until the lanes are cleared up.</p> <p>Improving the median allowing easier access for emergency vehicle to cross. There is a high transition from the median to the asphalt surface which is hard on the emergency vehicles.</p> <p>A emergency lane large enough to drive a fire apparatus in imperative. It is currently difficult at times to make access to accident with congestion. Many times our progress is significantly slowed, stoped and we have to move traffic to try to make access.</p> <p>Access on the bridge is also very difficult when there are traffic back ups, and many times impassable.</p> <p>Additional warning and information signs along the way. Blowing dust, and traffic backup are a problem</p>	<p>Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.</p>
9/26/2019	Online	Lloyd	Gray	<p>To who it may concern:</p> <p>The following is a few comments I have if the I-10 corridor is to be approved</p> <ul style="list-style-type: none"> <li>- will their be upgrades to SR 587 from Casa Blanca to the community borderline on 587 and hunt highway to help the congestion on I-10</li> <li>- Will their be exits ramps more than just Casa Blanca (175), Exit 185, Riggs rd Exit Ect. ?</li> <li>- If the corridor is not approved, will the Gila River Bridge be upgraded to a larger size than it is now?</li> <li>- Will their be a impact to Gila Butte mountain (Aji Mountain) for the widening of I-10 and the bridge?</li> </ul> <p>Thank you</p>	<p>Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.</p> <p>This study is focused on the I-10 corridor itself, and as such, is not exploring options to improve SR 587 from I-10 to the north borderline. Existing interchanges will remain, and their ramps will be improved to current standards to improve safety. New interchanges may be considered as part of the study improvements. Assuming the Gila River Bridges are replaced, they will be expanded to accomodate a future I-10 widening. No additional impacts are anticipated to Gila Butte Mountain (Aji Mountain).</p>

I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping  
 Comments Recieved (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/27/2019	Email	Jackson	Hurst	Hi i would like to sign up for study updates and be added to the mailing list for the I-10 Study: Loop 202 to State Route 387 Wild Horse Pass Corridor Study. My mailing address is [REDACTED].	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.  You have been added to the mailing list.
9/27/2019	Voicemail	Chloe	Jones	Hi, my name is Chloe Jones and I am a journalist with the Cronkite school at Arizona State University. I know you have a public scoping meeting this Saturday but was wondering if you had any meeting after the public scoping meetings were done, or if you were just doing the scoping meetings. You can please call me back at [REDACTED] One more time that is [REDACTED] Thank you, have a great day, buh bye.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses. As requested, the commentor was called back. She inquired about the next public meetings. At this time, we do not have specific dates but we expected the next round of meetings to occur in early 2020. She was referred to the project website as it would be updated as dates are set for upcoming public meetings.
9/27/2019	Online	Michael	Wagner	I would like to see the HOV lanes continue all the way through Tucson. I have travelled that route many times, and I believe that six lanes is actually underserving the traffic. I would like to see one HOV lane and three lanes of highway traffic each direction.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/27/2019	Online	Jackson	Hurst	Hi i would like to sign up for study updates and be added to the mailing list for the I-10 Study: Loop 202 to State Route 387 Wild Horse Pass Corridor Study. My mailing address is [REDACTED].	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.  You have been added to the mailing list.
9/28/2019	Email	Brad	Lund	To whom this concerns, My wife and I live in Tucson and Work in Phoenix. We drive I-10 both directions, multiple times during the week. The last stretch between SR387 and Loop 202 is the most dangerous; always has been. It is heavily traveled, especially with commercial vehicles, which tend to drive under the posted speed limit causing traffic backups. The turn at Sacaton is also dangerous and has seen many accidents over the years. Expanding to three lanes, I believe, will make it safer for drivers, reduce driver frustrations as well as relieve traffic pressure.  We really love the new stretch of I-10 from Eloy to Picacho Peak - it is clean and really showcases the beautiful Santa Catalinas when driving into Tucson. I remember when that was two lanes, with lots of turns - it too was very dangerous - thank you for straightening it out.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.



I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping  
 Comments Received (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/28/2019	Comment Form - Scoping Meeting	Tyler	Owens	<p>I believe that it's very important to consider the impact this will have on the community's local traffic. This project will take several years and as a GRIC resident that currently lives in Bapchule, AZ its important to know how it would directly impact my family's and my own day-to-day routine. I am also concerned about the untouched lands. How will that affect the environment? With the added 202, we saw that there were a lot of wildlife that were forced out of their homes. And with Aji in my backyard, I'm concerned about how it will also disrupt our sacred mountain Aji. That was something that was disregarded, I feel, during the development of the 202. Before make a decision, as a community member, I would like to know more about what the development process looks like. What is the schedule for each section that will be redone? When it comes to the bridge project, how will the river bed be affected? Since I was young, I have always walked from my home to Aji by going under the bridge . With the expansion and development that would halt me from having access from Aji for, potentially, several years.</p>	<p>Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.</p> <p>At this time, construction funding is being planned for 2025 for the portion of the freeway north of Riggs Road to Loop 202. Another smaller project planned for 2023 for a segment between Riggs Road and SR-387. Details have not been finalized. If a widening option is selected and can be funded, it will take at least two years to construct the corridor, but longer if funding is spread over many years. Generally, freeway widening would have minimal impacts on I-10's users as two lanes will be kept open throughout construction, though some short term closures (weekends for example) may be required for special work. Environmental impacts are being assessed with the Environmental Assessment and will be fully disclosed to the public prior to completing that study. At this time, we do not believe Aji will be impacted with either the I-10 corridor project or the Gila River Bridge project. As for the improvement project on the I-10 Gila River Bridges, the river bed may be temporarily altered during construction, but otherwise would be restored to its natural state at the end of construction.</p>
9/28/2019	Court Reporter	Belinda	Nelson	<p>So if I speak in Navajo, do you understand me? Yeah. I just, you know, am curious about this project. I wish we had more Community members here, but I understand that you had a fairly good attendance at other meetings. And, you know, those of you that are here, please, you know, leave your comments. My name is Belinda Nelson. I'm from District 4, or South Point area. Just, my recollection of the I-10 way back when it was first opened, you know, I was in grade school going to school at Casa Grande and riding a bus in the sun. In our daily route, you know, we see this freeway with traffic on it, and that's my early recollection of the I-10 area. And I know that, you know, I'm very active in the business community of the Gila River Indian Community. And I know that I-10 has been identified as a business corridor or they called it -- I heard it was described as the golden corridor because it allows a lot of opportunity for the commerce from Phoenix to Tucson and even, you know, from LA on down to across the country. So it's a very valuable piece of property that comes through our Community. And I think, you know, the way I first brought it up, it just mimics the -- even the prehistoric commerce that took place here in this area. And the Gila River was the area where many people from the South and North came here to, you know, do their trade and exchange of food and different types of items of commerce back then. So even today, this is a very valuable piece of property coming through our Community. And I know and I understand that there's a lot of -- a lot of lands here or most of it is belonging to individual landowners. And I guess, you know, just from the information that I gathered looking at these boards over here, you know, there are studies at the airport and the demand and the capacity, you know, how much traffic can it hold running through this area here. And when I hear those types of things or read them, then I always have the question, you know, how can it benefit the Community as well as the people who are traveling and using the freeway? You know, to what benefit can we as a Community gain and especially those allotted landowners? So, you know, I'm asking questions from a Community standpoint -- a Community member standpoint, but if I were an allottee or landowner along this I-10 area and, you know, I would be raising my hand and jumping up in the room saying, "What's in it for me?" You know, because that's what it -- it's all about. And if this project is going to be planned, I would assume that the Community, that the landowners are going to be asking questions about access to these -- the land just off the freeway, which we don't have access now because if you look at the other parts of I-10 going down to Tucson, you know, you have off-ramps and on-ramps built for stores and convenience markets and even malls and, you know, as you get further to Tucson. So I would assume that the Community will be asserting those questions for our landowners here. You know, that's my first take on that. The other thing is just complete consultation with the Community members getting input. I appreciate you being here today and for the staff of the Gila River Community for coordinating this. I don't know if this project has gone to the districts, but, you know, that's another avenue to gain -- get comments and information. From my business hat on, I sit on the Gila River Telephone Communications Incorporated Board of Directors, and then I also serve on the Gila River Utilities Authority. So, you know, we talk about a lot of the development in the Community, off the Community. And as a member of the Gila River Board, we have great interest in the communication accessibility and perhaps comment here. And our mantra at the phone company is, "We own our backyard." We own it. So we would have -- we would very much want to stay here. So those are my comments for today. Thank you very much.</p>	<p>Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.</p>

I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping  
Comments Recieved (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/28/2019	Online	Sharyn	Chaussee	One consideration that should play a key factor in determination of expansion / improvements should be the number of accidents, injuries and deaths on this stretch of road. In addition, SOMETHING needs to be done as soon as possible to extend the north (west) bound merging entrance lane from Queen Creek Road onto I-10. Traveling from Casa Grande to Phoenix results in slamming on brakes and near-miss accidents in that road section 100% of the time.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/28/2019	Online	Belinda	Nelson	<p>Land ownership:  The I-10 project within the Gila River Indian Community, contains parcels of land that are owned by individual landowners, (allottees). Consideration should be given to land development along the proposed freeway project to benefit the landowners. Access to land along side of the freeway should be implemented, i.e., ramps, frontage roads to allow safe ingress and egress to future economic development.</p> <p>Exit 175 interchange  Re-engineering of the overpass must be considered to allow easier flow of traffic for access to the future development of business in the immediate area of the interchange.</p> <p>Wildlife:  Wildlife currently are casualties of the traffic on the freeway. Wildhorses use the curent riverbed to traverse the freeway. Consideration needs to be given the guard the habitat.</p> <p>Business Communities  The Gila River Indian Community has a thriving business community, which has interests in the northern boundary area (Wildhorse Pass Area). Consultation with the business entities is key to the success of the project. Communication facilities (conduit) within the the right-of-way is important to the telecommunications company owned the GRIC.</p>	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/28/2019	Online	Tim	Travis	<p>Please expand the area to three lanes from two !  I drive this stretch of I-10 from Tucson to Phoenix twice a week and that area is the most congested dangerous area as it bottlenecks into two lanes and it is constantly having people stay in the left lane with people passing quickly on the right and makes the area scary to drive in.  I truly hope Arizona will make this stretch of highway like I-25 between Colorado Springs and Denver where it is 3 lanes both ways and can be a safer place to drive .  Thank you,  Tim Travis</p>	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/29/2019	Online	Marvin	Romero	This needs to happen and sooner the better, this is a very frustrating drive after the Lanes go from 3 to 2 Lanes, people on the road take more chances to get around people and are likely cause accidents by taking these risks. Please help.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/30/2019	Voicemail	Jackson	Hurst	Hi, I was wondering if you had a mailing list that I could be added to for the I-10 Study, Loop 202 to State Route 387, Wild Horse Pass Corridor. If so, my mailing address is [REDACTED]. My Name is Jacks Hurst and the number you can reach me at is [REDACTED] and I would very much appreciate if a study team member could call me back as soon as possible.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses. As requested, the commenter was contaced by phone on October 23, 2019. He reiterated his request to be on the mailing list and to stay informed. He has been added to the mailing list, and was directed to the project webstie for updates.

I-10, SR202L to SR387/Wild Horse Pass Corridor - Scoping

Comments Recieved (9/4/2019 - 10/3/2019)

Date Received	Received Via	First Name	Last Name	Comment	Proposed Response
9/30/2019	Voicemail	Jackson	Hurst	Hi, I was wondering if you had a mailing list that I could be added to for the I-10 Study, Loop 202 to State Route 387, Wild Horse Pass Corridor. If so, my mailing address is [REDACTED]. My Name is Jacks Hurst and the number you can reach me at is [REDACTED] thank you bye (1/2)	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses. As requested, the commenter was contacted by phone on October 23, 2019. He reiterated his request to be on the mailing list and to stay informed. He has been added to the mailing list, and was directed to the project webstie for updates.
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9/30/2019	Online	Scott	Silver	It's too bad more common sense cannot be applied it is rather obvious that the I-10 stretch from Casa Grande to Phoenix needs to be three lanes, it's a shame all this time and money has to be spent on studies for something so obvious.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/30/2019	Online	Scott	Silver	After spending all that money to make I-10 three lanes from Tucson up to Casa Grande you would really consider not completing it from Casa Grande to Phoenix, that would make what you've already done rather useless as a chain is only as good as its weakest link.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
9/30/2019	Online	Karen	Ealick	I feel that the construction on this project needs to be done as quickly as possible. As someone who travels the I-10 West from Riggs to Chandler Blvd. every day to work, I am very concerned that once the new section of the 202 that goes around South Mountain opens, the many large semi -trucks that currently exit I-10 West on Riggs and turn left and drive around that way to avoid the congestion near downtown will now stay on the I-10 between Riggs and the 202 (in order to take the 202) and this will overwhelm that stretch of the interstate, which is already crowded in the mornings.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
10/4/2019	Email	Jared	Grandy	Good Morning, This project is outside of the limits of the San Carlos Irrigation & Drainage District. Thank you very much, Jared Grandy District Engineer SAN CARLOS IRRIGATION AND DRAINAGE DISTRICT 120 South 3rd Street Coolidge, AZ [REDACTED] [REDACTED] main; + [REDACTED] [REDACTED] www.scidd.com	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.
10/4/2019	Online	V	R	The I-10 freeway is a very unsafe roadway to drive, no matter what time of day, however during busy times like "rush hour" it is extremely slow driving because all lanes are filled and semi truck and vehicles hauling cars or stuff drive slow. Drivers who do not have patience or are just rude and self-centered drive darting in between cars, drive on the "shoulders of the freeway, or cut though the medium to turn around creating dangerous situations trying to get back in to traffic, along with all the dust they create.  Secondly, if ADOT and others were real forward thing organizations they would use this opportunity to apply innovative methods to capture car exhausts, such are air-handler systems that can capture exhausts and turn into clear air. this is a forward thought, but putting the challenge out there, people, such as STEM student may develop an innovative way - 2023-2030 is plenty of time to explore. This area seems to be one of the last places of true open space - it may be destroyed by all the contamination.	Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

# I-10, Loop 202 to State Route 387 - Wild Horse Pass Corridor

## Gila River Indian Community - Elder Concerns Group

### Comment Form

Public comments are an important part of this study and will be reviewed by the study team. **Comments returned by October 3, 2019 will be included in the study record and summary of public involvement.** Please comment in the space provided below. Print clearly.

Would this include the possibility of creating  
Frontage Roads along the I-10. Utilize these  
Frontage Roads for accidents along I-10 and not have  
to reroute <sup>I-10</sup> traffic thru the districts!!

#### Contact Information (optional)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_

**Thank you for your participation.** Send in comments or completed form by mail by October 3, 2019 to:  
I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas, Suite 2500, Phoenix, AZ 85012

Submit comments by:  602.522.7777 |  i10wildhorsepasscorridor@hdrinc.com |  i10wildhorsepasscorridor.com

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# I-10, Loop 202 to State Route 387 - Wild Horse Pass Corridor

## Gila River Indian Community - Elder Concerns Group

### Comment Form

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I remember traveling over the Gila River when it flooded beneath I-10. As I looked down the top of the water was maybe a few feet from the street level of I-10. Very eerie as I drove an old truck over raging water from a wide width of water. I didn't want to be caught on that bridge. Widening of that bridge would be desirable. Perhaps with some images of the GPRC to show travelers they are passing through on native land. A bridge with graphics that comes to mind is the one that crosses over I-10 in Tucson @ South 6<sup>th</sup> Avenue.

Also just west of I-10 @ Casa Blanca road across from the Chevron gas station is the old Arts & Crafts building that all us oldsters remember in its heyday. Revitalization of that would be lovely for the community! (over) →

Contact Information (optional)

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I-10, SR-202L to SR-387: Public Scoping  
ADOT TRACS No. F0252 01L and 02  
Federal Aid No: 010-C(222)S  
September 2019

I have driven to Canada by myself and back to Tucson.  
I have driven to Hilton Head & back by myself twice and I  
have never seen more carnage than the 100 mi drive from  
Phoenix to Tucson. That stretch has roll overs, driving wrong  
way, <sup>car</sup> fires, that occur when someone falls asleep or is  
lulled into being unaware of hazards. Some sort of way  
to keep a driver engaged in the demands of driving  
that stretch needs to be implemented. Maybe signs  
saying you are entering... Like those heading north towards  
Phx from Tucson mentioning the Gila River boundaries.

In review 3 concerns:

- ① widen bridge over Gila River w/ side walks decorated w/ GIC  
emblems, <sup>Native</sup> design
- ② revitalize old Arts/Crafts Bldg. on Casa Blanca Rd
- ③ Keep drivers engaged on driving thus lowering accidents  
along I-10 Phx → Casa Grande

# I-10, Loop 202 to State Route 387 - Wild Horse Pass Corridor

## Gila River Indian Community - Elder Concerns Group

### Comment Form

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1. Add off ramp on Seed Farm Rd where all the businesses are, to avoid spreading thru ORTC.
2. Make a wider edge so people whom have flat tires can change it.
3. Simple Billboards of Business - lighted at night easy to read. with out destruction of your driving.
4. somehow make the truck drivers responsible for picking up there debris of tires when having a flat tire or anyone for that matter.
5. More patrol for speeders and other violations.
6. longer off ramps so people have time to slow down.
7. emergency stop area - & phone.

#### Contact Information (optional)

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# I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor

Draft Environmental Assessment & Design Concept Report  
Public Scoping Comment Form | September 2019

Public comments are an important part of this study and will be reviewed by the study team. Comments returned by **October 3, 2019** will be included in the study record and summary of public involvement. Please comment in the space provided below. Print clearly.

THE STUDY IS A GREAT START ON A BADLY NEEDED PROJECT. THIS IS REPETITIVE BUT THE SAFETY, STRESS, & LOGISTICS OF TRAVELING THIS STRETCH FROM CANA GRANDE TO PHX AREA IS NEEDED. - WHATEVER PLAN FOR WIDENING WOULD BE GOOD - THANKS TO LEADERS OF VARIOUS COMMUNITIES FOR THE BEGINNING -

If your comments are related to a specific location along the freeway, please indicate the milepost/s closest to the area on which you are commenting: (Please refer to the rollplot maps file in the public meeting materials section of the study website for milepost information) Milepost/s: \_\_\_\_\_

### Contact Information (optional)

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_

Thank you for your participation. Send in comments or completed form by mail by October 3, 2019 to:

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I-10, SR-202L to SR-387: Public Scoping  
ADOT TRACS No. F0252 01L and 02  
Federal Aid No: 010-C(222)S  
September 2019





**I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor**  
 Draft Environmental Assessment & Design Concept Report  
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- 1) At Mile post 164, this stretch of freeway needs to be improved to handle the caravan of vehicles that enter the freeway <sup>from Queen Creek rd.</sup> leading to Chandler/Phoenix - a divider for 1/2 mi in addition to an extra lane would be beneficial. Mile post 165 - heading east currently no real problems.
- 2) At mile post 167 + 168 a much improved entrance & exits ramps are needed - possibly a cloverleaf type of construction.
- 3) At mile post 176 Casa Blanca interchange - a major renovation is needed some type of cloverleaf or stack -
- 4) At mile post 179 - an exit to Seed Farm rd. is needed - again a cloverleaf.
- 5) At mile post 185 + 186 Casa Grande interchange - a major change is needed here - traffic from 185 have a difficult time turning left to 187 + 387.

If your comments are related to a specific location along the freeway, please indicate the milepost/s closest to the area on which you are commenting: (Please refer to the rollplot maps file in the public meeting materials section of the study website for milepost information) **Milepost/s:**

Contact: Also a member of Gila River Indian Community

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Email Address: \_\_\_\_\_

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**I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor**  
 Draft Environmental Assessment & Design Concept Report  
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IS THERE A PLAN FOR PAYMENT OF OUR COMMUNITY  
 ROADS AS TRAFFIC IS DIVERTED OFF FREEWAY DUE  
 TO ACCIDENTS. - MORE TRAFFIC MORE SPEED MORE  
 ACCIDENTS - ENFORCEMENT OF "SAFETY CORRIDOR"  
 TRAFFIC BLOWS BY YOU IF YOU GOING 75 MPH  
 THE SPEED LIMIT HOW IS ANOTHER LANE  
 GOING TO BENEFIT OUR COMMUNITY IF ANY  
 THING IT'LL BRING MORE PROBLEMS WE AS  
 NATIVES DON'T NEED.

If your comments are related to a specific location along the freeway, please indicate the milepost/s closest to the area on which you are commenting: (Please refer to the rollplot maps file in the public meeting materials section of the study website for milepost information) Milepost/s: all of it

Contact Information (optional)

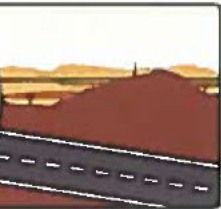
Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Email Address: \_\_\_\_\_

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**I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor**  
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THE LANE WIDENING IS GREATLY NEEDED, ALTHOUGH WHEN ACCIDENTS OCCUR TRAFFIC IS DETOURED THROUGHOUT OUR RESERVATION CAUSING THE BREAKDOWN OF OUR ~~ROADS~~ ROADS, INCREASE IN SPEEDING AND THE NEED FOR MORE POLICE PRESENCE TAKING AWAY FROM OUR NEIGHBORHOODS.  
 WHO PAYS FOR ROAD BREAKDOWN  
 WHO PAYS FOR INCREASED NEED FOR POLICE  
 WHEN DOES ROAD WIDENING EVER STOP? OR WILL IT?

If your comments are related to a specific location along the freeway, please indicate the milepost/s closest to the area on which you are commenting: (Please refer to the rollplot maps file in the public meeting materials section of the study website for milepost information) **Milepost/s:** \_\_\_\_\_

Contact Information:  
 Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_



Submit your comments to the study team by mail by October 3, 2019 to:  
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## I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor

Draft Environmental Assessment & Design Concept Report  
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- (1) IF PLAN TO WIDEN I-10, WHY WIDEN WHEN THE EXISTING ROAD ACCOMMODATES A 3 LANE HIGHWAY. (2) THE PLAN OF THIS PROJECT DOES NOT MENTION THE WIDEN OF I-10 BUT OTHER INFORMATIONAL STATES THE WIDEN. SUCH AS THE CASH GRANDE DISPATCH IF WIDEN, WHAT DOES THE GILA RIVER COMMUNITY RECEIVE IN EXCHANGE? HOW DOES IT BENEFIT THE TRIBE. (3) IF WIDEN, HOW MUCH TO BE WIDEN?
- (4) MP 183 - Cultural Sensitive  
MP 175 - Cultural sensitive, basically the whole I-10
- (5) IF ~~THE~~ I-10 BECOMES A 3-LANE, WOULD A FRONTAGE ROAD BE ADDED. (6) WOULD VEHICLE EMISSIONS INCREASE? IF WIDENED

If your comments are related to a specific location along the freeway, please indicate the milepost/s closest to the area on which you are commenting: (Please refer to the rollplot maps file in the public meeting materials section of the study website for milepost information) Milepost/s: 183, 175

Contact Information:  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

Thank you for your participation. Send in comments or completed form by mail by October 3, 2019 to:  
I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas, Suite 2500, Phoenix, AZ 85012

Submit comments by: 602.522.7777 | [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com) | [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)

Completion of this form is completely voluntary and helps the project team keep an accurate record of comments. Under state law, any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.



I-10, SR-202L to SR-387: Public Scoping  
ADOT TRACS No. F0252 01L and 02  
Federal Aid No: 010-C(222)5  
September 2019



**I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor**  
 Draft Environmental Assessment & Design Concept Report  
 Public Scoping Comment Form | September 2019

Public comments are an important part of this study and will be reviewed by the study team. **Comments returned by October 3, 2019 will be included in the study record and summary of public involvement.** Please comment in the space provided below. Print clearly.

*1. 22-*  
 Safety should be the priority for the commuters. If feel the bridge should be atleast upgraded. Pavement also could be leveled out. Hopefully to minimize accidents from debris which falls off vehicles traveling at high rates of speed.

*Speed monitoring & finding ways of enforcing speed limits.*

If your comments are related to a specific location along the freeway, please indicate the milepost/s closest to the area on which you are commenting: (Please refer to the rollplot maps file in the public meeting materials section of the study website for milepost information) Milepost/s: \_\_\_\_\_

**Contact Information (optional)**

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Email Address: \_\_\_\_\_

Thank you for your participation. Send in comments or completed form by mail by October 3, 2019 to:  
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Submit comments by: 602.522.7777 | i10wildhorsepasscorridor@hdrinc.com | i10wildhorsepasscorridor.com

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# I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor

Draft Environmental Assessment & Design Concept Report  
Public Scoping Comment Form | September 2019

Public comments are an important part of this study and will be reviewed by the study team. **Comments returned by October 3, 2019 will be included in the study record and summary of public involvement.** Please comment in the space provided below. Print clearly.

My Name is Clement Harvey Jr, I live in Sacaton  
1st I would like to see I-10 widened to 3 lanes,  
one lane used by only Semi trucks if possible.  
2nd maybe put a Cable barrier. Seen to many  
Cross over care hitting opposite traffic.

If your comments are related to a specific location along the freeway, please indicate the milepost/s closest to the area on which you are commenting: (Please refer to the rollplot maps file in the public meeting materials section of the study website for milepost information) Milepost/s: \_\_\_\_\_

Contact Information:  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Email Address: \_\_\_\_\_

Thank you for your participation. Send in comments or completed form by mail by October 3, 2019 to:  
I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas, Suite 2500, Phoenix, AZ 85012

Submit comments by: 602.522.7777 | i10wildhorsepasscorridor@hdrinc.com | i10wildhorsepasscorridor.com

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I-10, SR-202L to SR-387: Public Scoping  
ADOT TRACS No. F0252 01L and 02  
Federal Aid No: 010-C(222)S  
September 2019



**I-10 | Loop 202 to SR-387 Wild Horse Pass Corridor**  
 Draft Environmental Assessment & Design Concept Report  
 Public Scoping Comment Form | September 2019

Public comments are an important part of this study and will be reviewed by the study team. **Comments returned by October 3, 2019 will be included in the study record and summary of public involvement.** Please comment in the space provided below. Print clearly.

Due to population my biggest worry is the massive pollution. If we look at Phx and see the huge smog. How can we ~~agree~~ agree that our farms will be protected.

Pinal (from Casa Grande to the border line of Gila River I do not see DPS and people donot follow the speed) everyone is in a rush. \$7 a car Passed on a double solid. again, no DPS. People are such in a rush that they do not wait for people to turn they go around ~~in~~ instead of breaking, which leads to accidents.

If your comments are related to a specific location along the freeway, please indicate the milepost/s closest to the area on which you are commenting: (Please refer to the rollplot maps file in the public meeting materials section of the study website for milepost information) **Milepost/s:** \_\_\_\_\_

**Contact Information (optional)**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

**Email Address:** \_\_\_\_\_

Thank you for your participation. Send in comments or completed form by mail by October 3, 2019 to:  
 I-10 Wild Horse Pass Corridor Study Team c/o HDR, Inc. 20 E. Thomas, Suite 2500, Phoenix, AZ 85012

Submit comments by: 602.522.7777 | i10wildhorsepasscorridor@hdrinc.com | i10wildhorsepasscorridor.com

Completion of this form is completely voluntary and helps the project team keep an accurate record of comments. Under state law, any identifying information provided will become part of the public record and, as such, must be released to any individual upon request.



**From:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor)  
**To:** [REDACTED]  
**Subject:** FW: I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter  
**Date:** Wednesday, November 13, 2019 11:22:57 AM  
**Attachments:** [image003.png](#)  
[WEMP Response to Proposed I-10 Widening Sep 2019.pdf](#)

---

Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

----- Forwarded message -----

**From:** Willard Antone III <[REDACTED]>  
**Date:** Mon, Sep 9, 2019 at 5:05 PM  
**Subject:** I-10 Corridor Study: State Route 202L (Santan) to State Route 387 Scoping Letter  
**To:** [REDACTED] <[REDACTED]>  
**Cc:** [REDACTED] <[REDACTED]> [REDACTED] <[REDACTED]>  
<[REDACTED]> Ryan Eberle <[REDACTED]> [REDACTED] <[REDACTED]>  
<[REDACTED]> [REDACTED] <[REDACTED]>

Good Afternoon Tracy,  
The Department of Environmental Quality's Wildlife & Ecosystems Program has reviewed the proposed project identified as [010-C(222)S] [F0252 01L and F0252 02L] [Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387] and has provided comments/recommendations based on the information provided. The comments are specific to wildlife and native vegetation as the this request was sent to Russell Benford, Wildlife Program Manager. If you are requesting a full review from our department please notify us promptly. If you have any questions please feel free to contact myself or Ryan Eberle, Air Quality Program Manager, regarding this project, thank you.

**Willard W. Antone III, CPM**  
Director  
Gila River Indian Community  
Main: (520) [REDACTED] | Direct: (520) [REDACTED]



Mobile: (520) [REDACTED] | Email: [REDACTED]

Department of Environmental Quality  
Mailing: P.O. Box 97, Sacaton, AZ 85147  
Physical: 5350 N. 48 St., Ste. 120, Chandler, AZ 85226

Website: [www.GRICDEQ.org](http://www.GRICDEQ.org)



Vision Statement - A Healthy, Sustainable Environment for Future Generations

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--

**Carlos D. Lopez, PE**  
**Corridor Planning Group Manager**

Multimodal Planning Division  
206 S. 17<sup>th</sup> Avenue  
Mail Drop 310B  
Phoenix, AZ 85007



**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** FW: I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 11:37:05 AM

---

Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

Finally the process is starting!

We live in Oro Valley, and quit using Sky Harbor for the most part because many times when we came in to land you could see lots of brake lights on I 10 east down by the rest stop. We took AZ 79 a few times, but don't consider it to be any safer in the late evening.

If the project is done in phases; please consider doing the area by the rest stops first. Commercial trucks in the area are required to use the right lane and that creates additional lane changes in a area where vehicles are entering and exiting the freeway to use the rest stops. It is uphill both directions to the rest stops and faster trucks get caught in the left lane trying to pass slower trucks then come to the area with the lane use restriction while slowing down going up the hill. The issue is more prevalent going southbound. Speeds will drop to below 65 mph fairly suddenly as the faster truck loses momentum going up the hill and the driver decides how to comply with the lane restriction and not able to change lanes because the truck in the right lane is now not that much slower.

Phil

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** FW: I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 11:38:15 AM

---

Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

This project is long overdue. Driving between Phoenix and Tucson has been extra challenging and frustrating because of the two-lane condition on I-10 that is the subject of this project. Any efforts to expedite the construction will be much appreciated!

Thank you for the opportunity to comment on this important effort.

**From:** [Brodbeck, Mark](#)  
**To:** [Estelle, Haley](#); [Shepherd, Kristi](#)  
**Cc:** [Bombardier, Brian](#)  
**Subject:** FW: Message from ROSEMARIE HURST  
**Date:** Monday, September 30, 2019 1:09:21 PM  
**Attachments:** [VoiceMessage.wav](#)

---

1 of 2

I received two voice mails from this person asking to be added to the I-10 Corridor mailing list. Not sure how he got my number.

**Mark Brodbeck**, MA RPA  
*Cultural Resources Group Manager*  
D [REDACTED] / M [REDACTED]  
HDR

**From:** Cisco Unity Connection Messaging System [mailto:[REDACTED]]

**Sent:** Monday, September 30, 2019 12:26 PM

**To:** [REDACTED]

**Subject:** Message from ROSEMARIE HURST

**From:** [Brodbeck, Mark](#)  
**To:** [Estelle, Haley](#); [Shepherd, Kristi](#)  
**Cc:** [Bombardier, Brian](#)  
**Subject:** FW: Message from ROSEMARIE HURST  
**Date:** Monday, September 30, 2019 1:09:58 PM  
**Attachments:** [VoiceMessage.wav](#)

---

2 of 2

This might be the same message.

**Mark Brodbeck**, MA RPA  
*Cultural Resources Group Manager*  
D [REDACTED] / M [REDACTED]  
HDR

**From:** Cisco Unity Connection Messaging System [mailto:[REDACTED]]

**Sent:** Monday, September 30, 2019 12:31 PM

**To:** [REDACTED]

**Subject:** Message from ROSEMARIE HURST



Website: [www.GRICDEQ.org](http://www.GRICDEQ.org)



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--

**Carlos D. Lopez, PE**

**Corridor Planning Group Manager**

Multimodal Planning Division

206 S. 17<sup>th</sup> Avenue

Mail Drop 310B  
Phoenix, AZ 85007



**From:** [Justin Henzel](#)  
**To:** [i10wildhorsepasscorridor](#)  
**Subject:** I-10 corridor study  
**Date:** Wednesday, September 11, 2019 10:21:14 PM

---

The traffic isn't backing up from wild horse pass to CG on I-10, it backs up on 347 to south of riggs. The backup is caused by maricopa residents needing to merge onto I-10 during rush hour. 347 needs to have a riggs overpass and a casa blanca overpass along with a mini stack at the 347/queen creek/I-10 junction to keep traffic moving. The 347 backup will get even worse with adding a light at maricopa road by the raceway as well. If the light is added at maricopa road it should only be operated on weekends during special events.

Sent from my iPad



**From:** [jon.denowh](#)  
**To:** [i10wildhorsepasscorridor](#)  
**Subject:** I10 Feedback  
**Date:** Monday, September 16, 2019 1:08:25 PM

---

Hello, My name is Jon Denowh. I live in Casa Grande and commute to Tempe five days a week. I have done this commute for the last 3 years. The problems i see with the current 4 lane I10 are slow vehicles causing backups. These vehicles are usually a car towing a car back from an auction or overloaded pickup trucks, they are sometimes doing around 45 to 50 MPH causing the usually 80mph traffic to backup. The I10 also has many semi trucks doing 65 to 70 mph. An extra lane is needed to accommodate the slower traffic to the right. Another issue i see regularly is when there is an accident on the 347 to Maricopa everyone uses CasaBlanca and the I10 backs up for miles. I also believe the extra lanes would increase growth in casa grande which i am torn with since i like the small town feel of casa grande. If an extra lane was built i believe many residents of Maricopa and people looking for cheaper homes would move to Casa grande as i did and may cause issues at the I10/387 interchange in the future. I think a freeway style on ramp should be built at the time of widening at this interchange. Thank you.

**From:** [Jackson Hurst](#)  
**To:** [i10wildhorsepasscorridor](#)  
**Subject:** I-10 Study: Loop 202 to State Route 387 Wild Horse Pass Corridor Study  
**Date:** Friday, September 27, 2019 6:48:09 PM

---

Hi i would like to sign up for study updates and be added to the mailing list for the I-10 Study: Loop 202 to State Route 387 Wild Horse Pass Corridor Study. My mailing address is [REDACTED]

sent from [REDACTED]

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Tuesday, December 3, 2019 10:16:00 AM

---

Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

This study is focused on the I-10 corridor itself, and as such, is not exploring options to improve SR 587 from I-10 to the north borderline. Existing interchanges will remain, and their ramps will be improved to current standards to improve safety. New interchanges may be considered as part of the study improvements. Assuming the Gila River Bridges are replaced, they will be expanded to accommodate a future I-10 widening. No additional impacts are anticipated to Gila Butte Mountain (Aji Mountain).

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

To who it may concern:

The following is a few comments I have if the I-10 corridor is to be approved

- will their be upgrades to SR 587 from Casa Blanca to the community borderline on 587 and hunt highway to help the congestion on I-10
- Will their be exits ramps more than just Casa Blanca (175), Exit 185, Riggs rd Exit Ect. ?
- If the corridor is not approved, will the Gila River Bridge be upgraded to a larger size than it is now?
- Will their be a impact to Gila Bute mountain (Aji Mountain) for the widening of I-10 and the bridge?

Thank you

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Tuesday, December 3, 2019 10:15:00 AM

---

Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

At this early stage, it has not yet been determined what the preferred method will be to increase the capacity on I-10. Over the next year, however, the study process will answer this question. The Gila River Indian Community has agreed to be a Cooperating Agency throughout the environmental process. Leadership from the Community will be actively engaged in discussing in detail issues like the ones you raise in your comments. With regards to the cultural resources in the corridor, the study team is coordinating closely with the Community's cultural resource experts and, with their help, will fully document the cultural resources and impacts the proposed project may have.

Thank you,

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Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received on Comment Form:

(i) If plan to widen I-10, why widen when the existing ROW [accommodates] a 3 lane highway. (2.) The of this project does not mention the widen of I-10 but other information [01] states the widen such as the Casa Grande Dispatch. If widen, what does the Gila River Community receive in exchange? How does it benefit the tribe. (3.) If widen, how much to be widen? (4.) MP XXX – cultural sensitive. MP XXX – Cultural sensitive, basically the whole I-10 (5.) If I-10 becomes a 3-lane, would a frontage road be added. (6.) would vehicle emissions increase? If widened.

**From:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Tuesday, December 3, 2019 10:14:00 AM

---

Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Please note that a separate study is currently underway through the Maricopa Association of Governments for the SR 347 corridor from Maricopa to I-10. This study is looking at this entire corridor and its connection with I-10 and will be making its own recommendations. It is unclear at this time whether portions of those SR 347 recommendations will become part of this I-10 Wild Horse Pass Corridor study. More information can be found at:

<https://www.azmag.gov/Programs/Transportation/Freeways-and-Highways/SR-347-Scoping-Study>.

Thank you,

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20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
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Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

At the same time this is being evaluated, why is there not an evaluation and plan for an overpass at Riggs Road and Hwy 347?

The congestion during peak commutes on both roads is unacceptable in light of the "planning" and expansion of single family homes in Maricopa along with the extensive carbon monoxide/ozone pollution associated with that congestion to which the valley already has to many air quality alerts.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:25:15 PM

---

Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

The I-10 freeway is a very unsafe roadway to drive, no matter what time of day, however during busy times like "rush hour" it is extremely slow driving because all lanes are filled and semi truck and vehicles hauling cars or stuff drive slow. Drivers who do not have patience or are just rude and self-centered drive darting in between cars, drive on the "shoulders of the freeway, or cut through the median to turn around creating dangerous situations trying to get back in to traffic, along with all the dust they create.

Secondly, if ADOT and others were real forward thinking organizations they would use this opportunity to apply innovative methods to capture car exhausts, such as air-handler systems that can capture exhausts and turn into clear air. This is a forward thought, but putting the challenge out there, people, such as STEM student may develop an innovative way - 2023-2030 is plenty of time to explore. This area seems to be one of the last places of true open space - it may be destroyed by all the contamination.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:24:42 PM

---

Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

I feel that the construction on this project needs to be done as quickly as possible. As someone who travels the I-10 West from Riggs to Chandler Blvd. every day to work, I am very concerned that once the new section of the 202 that goes around South Mountain opens, the many large semi-trucks that currently exit I-10 West on Riggs and turn left and drive around that way to avoid the congestion near downtown will now stay on the I-10 between Riggs and the 202 (in order to take the 202) and this will overwhelm that stretch of the interstate, which is already crowded in the mornings.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:23:59 PM

---

Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

After spending all that money to make I-10 three lanes from Tucson up to Casa Grande you would really consider not completing it from Casa Grande to Phoenix, that would make what you've already done rather useless as a chain is only as good as its weakest link.



**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:23:11 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

It's too bad more common sense cannot be applied it is rather obvious that the I-10 stretch from Casa Grande to Phoenix needs to be three lanes, it's a shame all this time and money has to be spent on studies for something so obvious.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:22:31 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

This needs to happen and sooner the better, this is a very frustrating drive after the Lanes go from 3 to 2 Lanes, people on the road take more chances to get around people and are likely cause accidents by taking these risks. Please help.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:21:51 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

Please expand the area to three lanes from two !  
I drive this stretch of I-10 from Tucson to Phoenix twice a week and that area is the most congested dangerous area as it bottlenecks into two lanes and it is constantly having people stay in the left lane with people passing quickly on the right and makes the area scary to drive in.  
I truly hope Arizona will make this stretch of highway like I-25 between Colorado Springs and Denver where it is 3 lanes both ways and can be a safer place to drive .  
Thank you,  
Tim Travis

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:21:06 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

Land ownership:

The I-10 project within the Gila River Indian Community, contains parcels of land that are owned by individual landowners, (allottees). Consideration should be given to land development along the proposed freeway project to benefit the landowners. Access to land along side of the freeway should be implemented, i.e., ramps, frontage roads to allow safe ingress and egress to future economic development.

Exit 175 interchange

Re-engineering of the overpass must be considered to allow easier flow of traffic for access to the future development of business in the immediate area of the interchange.

Wildlife:

Wildlife currently are casualties of the traffic on the freeway. Wildhorses use the current riverbed to traverse the freeway. Consideration needs to be given to guard the habitat.

Business Communities

The Gila River Indian Community has a thriving business community, which has interests in the northern boundary area (Wildhorse Pass Area). Consultation with the business entities is key to the success of the project. Communication facilities (conduit) within the right-of-way is important to the telecommunications company owned the GRIC.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:19:40 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

I would like to see the HOV lanes continue all the way through Tucson. I have travelled that route many times, and I believe that six lanes is actually underserving the traffic. I would like to see one HOV lane and three lanes of highway traffic each direction.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:18:50 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

Additional freeway access is necessary especially for emergency vehicles. On/off ramps at Seedfarm Rd, Nelson Rd, Goodyear Rd. Modernization of the Casa Blanca and Pinal Ave interchanges are necessary to handle the increased traffic. Stop lights would be necessary at Casa Blanca and Pinal Avenue. Casa Blanca has extensive traffic delays in the early morning and around 1700 due to people going to/from work, where traffic lights would help ease the congestion.

The additional off/on ramps would assist in traffic using alternate routes when there are accidents, and not be stuck having to wait it out until the lanes are cleared up.

Improving the median allowing easier access for emergency vehicle to cross. There is a high transition from the median to the asphalt surface which is hard on the emergency vehicles.

A emergency lane large enough to dive a fire apparatus in imperative. It is currently difficult at times to make access to accident with congestion. Many times our progress is significantly slowed, stoped and we have to move traffic to try to make access.

Access on the bridge is also very difficult when there are traffic back ups, and many times impassable.

Additional warning and information signs along the way. Blowing dust, and traffic backup are a problem

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:17:51 PM

---

Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

The comment notice for the proposed corridor, linking AZ 202 with AZ 347, has arrived on September 23, 2019. The notice states that there was a meeting on September 19th. Your notice indicates that your responsibility is not administered in a timely manner. Also, there is no indication of a meeting with District Four, through which the proposed corridor apparently passes. Please, in the future, exercise your responsibility with greater care.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:16:55 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

THIS IS LONG OVERDUE.

We travel to Tucson several times a year and find that this 26 mile stretch is always crowded.



**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:15:32 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. You have been added to our contact list.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:14:30 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

currently any accidents which happen on I 10 over flow comes through our community. this creates congestion and speed hazards(speeding). I know if I speed in other communities I would be looked at as a hazard.

the extra traffic also has a effect on our road conditions (faster wear).

Also extra lanes will bring additional traffic and more accidents.

this section of I-10 is known as a safety corridor with speed limit set at 75 mph. news flash no one except me goes the posted speed.

if this project is made I would strongly request posted speed be reduced to 65 mph to keep accidents to a minimum. and the 65 mph posted speed be strictly enforced with harsh fines.

Im not against growth but I am against accidents and fatalities.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:13:14 PM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

My name is Mikhail Sundust. I am a member of the Gila River Indian Community. I strongly support a build alternative.

My first recommendation to consider is the construction of a new interchange approximately 1.5 miles south of the Casa Blanca interchange, which would provide easier direct access to Sacaton. This would relieve some of the traffic congestion that occurs at the Casa Blanca interchange and improve safety. It would have the added benefit of improving access to Sacaton, which the Community could take advantage of to boost its economy.

One of my concerns is that investment in the I-11 project would interfere with this project. I think this project should move forward regardless of decisions made on the I-11. Even if it appears that the I-11 would reduce some traffic along the Wild Horse Pass corridor, the I-10 expansion would benefit all travelers with safer roads.

Finally, I support a full replacement of the I-10 bridge, not just rehabilitation. The Arizona Sun Corridor is going to be a major thoroughfare for decades to come and the bridge should be built to last.

Thank you.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:11:06 PM

---

Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

I drive this stretch of freeway everyday and my concerns are,

1- congestion, traffic in both directions gets congested a lot due to the two lane travel. Semi trucks are a major cause of this due to speed and load.

2- safety, when traffic gets congested, cars start trying to jockey for position as not to lose their spot in the high speed lane. this creates a lot of speed up and brake type of traffic which may result in rear end collisions and possibly road rage.

3- I also notice a lot of accidents in the center median. it seems like every week there is a car or truck that has gone into the median which causes a traffic backup. i'm not sure why this occurs but i'm sure DPS records will show the number of times they have to respond.

4- road conditions. aside from a widening project, the roads in the stretch of freeway need resurfacing. my last comment would be a safety concern of visibility during storm conditions. will this be addressed during this expansion proposal.

I am in full support of the widening of I-10 in this area and I hope that ADOT and GRIC can come to an agreement that benefits all parties involved.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 12:08:26 PM

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Dear Mr. Humphrey,

Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

As requested, your contact information has been added to our notification list.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

That 26 mile stretch represents one of the most dangerous sections of interstate in the state. My wife and sister were killed in this section of interstate in a cross median crash at MP 171. Any solution to making this section of I10 safer must include the installation of median cable barriers to prevent other families from having to bear the heartbreak of lost or severely injured loved ones. The National Highway Administration estimates that median cable barriers can reduce cross median crash fatalities by up to 97 percent.

Please notify me of any future public hearings on this issue. My email address is [REDACTED]  
My phone is [REDACTED]4.

Mike Humphrey

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 11:46:04 AM

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Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

Please take care of adding additional lanes to the existing I-10 corridor before you take care of building out 387. All that needs to be done is to infill the area between the existing north and south bound lanes, put up a barrier wall (as you do in Phoenix) and add the additional north south lanes that are badly needed. The existing overpasses will work with this plan. I travel the existing corridor almost daily, it is one of the most dangerous stretches of highway in the US. You can fix it. I would like to see this done in my lifetime.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 11:45:12 AM

---

Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

Please get this completed. this stretch of I-10 seems more dangerous each time I travel it. The 3 lane areas that have been completed between Phoenix and Tucson seem so much safer. Thanks!

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 11:44:11 AM

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Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

This is long overdue. Please get this done ASAP, if possible, fast track it. All government agencies (including tribal government) work together to have it done ASAP!!!



**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 11:43:13 AM

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Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

The addition of one lane in each direction will definitely improve I-10 traffic flow in the area of the GRIC, but this study/project should not be okay with just one lane.

Accidents on Arizona's rural interstates occur often enough that this stretch should be viewed by designers as an opportunity to design a better freeway. Not just in initial design, particular approaching the Gila River bridge from both directions, to ensure a safer highway, but also in the design and construction of multiple strategic crossover points that would allow DPS/police to shut down a section of the interstate without completely shutting a direction down to all travel. This would allow DPS and ADOT to respond and set up a crossover prior to the accident site and channelize both directions at slowed, but constant pace around the accident site. This would eliminate the need to shut down the interstate entirely in these situations, and minimize the affected area of the interstate to just a mile or two, which would be very beneficial in this rural area with extremely limited access and neighboring roads.

Build the GRIC whatever they need to have their community on board with this project, it will benefit everyone.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 11:41:59 AM

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Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

I travel this route frequently, what I see being the most prevalent problem. The people who feel the need to travel 10-20 miles over the posted limit. Weaving in & out of traffic, which is usually moving well. Yes the roads could be improved, but what really needs improvement is how people drive. I say no to taking any more of our lands.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 11:40:47 AM

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Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

I think this stretch needs to be widened from two to three lanes. There are many 18-wheelers on this freeway and with a speed limit of 75 mph plus only two lanes, it is a dangerous stretch of freeway. My opinion is that if it were widened, the traffic would more safely flow south out of Chandler as well as north into Chandler. Thank you,

**From:** [Estelle, Haley](#)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Wednesday, November 13, 2019 11:34:56 AM

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Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received Online:

Widen away! It's about time. Although I live in Tempe, I have children who live in Maricopa and have wondered why this had not happened sooner. I wholeheartedly support the idea of widening the I-10 freeway at the earliest possible moment and hope the Indian community will be on board as well.

**From:** [i10wildhorsepasscorridor](http://i10wildhorsepasscorridor.com)  
**To:** [REDACTED]  
**Subject:** I-10 Study: Loop 202 to State Route 387, Draft EA and DCR  
**Date:** Tuesday, December 3, 2019 10:17:00 AM

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Thank you for your comments on the I-10, SR-202L to SR-387 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

At this time, construction funding is being planned for 2025 for the portion of the freeway north of Riggs Road to Loop 202. Another smaller project planned for 2023 for a segment between Riggs Road and SR-387. Details have not been finalized. If a widening option is selected and can be funded, it will take at least two years to construct the corridor, but longer if funding is spread over many years. Generally, freeway widening would have minimal impacts on I-10's users as two lanes will be kept open throughout construction, though some short term closures (weekends for example) may be required for special work. Environmental impacts are being assessed with the Environmental Assessment and will be fully disclosed to the public prior to completing that study. At this time, we do not believe Aji will be impacted with either the I-10 corridor project or the Gila River Bridge project. As for the improvement project on the I-10 Gila River Bridges, the river bed may be temporarily altered during construction, but otherwise would be restored to its natural state at the end of construction.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

Original Comment Received on Comment Form:

I believe that it's very important to consider the impact this will have on the community's local traffic. This project will take several years and as a GRIC resident that currently lives in Bapchule, AZ its important to know how it would directly impact my family's and my own day-to-day routine. I am also concerned about the untouched lands. How will that affect the environment? With the added 202, we saw that there were a lot of wildlife that were forced out of their homes. And with Aji in my backyard, I'm concerned about how it will also disrupt our sacred mountain Aji. That was something that was disregarded, I feel, during the development of the 202. Before make a decision, as a community member, I would like to know more about what the development process looks like. What is the schedule for each section that will be redone? When it comes to the bridge project, how will the river bed be affected? Since I was young, I have always walked from my home to Aji by going under the bridge . With the expansion and development that would halt me from having access from Aji for, potentially, several years.

**From:** [Cisco Unity Connection Messaging System](#)  
**To:** [i10wildhorsepasscorridor@noram-unity.hdrinc.com](mailto:i10wildhorsepasscorridor@noram-unity.hdrinc.com)  
**Subject:** Message from JONES CHLOE (+14802353935)  
**Date:** Friday, September 27, 2019 11:40:46 AM  
**Attachments:** [VoiceMessage.wav](#)

---

**From:** [Cisco Unity Connection Messaging System](#)  
**To:** [i10wildhorsepasscorridor@noram-unity.hdrinc.com](mailto:i10wildhorsepasscorridor@noram-unity.hdrinc.com)  
**Subject:** Message from KANTRUD SANDRA (+15208764221)  
**Date:** Wednesday, September 18, 2019 9:54:56 AM  
**Attachments:** [VoiceMessage.wav](#)

---

**From:** [Cisco Unity Connection Messaging System](#)  
**To:** [i10wildhorsepasscorridor@noram-unity.hdrinc.com](mailto:i10wildhorsepasscorridor@noram-unity.hdrinc.com)  
**Subject:** Message from ROSEMARIE HURST  
**Date:** Monday, September 30, 2019 12:28:30 PM  
**Attachments:** [VoiceMessage.wav](#)

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**From:** [Brad Lund](#)  
**To:** [i10wildhorsepasscorridor](#)  
**Subject:** Please allow the Wild Horse Pass Corridor project to proceed  
**Date:** Saturday, September 28, 2019 10:45:50 AM

---

To whom this concerns,

My wife and I live in Tucson and Work in Phoenix. We drive I-10 both directions, multiple times during the week. The last stretch between SR387 and Loop 202 is the most dangerous; always has been. It is heavily traveled, especially with commercial vehicles, which tend to drive under the posted speed limit causing traffic backups. The turn at Sacaton is also dangerous and has seen many accidents over the years. Expanding to three lanes, I believe, will make it safer for drivers, reduce driver frustrations as well as relieve traffic pressure.

We really love the new stretch of I-10 from Eloy to Picacho Peak - it is clean and really showcases the beautiful Santa Catalinas when driving into Tucson. I remember when that was two lanes, with lots of turns - it too was very dangerous - thank you for straightening it out.

Hope this helps

Kind Regards,

Brad Lund

**From:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor)  
**To:** [Justin Henzel](mailto:Justin.Henzel)  
**Subject:** RE: I-10 corridor study  
**Date:** Wednesday, November 13, 2019 11:24:38 AM


---

Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
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Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

-----Original Message-----

From: Justin Henzel <>  
Sent: Wednesday, September 11, 2019 10:21 PM  
To: i10wildhorsepasscorridor <[i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)>  
Subject: I-10 corridor study

The traffic isn't backing up from wild horse pass to CG on I-10, it backs up on 347 to south of riggs. The backup is caused by maricopa residents needing to merge onto I-10 during rush hour. 347 needs to have a riggs overpass and a casa blanca overpass along with a mini stack at the 347/queen creek/I-10 junction to keep traffic moving. The 347 backup will get even worse with adding a light at maricopa road by the raceway as well. If the light is added at maricopa road it should only be operated on weekends during special events.

Sent from my iPad

**From:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor)  
**To:** [jon.denowh](mailto:jon.denowh)  
**Subject:** RE: I10 Feedback  
**Date:** Wednesday, November 13, 2019 11:26:19 AM

---

Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

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**From:** jon.denowh <[REDACTED]>  
**Sent:** Monday, September 16, 2019 1:08 PM  
**To:** i10wildhorsepasscorridor <[i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)>  
**Subject:** I10 Feedback

Hello, My name is Jon Denowh. I live in Casa Grande and commute to Tempe five days a week. I have done this commute for the last 3 years. The problems i see with the current 4 lane I10 are slow vehicles causing backups. These vehicles are usually a car towing a car back from an auction or overloaded pickup trucks, they are sometimes doing around 45 to 50 MPH causing the usually 80mph traffic to backup. The I10 also has many semi trucks doing 65 to 70 mph. An extra lane is needed to accommodate the slower traffic to the right. Another issue i see regularly is when there is an accident on the 347 to Maricopa everyone uses CasaBlanca and the I10 backs up for miles. I also believe the extra lanes would increase growth in casa grande which i am torn with since i like the small town feel of casa grande. If an extra lane was built i believe many residents of Maricopa and people looking for cheaper homes would move to Casa grande as i did and may cause issues at the I10/387 interchange in the future. I think a freeway style on ramp should be built at the time of widening at this interchange. Thank you.

**From:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor)  
**To:** [Jackson Hurst](#)  
**Subject:** RE: I-10 Study: Loop 202 to State Route 387 Wild Horse Pass Corridor Study  
**Date:** Wednesday, November 13, 2019 11:30:24 AM

---

Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

You have been added to the mailing list.

Thank you,

I-10 Study Team: Loop 202 to State Route 387, Draft EA and DCR  
20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

---

**From:** Jackson Hurst <[REDACTED]>  
**Sent:** Friday, September 27, 2019 6:48 PM  
**To:** i10wildhorsepasscorridor <[i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)>  
**Subject:** I-10 Study: Loop 202 to State Route 387 Wild Horse Pass Corridor Study

Hi i would like to sign up for study updates and be added to the mailing list for the I-10 Study: Loop 202 to State Route 387 Wild Horse Pass Corridor Study. My mailing address is [REDACTED].

sent from [REDACTED]

**From:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor)  
**To:** [Brad Lund](mailto:Brad.Lund)  
**Subject:** RE: Please allow the Wild Horse Pass Corridor project to proceed  
**Date:** Wednesday, November 13, 2019 11:30:59 AM

---

Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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20 E. Thomas Road, Suite 2500  
Phoenix, AZ 85012  
Website: [i10wildhorsepasscorridor.com](http://i10wildhorsepasscorridor.com)  
Email: [i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)  
Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

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**From:** Brad Lund <[REDACTED]>  
**Sent:** Saturday, September 28, 2019 10:46 AM  
**To:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor) <[i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)>  
**Subject:** Please allow the Wild Horse Pass Corridor project to proceed

To whom this concerns,

My wife and I live in Tucson and Work in Phoenix. We drive I-10 both directions, multiple times during the week. The last stretch between SR387 and Loop 202 is the most dangerous; always has been. It is heavily traveled, especially with commercial vehicles, which tend to drive under the posted speed limit causing traffic backups. The turn at Sacaton is also dangerous and has seen many accidents over the years. Expanding to three lanes, I believe, will make it safer for drivers, reduce driver frustrations as well as relieve traffic pressure.

We really love the new stretch of I-10 from Eloy to Picacho Peak - it is clean and really showcases the beautiful Santa Catalinas when driving into Tucson. I remember when that was two lanes, with lots of turns - it too was very dangerous - thank you for straightening it out.

Hope this helps

Kind Regards,

Brad Lund

**From:** [Jared Grandy](#)  
**To:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor); [REDACTED] [REDACTED] [REDACTED]  
**Cc:** [Unger, Audrey C.](#); [Bombardier, Brian](#)  
**Subject:** RE: RSVP Agency Scoping Meeting | F0252 01L and F0252 02L - Interstate 10 Corridor Study, State Route 202L (Santan) to State Route 387  
**Date:** Friday, October 4, 2019 11:23:04 AM  
**Attachments:** [image002.png](#)

---

Good Morning,

This project is outside of the limits of the San Carlos Irrigation & Drainage District.

Thank you very much,

Jared Grandy  
District Engineer

**SAN CARLOS IRRIGATION  
AND DRAINAGE DISTRICT**

120 South 3<sup>rd</sup> Street  
Coolidge, AZ 85128

[REDACTED] main  
[REDACTED] mobile

[REDACTED]

[www.scidd.com](http://www.scidd.com)

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**From:** i10wildhorsepasscorridor [mailto:i10wildhorsepasscorridor@hdrinc.com]  
**Sent:** Wednesday, September 18, 2019 6:33 PM  
**To:** [REDACTED] [REDACTED] Jared Grandy; [REDACTED]  
**Cc:** Unger, Audrey C.; Bombardier, Brian  
**Subject:** RSVP Agency Scoping Meeting | F0252 01L and F0252 02L - Interstate 10 Corridor Study, State Route 202L (Santan) to State Route 387

***Please RSVP to [REDACTED] by Monday, September 23, 2019.***

To: Agency Representative

Subject: Agency scoping meeting invitation

RE: 010-C(222)S  
F0252 01L and F0252 02L  
Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387

Dear Agency Representative:

The Arizona Department of Transportation (ADOT) is holding an agency scoping meeting as part of the environmental and engineering effort for the Interstate 10 Corridor Study: State Route 202L (Santan) to State Route 387.

ADOT is planning to add capacity to Interstate 10 (I-10) from milepost (MP) 161.0 at the State Route (SR) 202L (Santan) traffic interchange to MP 187.1, east of the traffic interchange at SR 387. The segment of I-10 between MPs 172.6 and 173.6 (Gila River Bridge) is excluded from this project, but

will be addressed under a separate project. The approximately 26-mile corridor is located primarily within the Gila River Indian Community and also within the cities of Phoenix and Chandler in Maricopa County, Arizona, and within the city of Casa Grande in Pinal County, Arizona.

The purpose of this study is to identify and study alternatives for I-10 in the study area (for example, widening and other improvements).

In accordance with the National Environmental Policy Act of 1969 (NEPA), as amended, a Draft Environmental Assessment (EA) will be prepared for this study. The Draft EA will describe the alternatives development process, document the potential environmental impacts of the proposed action, include an analysis of the no-build alternative, and summarize agency and public comments obtained during the NEPA process. An Initial and Final Design Concept Report will also be developed as part of the study.

This letter (attached) requests your attendance at the agency scoping meeting scheduled for **October 2, 2019, from 1 to 3 p.m. at the Anthony B. Shelde Building (adjacent to Whirlwind Golf Club), located near 5692 W North Loop Road, Phoenix, AZ 85048.**

**An RSVP from you or a representative is requested by September 23, 2019. To RSVP or submit comments or questions, please contact:**

Arizona Department of Transportation  
c/o Brian Bombardier  
HDR  
20 East Thomas Road, Suite 2500  
Phoenix, AZ 85012

Mr. Bombardier can also be reached by telephone at [REDACTED] by fax at [REDACTED] or by email at [REDACTED]

Please consider attending the agency scoping meeting and/or submitting comments or questions. Your input is valuable and will assist the study team in their evaluation of improvements to the transportation infrastructure. ADOT looks forward to working with you.

Sincerely,

Steve Olmsted  
NEPA Assignment Manager  
ADOT Environmental Planning

C: Carlos Lopez, ADOT Corridor Planning Group Manager  
Quinn Castro, Maricopa Association of Governments  
Brian Bombardier, HDR  
Audrey Unger, HDR

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ADOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated April 16, 2019, and executed by FHWA and ADOT.*

**From:** [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor)  
**To:** [Wayne Mechenes](mailto:Wayne.Mechenes)  
**Subject:** RE: Widening I-10  
**Date:** Wednesday, November 13, 2019 11:25:29 AM

---

Thank you for your comments on the I-10, SR-202L to SR-287 study. Your comments are important to the study process, will be shared with the study team, and will be entered into the official public record for the study. We encourage you to visit our website for updated information as the study progresses.

Thank you,

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Toll-free bilingual telephone hotline: 602-522-7777  
Línea telefónica gratuita y bilingüe: 602-522-7777

-----Original Message-----

From: Wayne Mechenes <[Wayne.Mechenes](mailto:Wayne.Mechenes)>  
Sent: Sunday, September 15, 2019 5:44 PM  
To: [i10wildhorsepasscorridor](mailto:i10wildhorsepasscorridor) <[i10wildhorsepasscorridor@hdrinc.com](mailto:i10wildhorsepasscorridor@hdrinc.com)>  
Subject: Widening I-10

This is an obvious no brainer. With I-10 now widened from Casa Grande to Tucson and South Mountain freeway being completed, this is a great opportunity to shift resources to this much needed project. The 2 lanes each way is much more dangerous than 3 lanes each way.

We live in Robson Ranch and everyone we talk to here is 100% for the widening.

Please move forward with this!

Sent from my iPhone



**From:** [Wayne Mechenes](#)  
**To:** [i10wildhorsepasscorridor](#)  
**Subject:** Widening I-10  
**Date:** Sunday, September 15, 2019 5:44:30 PM

---

This is an obvious no brainer. With I-10 now widened from Casa Grande to Tucson and South Mountain freeway being completed, this is a great opportunity to shift resources to this much needed project. The 2 lanes each way is much more dangerous than 3 lanes each way.

We live in Robson Ranch and everyone we talk to here is 100% for the widening.

Please move forward with this!

Sent from my iPhone

**In The Matter Of:**  
*Arizona Department of Transportation*  
*Public Scoping Meeting*

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*(I-10, SR-202L to SR-385 Project)*  
*September 19, 2019*

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**G R I F F I N   G R O U P**  
**I N T E R N A T I O N A L**

2398 East Camelback Road, Suite 260  
Phoenix, Arizona 85016

*Original File ADOT MEETING 091919 ADOT091919.txt*

*Min-U-Script® with Word Index*

ARIZONA DEPARTMENT )  
OF TRANSPORTATION )  
 )  
PUBLIC SCOPING MEETING )  
 )  
(I-10, SR-202L to SR-385 )  
PROJECT) )  
 )

Sacaton Boys and Girls Club  
116 South Holly Street  
Sacaton, Arizona

September 19, 2019  
6:02 p.m.

REPORTED BY:  
DANIELLE C. GRIFFIN, RPR  
Certified Reporter  
Certificate No. 50926

PREPARED FOR:  
ASCII/CONDENSED COPY

(Certified Copy)

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PUBLIC SCOPING MEETING PUBLIC COMMENTS were taken on September 19, 2019, commencing at 6:02 p.m. at the Sacaton Boys and Girls Club, 116 Holly Street, Sacaton, Arizona, before DANIELLE C. GRIFFIN, a Certified Reporter in the State of Arizona.

CALL TO THE AUDIENCE

SPEAKER:	PAGE:
David White.....	3
Lieutenant Governor Robert Stone.....	4

## P R O C E E D I N G S

1  
2 MR. DAVID WHITE: I'm David White. I'm the  
3 general manager for the Wild Horse Pass Development  
4 Authority. I'm also the former community manager for the  
5 Gila River Indian Community, and I'm helping the Community  
6 with this project.

7 As you may be aware, the Community has agreed  
8 to participate in a study with study partners that include  
9 the Maricopa Association of Governments, the Arizona  
10 Department of Transportation, and their consultant, HDR.  
11 So on behalf of the leadership of the Gila River Indian  
12 Community, Governor Lewis, and Lieutenant Governor Stone,  
13 and our tribal counsel, I welcome you to this meeting here  
14 in Sacaton, the capital of the Community, if you will.

15 So the purpose of tonight's meeting is to  
16 capture your feedback about this important study. This is  
17 a public meeting. It's open both to Community members and  
18 noncommunity members, and we're glad that you're here to  
19 join us.

20 The format to the meeting will be pretty much  
21 free flowing. I don't have a formal presentation to  
22 provide to you, but rather, there are display boards and  
23 plats that are located throughout the room as you can see.  
24 And there are various ways to capture your comments about  
25 the study. Please feel free to ask questions and please

1 provide comments.

2 We have comment forms. We have computers to  
3 capture your comments. We also have interpreters here in  
4 both Spanish and the O'Otham language, if you wish.

5 We also have some refreshments. I know it's  
6 the dinner hour and some of you have traveled directly from  
7 work. Please feel free to enjoy the refreshments here.  
8 And let's see if -- I don't think that -- I haven't missed  
9 anything. Thank you very much for coming.

10 (Applause.)

11 MR. DAVID WHITE: Good evening, everyone.  
12 It's me again. But it's my pleasure to introduce  
13 Lieutenant Governor Robert Stone, one of our leaders from  
14 the Community, and he's going to provide a few remarks for  
15 you this evening. Thank you.

16 LIEUTENANT GOVERNOR ROBERT STONE: Thank you,  
17 David. I just wanted to welcome everybody. David, I'm  
18 sure, did earlier for this scoping meeting here, one of  
19 many in the Community that we're having. This is the first  
20 one as we all understand, and looking at the information on  
21 the I-10 widening within the Community. So it's good to  
22 see all these cars out here, and I know there's a lot of  
23 people out here and there are more coming in to engage in  
24 this effort. And it's good to see. And we know we need  
25 that to look at the study and the information provided.

1 And your input is very important, of course, so I'm glad to  
2 see everyone participating. As I said, this is one of many  
3 of these types of meetings that we're having so I just want  
4 to thank David for organizing and all the other organizers  
5 that are here, and the MAG, ADOT, all of you, I appreciate  
6 you putting this together. I have attended a few meetings  
7 here in the Community at the government level and then also  
8 at the WHPDA office. So trying to stay abreast myself on  
9 it, but more importantly, as you in the Community tonight  
10 that are here, we wanted to provide this venue for you to  
11 look at all these items and ask your questions or write  
12 down the comments, as was told earlier. Also, if you want  
13 to just write them down.

14                   Again, I just welcome you, and I'm very glad  
15 that we're having this tonight and your participation is  
16 very important, so this is just one of many. And thank  
17 you, David, for allowing me to come.

18                   (Public comment session concluded at  
19 8:00 p.m.)

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CERTIFICATE OF CERTIFIED REPORTER

BE IT KNOWN that the foregoing public comments were taken before me; that the foregoing pages are a full, true, and accurate record of the public comments, all done to the best of my skill and ability; that the proceedings were taken down by me in shorthand and thereafter reduced to print under my direction.

I CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

Dated at Phoenix, Arizona, this 7th day of October, 2019.

\_\_\_\_\_  
DANIELLE C. GRIFFIN, RPR  
Certified Reporter  
Arizona CR No. 50926



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**In The Matter Of:**  
*Arizona Department of Transportation*  
*Public Scoping Meeting*

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*(I-10, SR-202L to SR-385 Project)*  
*September 25, 2019*

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**G R I F F I N   G R O U P**  
**I N T E R N A T I O N A L**

2398 East Camelback Road, Suite 260  
Phoenix, Arizona 85016

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ARIZONA DEPARTMENT )  
OF TRANSPORTATION )  
 )  
PUBLIC SCOPING MEETING )  
 )  
(I-10, SR-202L to SR-385 )  
PROJECT) )  
 )

Boys and Girls Club  
5047 West Pecos Road  
Laveen, Arizona

September 25th, 2019  
6:52 p.m.

REPORTED BY:  
DANIELLE C. GRIFFIN, RPR  
Certified Reporter  
Certificate No. 50926

PREPARED FOR:  
ARIZONA DEPARTMENT OF TRANSPORTATION

(Original)

1 PUBLIC SCOPING MEETING PUBLIC COMMENTS were  
 2 taken on September 19, 2019, commencing at 6:52 p.m. at the  
 3 Boys and Girls Club, 5047 West Pecos Road, Laveen, Arizona,  
 4 before DANIELLE C. GRIFFIN, a Certified Reporter in the  
 5 State of Arizona.

6  
7

8 CALL TO THE AUDIENCE

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1 P R O C E E D I N G S

2 MR. DAVID WHITE: Probably don't need to use  
3 the mic, but I'm going to use it. We're going to get  
4 started.

5 Good evening, everyone. Thank you for coming  
6 out. We're glad that you're here and that you're  
7 interested in the information that we're going to present  
8 with regard to I-10.

9 My name is David White. I'm the general  
10 manager for the Wild Horse Pass. That's my day job, but  
11 I'm also here on assignment to the Gila River Indian  
12 Community to represent the Community in the study.

13 As you may be aware that the Community agreed  
14 to this study, to study Interstate 10. And so we have a  
15 couple of outcomes from the study. We have partnered with  
16 the Maricopa Association of Governments and ADOT as a  
17 consultant to conduct this study. We've had an opportunity  
18 to interact with the project team to ask questions and get  
19 information about this study. It's important that you  
20 comment. We're here to capture comments, and we have very  
21 different means to do that.

22 And, lastly, I would ask that you reach out  
23 to members in the communities and let them know that, you  
24 know, tonight is not the only opportunity to comment on the  
25 study, but through the website, through telephone calls,

1 through e-mails, through various means to do that.

2 So what I'd like to do now is to turn it over  
3 to -- I'm sorry. It's been a long day. Quinn Castro from  
4 Maricopa Association of Governments.

5 MS. QUINN QUIHUI CASTRO: Thank you, David.  
6 So, again, I'm Quinn Castro with the Maricopa Association  
7 of Governments. They are the region planning agency here  
8 at Maricopa County as well as for a portion of Pinal  
9 County. So we are the counsel of governments.

10 So what that means is that we bring together  
11 out of the entities in our region to work together,  
12 specifically on transportation. And so that's why we're  
13 here partnering with Gila River Indian Community and the  
14 Arizona Department of Transportation to do this study. So  
15 this study here is the I-10 corridor and the I-10 Wild  
16 Horse Pass corridor, and I will come back later on in this  
17 presentation. But Carlos Lopez, the project manager for  
18 ADOT, will be giving you some information and kind of some  
19 specifics about what this project is and what we hope to  
20 achieve.

21 MR. CARLOS LOPEZ: Thank you, Quinn. And  
22 thank you for joining us this evening to discuss the  
23 Interstate 10 study.

24 Again, my name is Carlos Lopez. I'm with the  
25 Arizona Department of Transportation and the study manager

1 on the project. So we do have a presentation that  
2 discusses the purpose of today's meeting. Why are we here  
3 today? What is a public scoping meeting? And also  
4 discussing the project overview. What are the study  
5 limits? What are the elements of this study? And how  
6 can you as members of the Community can be involved to  
7 provide comments and feedback on the project.

8 So you may have seen the advertisement and on  
9 the boards that this is the public scoping meeting. And so  
10 we just wanted to provide more information. So this is the  
11 first step in the environmental review process, one of the  
12 early steps in the study to figure out the scope of the  
13 project. What are the items that need to be included as  
14 part of the study. And so this public scoping meeting is  
15 really about collecting as many comments, input, needs, and  
16 issues on Interstate 10 that -- from the Community so that  
17 the study team can document those and identify the true  
18 needs for Interstate 10.

19 And so public scoping is really about  
20 reaching out and collecting comments. And so, again, thank  
21 you for attending, and we encourage you to provide your  
22 comments via the forms, or also, we have a court reporter  
23 that can verbally document any comments that you have.

24 So the Interstate 10 area is a 26-mile  
25 corridor. It begins at the Loop 202 SanTan Interchange



1 near Wild Horse Pass, and it ends near State Route 385 near  
2 Casa Grande in the southern part of the Gila River Indian  
3 Community. So this 26-mile corridor includes the two lanes  
4 in each direction for Interstate 10. It includes -- there  
5 are multiple on and off ramps, interchanges and -- so the  
6 study area is focused on that stretch of Interstate 10 for  
7 26 miles.

8           There is a main feature long the 26 miles in  
9 the middle part, which is the bridge over the Gila River,  
10 the I-10 Gila River Bridge, and that is a specific project  
11 on the bridge that is focused on the maintenance of the  
12 bridge so we do have specific boards related to that  
13 bridge.

14           And so throughout this 26-mile corridor, the  
15 Interstate 10 study is focused on the main line, the  
16 26 miles, and then the second project focuses on the I-10  
17 bridge.

18           So the 26 miles includes an easement that is  
19 approximately about 300 feet, fence line to fence line more  
20 or less within the two lanes of each direction. So we're  
21 starting this study, the objective is to stay within that  
22 easement of 300 feet. And so as we progress, and we get  
23 into future alternatives, the objective is to keep those  
24 within 300 feet, but that's something to continue to  
25 evaluate as we move forward.

1           Another important step in this study is to  
2 formalize what is called the project purpose, and that  
3 document focuses on what are we trying to address as part  
4 of the project. So at this point, it's early in the  
5 process. We have data that shows there are capacity issues  
6 with the two lanes in each direction. There are some  
7 congestion issues and also a need to meet the demand for  
8 the -- tribal demand over the next several decades.

9           So that's the focus early in the study;  
10 however, this meeting and round of meetings that we have  
11 also tomorrow and Saturday are focused on getting Community  
12 input so that we can identify other needs, other issues  
13 throughout the 26 miles.

14           So this is -- this environmental study, the  
15 main product, the main deliverable is called an  
16 environmental assessment and this will document the purpose  
17 and need of the project. It would document alternatives,  
18 and it would document what we need from the members, and  
19 also recommendations that we have for this project. So the  
20 environmental assessment would be the main document of the  
21 project.

22           There's also another document, an engineering  
23 document, called a Design/Consult Report that addresses a  
24 lot of the engineering elements related, for example, to  
25 drainage, traffic, bridges. And so the engineering report

1 focuses on the -- any improvements that it recommended  
2 would be documented on that engineering report.

3 And also, with the 300-foot easement in the  
4 26-mile corridor, the Arizona Department of Transportation  
5 is in coordination with the Maricopa Association of  
6 Governments and the Gila River Indian Community on the  
7 process to coordinate on the easement and what -- if  
8 there's an improvement on the Interstate 10, what does that  
9 mean to the current easement and are there any  
10 modifications that need to be made. So --

11 MS. JANA SUNN: Speaking of the easement, and  
12 if anything does happen with the improvements, are you --  
13 are you set at 300-foot easement? Or is there a  
14 possibility of expanding it if there was a situation that  
15 that comes about? I'm just wondering.

16 MR. CARLOS LOPEZ: Correct. If a need was  
17 identified and the solution that that improvement went  
18 beyond the easement and was coordinated with the Community  
19 members, that that could be a possibility. The current  
20 approach is to try to keep it or stay within, but that  
21 could be also.

22 So this slide tries to capture the steps  
23 throughout this study. And there are three major steps  
24 that we will be conducting as part of the process. So the  
25 first step is the scoping process, trying to figure out

1 what are the issues that we need to address. And so today,  
2 this meeting is about scoping. It's about figuring out  
3 issues and needs.

4 The second set is about the alternatives or  
5 solutions to address the issues that were identified in  
6 step one. So the alternatives, development would be  
7 focused on the purpose and need of the project.

8 And so this second step also would include an  
9 outreach component to the Community to be able to present  
10 to you, here are the needs that we heard in the first step  
11 of scoping, now, here are alternatives for your review and  
12 comment to address those issues. So that that would be the  
13 second step.

14 Then the third and final step would be about  
15 recommendations based on the input that we received, based  
16 on the technical analysis, engineering effort, what are  
17 recommended issues? And so those would also be presented  
18 to the Community and would be the third step before  
19 finishing the project.

20 So the next round of meetings would happen in  
21 the next year. So we would be looking at 2020 for the next  
22 round.

23 So here's a graphic that covers the 26-mile  
24 corridor. We do have a board that demonstrates the study  
25 area, the multiple interchanges, on and off ramps, the Gila

1 River Bridge. We also have the maps. And so if there are  
2 any questions on any elements of the second area, you know,  
3 we would appreciate any comments to that.

4 So the Gila River Bridge project, as I  
5 mentioned earlier, this is a specific individual project  
6 focused on the maintenance of the Gila River Bridge. And  
7 it is also in coordination to the Interstate 10 Corridor  
8 Study. And so the need for the bridge project is, again,  
9 with the focus on maintenance. And if there are -- if  
10 there is a need for additional width of the bridge, that  
11 would also be part of that study. And so we're also  
12 collecting comments on -- regarding the bridge or any  
13 thoughts that you may have.

14 MS. JANA SUNN: Do you know, to replace the  
15 bridge, what's the time frame that you're looking at? A  
16 year? Two years? What?

17 MR. CARLOS LOPEZ: That -- so currently the  
18 timeline of the bridge is for sometime later next year to  
19 have -- to conduct the environmental analysis and the  
20 design, that would be for sometime near the end of 2020.  
21 And then at this time, there hasn't been a specific  
22 timeline established for when that could happen. There is  
23 some possible funding in the year '23, but that hasn't  
24 been -- that hasn't been established. So at this time, the  
25 environmental study, the design, is estimated for the end

1 of next year, although that could vary. And then beyond  
2 that, it's still to be determined.

3 So the bridge project is also doing an  
4 environmental study. And it's collecting input. And the  
5 environmental study is referred to as a categorical  
6 exclusion with an engineering document referred as a  
7 project assessment.

8 We now have a specific project website, a  
9 project e-mail, and phone number. That is the phone number  
10 on the screen, but they can also share that via some of the  
11 handouts that we have at the booths for the bridge.

12 So thank you very much. And now I'll  
13 transfer back to Quinn.

14 MS. QUINN QUIHUI CASTRO: So, again, these  
15 are the ways that we are soliciting your feedback. As  
16 Carlos said, there is a comment period. What we're really  
17 looking for is any information that you have on the  
18 corridor, anything that you would like to be included in  
19 the scoping efforts, anything in particular that you see or  
20 feel the need on this corridor. So these are all the  
21 different ways to contact us. We would really appreciate  
22 any comments that you do have. You could do that here  
23 today if you would like, but there's also a website that  
24 you can visit at a later time. There is a phone number  
25 that you can call and leave a message. There is also --

1 you can mail in a comment if you would like to and write it  
2 out if you don't leave it here today. So that's a  
3 possibility, and all these would be included in the  
4 official documentation for this study.

5 So -- I'm sorry. So anything received by  
6 October 2nd would be included, but we will be accepting  
7 comments through the length of the study and those will be  
8 included at the different steps. For the scoping in  
9 particular, anything received by October 3rd would be  
10 inclusive.

11 And then our next steps.

12 So next steps for this is a scoping summary  
13 report. We'll pull together everything that's been  
14 gathered to date, all the information that the public has  
15 provided to us. There's also a separate agency scoping  
16 going on through. So we're requesting information from  
17 other agencies and other Departments of Transportation of  
18 neighboring cities and towns so that we can provide  
19 anything they have for their constituents. We will be  
20 finalizing the project's purpose in committee. And then  
21 alternatives will be developed and presented to the public,  
22 like Carlos said, early next year.

23 So thank you for your time. Thank you for  
24 showing up.

25 Yes.

1 MS. JANA SUNN: I would like to say that you  
2 need to come -- there's two tribes here all the way from  
3 O'Otham here all the way back. You guys are going to --  
4 your next meetings are going east. You guys have not gone  
5 into our tribe. Gosh, we're not aware of it. So the --  
6 this affects a lot, you know. We have A allotments and we  
7 have B allotments all the way up to I-10. When I-10 was  
8 purchased, it was purchased on pennies on the dollar. Did  
9 the state do an appraisal? You know, how is it going to  
10 benefit our Community? No one here has come from the  
11 Community to represent us, and I don't know if it sits on  
12 the litigation team. This stuff needs to be brought to our  
13 people. We're a separate tribe. So I have a lot of  
14 concerns, questions, and this is the first time I've heard  
15 of this. So I came out to see what it's about but a lot of  
16 our people need to be aware of what's going on.

17 MS. QUINN QUIHUI CASTRO: Thank you for  
18 coming tonight. So we do have a court reporter here.

19 MR. DAVID WHITE: Thank you for coming out.  
20 I appreciate your comment about reaching out to District 7.  
21 So, you know, when we planned the public outreach, we  
22 looked at canvassing the Community, as we typically do, for  
23 these types of projects.

24 We had a meeting with the Elderly. We had a  
25 meeting with Sacaton District 6. We're going to District 1



1 tomorrow night and District 5 on Saturday morning.

2 And so, I mean, I think certainly we would  
3 consider your request. We have been communicating with  
4 leadership through the litigation team as the primary  
5 liaison and link we have with the Community. So, you know,  
6 the purpose is to give this information out and to get as  
7 much input back from the Community and, certainly, we'll  
8 take that into consideration. But please comment. Please  
9 leave that comment before you leave tonight, and we will  
10 see what we can do.

11 MS. QUINN QUIHUI CASTRO: So thank you again  
12 for coming tonight and thank you for that comment. Thank  
13 you for all of your comments. If there's anything that you  
14 would like to leave with us here tonight, we will  
15 appreciate that. But again, there's other avenues if you  
16 would like to comment further or, I think, David had asked  
17 previously if you would reach out to other people that --  
18 and let them know that we have additional meetings come up  
19 let them know that there will be other public involvement  
20 and opportunities. But what we really are looking for is  
21 more information and more comments on this corridor and for  
22 this study.

23 MS. JANA SUNN: Okay. I would like you guys  
24 to come into our District 7 where we have a separate tribe.  
25 And we're a lot of elders. We say that we didn't want the

1 freeway three times, and you brought the Army Corps of  
2 Engineers here to listen to our comments. They were going  
3 to make the decision for the people, and the freeway still  
4 came through, and now we want to acknowledge them. You  
5 know, why do that? Or do whatever you want to do with it  
6 to, I guess, help to decrease the congestion on the  
7 freeway. But it's not, you know, benefiting our people.

8 Now that this new freeway is coming in,  
9 there's more traffic going through Baseline. We don't have  
10 enough police officers to enforce that area. They're  
11 speeding. Right now, the river is going through there on  
12 91st. The cars are still driving through. There's no  
13 police out there to, you know, check that. What if  
14 something happens to them, and they go off the road and go  
15 in the water, you know? There's a lot of stuff that's  
16 going on here that nobody is aware of. There are signs up,  
17 but the cars are still going around them and going through  
18 the water, the flood.

19 And we asked for -- I think our people asked  
20 for a stoplight, but they were told no. They just wanted  
21 to give them more stop signs. And you can't get out of  
22 your driveway. For anybody that resides on Baseline  
23 because it's backed up so far as to when you're coming into  
24 the reservation.

25 And my alternative to that was, you know,

1 purchase -- purchase the land back from the county. Put a  
2 toll booth up there. If they wanted to come through there,  
3 let them pay. It's not benefiting our people. So that's  
4 just my comment.

5 MS. QUINN QUIHUI CASTRO: Thank you for that.  
6 We appreciate that. If you would -- if you'd like to, we  
7 could sit down and write out some of those comments as  
8 well, but we do have a court reporter who is making that  
9 record of that as well.

10 MS. JUNE SHORTHAIK: Quickly. And, Janet,  
11 thank you for sharing that because that's something that we  
12 will probably do, to bring the representatives, that they  
13 do need to get some input from the Piipaash people because  
14 that's something that's important.

15 But we are recording everything, and those  
16 are going right to the counsel and litigation team. So  
17 it's very important that we got that because that's an  
18 extremely important area that we have to document. So  
19 anything that you guys say, just remember that it is going  
20 to be documented and there are comment cards, and if you  
21 can fill out as much detail that you want on it because  
22 some of the Elders, I think she wrote a page and a half.  
23 She did. And they took all their comments because she  
24 wanted to share what she wanted to share and she made a  
25 statement. So if -- because it's really important that we

1 get those comments.

2 One of the questions that came at the last  
3 meeting and my district is just drop a whole stack of the  
4 comment cards for each district center so people can pick  
5 them up. Because, you know, I know that driving at night  
6 is difficult, but we did -- because someone asked me that  
7 too. So what we're going to do is by the end of this week,  
8 it has to go to each city and drop it off at each service  
9 center.

10 But, again, your comments are all important  
11 so it affects all of us. It's not just this one little  
12 section. And I think the team knows that they're going to  
13 find out all the landowners are from District 7 to 1. So  
14 it affects a lot of people. So hopefully, they'll take all  
15 those comments into consideration. So please share and  
16 tell your family. It's really important.

17 MS. QUINN QUIHUI CASTRO: Absolutely. Thank  
18 you again. Thank you, June.

19 MS. JUNE SHORTHAIK: Yes.  
20 Quinn?

21 MS. QUINN QUIHUI CASTRO: If you would like  
22 to come through, we're going to play a short video that  
23 June's office actually put together regarding comments and  
24 the importance of commenting on this study.

25 (Video presentation.)

1 (Comment to the Court Reporter is as  
2 follows:)

3 MS. JANA SUNN: This is the first comment  
4 would be, I would like this brought to our district. We're  
5 a separate tribe. We're not O'Otham. We are Piipaash.  
6 We're a lot of landowners, and we were the first tribe that  
7 was here on the reservation. Our people were jailed in  
8 Sacaton, and they were not released until they signed for  
9 allotments. Look at how we received A allotments and B  
10 allotments and then the Dawes Act came out and New Mexico  
11 purchased the land and they put us on this reservation.

12 So our people are the ones that got the A  
13 allotments and the B allotments. Our B allotments go up to  
14 I-10. And back then, I-10 was purchased for pennies on the  
15 dollars. So I would like to note the State done an  
16 appraisal. Everybody wants to stay within that -- the  
17 300-foot or the right-of-way. And, you know, they brought  
18 the Army Corps of Engineers here to listen to our comments  
19 for the freeway, the new freeway that's coming in. We told  
20 them, no, that we didn't want it and still came through.  
21 They heard our comments and now, with that, the traffic is  
22 backed up in 7 so bad that, you know, it's affecting our  
23 people our residents. You can't get out of your driveway.  
24 You have to wait until someone stops and lets you come  
25 through because the traffic is so backed up.

1                   And my alternative to that was purchase --  
2 for the tribe to purchase the land from the county and put  
3 a toll road there. If they really want to come through,  
4 then let them pay to come through because it's not  
5 benefiting your people, you know. A lot of our land was  
6 taken from our people, and it's time we stand up for our  
7 rights and our land. So that was my comment or concern.  
8 And none of this is really told in the history books. None  
9 of it's told about, you know, how they took our land and a  
10 lot -- I've heard a lot from my Elders that are already  
11 gone. So I'd like to speak for my people.

12                   Thank you.

13                   (Public comment session concluded at 8:00  
14 p.m.)

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## CERTIFICATE OF CERTIFIED REPORTER

BE IT KNOWN that the foregoing public comments were taken before me; that the foregoing pages are a full, true, and accurate record of the public comments, all done to the best of my skill and ability; that the proceedings were taken down by me in shorthand and thereafter reduced to print under my direction.

I CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

Dated at Phoenix, Arizona, this 7th day of October, 2019.

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DANIELLE C. GRIFFIN, RPR  
Certified Reporter  
Arizona CR No. 50926

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**In The Matter Of:**  
*Arizona Department of Transportation*  
*Public Scoping Meeting*

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*(1-10, SR-202L to SR-385 Project)*  
*September 26, 2019*

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**G R I F F I N   G R O U P**  
**I N T E R N A T I O N A L**

2398 East Camelback Road, Suite 260  
Phoenix, Arizona 85016

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ARIZONA DEPARTMENT )  
OF TRANSPORTATION )  
 )  
PUBLIC SCOPING MEETING )  
 )  
(1-10, SR-202L to SR-385 )  
PROJECT) )  
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Uhks Kehk Multi-Purpose Building  
157474 North Shegoi Road  
Coolidge, Arizona

September 26, 2019  
6:01 p.m.

REPORTED BY:  
DONNA DELAVINA, RPR  
Certified Reporter  
Certificate No. 50468

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PUBLIC COMMENTS

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SPEAKER	PAGE
Josh Chambers.....	3

1 (Opening presentation.)

2 JOSH CHAMBERS: Josh Chambers, J-o-s-h  
3 C-h-a-m-b-e-r-s.

4 My comment is: I've been with Gila River  
5 Fired Department for seven years and then six years  
6 before that I was with the EMS division. I've always  
7 had dreams because I've been driving emergency vehicles  
8 for a long time.

9 Between the corridor of Wild Horse Pass  
10 and I-10, down to Casa Grande, it's a two-lane highway  
11 on each side and it's an unsafe highway. Because,  
12 number one, it's congested and it's especially a  
13 problem with the storms, with the haboobs, you know,  
14 the dust storms.

15 Then there's the issue of having no  
16 shoulder. So when we have to get around this traffic,  
17 the fire trucks or ambulances, we're driving on the  
18 side. Our vehicles are already top heavy and capable  
19 of tipping. So when we drive on the side there, I  
20 always worry sitting in the back we're going to fall  
21 over. And then that's the only way around those cars  
22 to get to an emergency or an accident because we can't  
23 push everybody else off the road because then now  
24 they're going to get off the road and have trouble  
25 getting back on, so we have to go around the sides.



1           So my plan is this: What I would like to  
2 see, a concrete median right down the middle separating  
3 so you don't have, you know, vehicles doing this  
4 (indicating), maybe breaks every now and then for  
5 emergency vehicles. Concrete medians with openings.  
6 Vehicles at the turnabouts, we need emergency access  
7 for emergency vehicles at turnabouts and for anybody  
8 wanting to make a U-turn. But I think that median is  
9 important to prevent accidents in the middle there. So  
10 with those breaks in the medians, that's where the  
11 turnabouts should be.

12           And then they shouldn't be on a hill, as  
13 they are now. Those turnabouts should be more level  
14 with the rest of it. So if you have four lanes it's  
15 going to solve the problem anyway. It's all  
16 pavement and then you can get people going around. And  
17 then we need a shoulder.

18           So four lanes on each side eastbound and  
19 west -- well, southeastbound and northwestbound,  
20 however it is, and then shoulders for emergency  
21 traffic.

22           That's it.

23           (Hearing comments conclude at 7:03 p.m.)

24

25

1 CERTIFICATE OF CERTIFIED REPORTER  
2  
3  
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5

6 BE IT KNOWN that the foregoing public comments  
7 were taken before me; that the foregoing 4 pages are a  
8 full, true and accurate record of the public comments,  
9 all done to the best of my skill and ability; that the  
10 proceedings were taken down by me in shorthand and  
11 thereafter reduced to print under my direction.

12 I CERTIFY that I am in no way related to any of  
13 the parties hereto, nor am I in any way interested in  
14 the outcome hereof.

15 Dated at Phoenix, Arizona, this 14th day of  
16 October, 2019.  
17  
18

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19 DONNA DELAVINA, RPR  
20 Certified Court Reporter  
21 Certificate No. 50468  
22  
23  
24  
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**In The Matter Of:**

*Arizona Department of Transportation  
Public Scoping Meeting - (I-10, SR-202L to SR-385 Proje*

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*Reporter's Transcript of Proceedings  
September 28, 2019*

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**G R I F F I N   G R O U P  
I N T E R N A T I O N A L**

2398 East Camelback Road, Suite 260  
Phoenix, Arizona 85016

*Original File RPT092819 GILA RIVER.txt  
Min-U-Script® with Word Index*

ARIZONA DEPARTMENT )  
OF TRANSPORTATION )  
 )  
PUBLIC SCOPING MEETING )  
 )  
(I-10, SR-202L to SR-385 )  
PROJECT) )  
 )

Gila River Indian Community  
District 5  
3456 West Casa Blanca Road  
Bapchule, Arizona

September 28th, 2019  
8:30 a.m.

REPORTED BY:  
DANIELLE C. GRIFFIN, RPR  
Certified Reporter  
Certificate No. 50926

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PUBLIC SCOPING MEETING PUBLIC COMMENTS were taken on September 28th, 2019, commencing at 8:30 a.m. at the Gila River Indian Community District 5, 3456 West Casa Blanca Road, Bapchule, Arizona, before DANIELLE C. GRIFFIN, a Certified Reporter in the State of Arizona.

CALL TO THE AUDIENCE

SPEAKER:	PAGE:
Ms. Belinda Nelson.....	3

## P R O C E E D I N G S

(Presentation given.)

(Video played.)

MS. BELINDA NELSON: So if I speak in Navajo, do you understand me? Yeah. I just, you know, am curious about this project. I wish we had more Community members here, but I understand that you had a fairly good attendance at other meetings. And, you know, those of you that are here, please, you know, leave your comments.

My name is Belinda Nelson. I'm from District 4, or South Point area.

Just, my recollection of the I-10 way back when it was first opened, you know, I was in grade school going to school at Casa Grande and riding a bus in the sun. In our daily route, you know, we see this freeway with traffic on it, and that's my early recollection of the I-10 area. And I know that, you know, I'm very active in the business community of the Gila River Indian Community. And I know that I-10 has been identified as a business corridor or they called it -- I heard it was described as the golden corridor because it allows a lot of opportunity for the commerce from Phoenix to Tucson and even, you know, from LA on down to across the country. So it's a very valuable piece of property that comes through our Community. And I



1 think, you know, the way I first brought it up, it just  
2 mimics the -- even the prehistoric commerce that took place  
3 here in this area. And the Gila River was the area where  
4 many people from the South and North came here to, you  
5 know, do their trade and exchange of food and different  
6 types of items of commerce back then.

7           So even today, this is a very valuable piece  
8 of property coming through our Community. And I know and I  
9 understand that there's a lot of -- a lot of lands here or  
10 most of it is belonging to individual landowners. And I  
11 guess, you know, just from the information that I gathered  
12 looking at these boards over here, you know, there are  
13 studies at the airport and the demand and the capacity, you  
14 know, how much traffic can it hold running through this  
15 area here. And when I hear those types of things or read  
16 them, then I always have the question, you know, how can it  
17 benefit the Community as well as the people who are  
18 traveling and using the freeway? You know, to what benefit  
19 can we as a Community gain and especially those allotted  
20 landowners?

21           So, you know, I'm asking questions from a  
22 Community standpoint -- a Community member standpoint, but  
23 if I were an allottee or landowner along this I-10 area  
24 and, you know, I would be raising my hand and jumping up in  
25 the room saying, "What's in it for me?" You know, because

1 that's what it -- it's all about.

2 And if this project is going to be planned, I  
3 would assume that the Community, that the landowners are  
4 going to be asking questions about access to these -- the  
5 land just off the freeway, which we don't have access now  
6 because if you look at the other parts of I-10 going down  
7 to Tucson, you know, you have off-ramps and on-ramps built  
8 for stores and convenience markets and even malls and, you  
9 know, as you get further to Tucson. So I would assume that  
10 the Community will be asserting those questions for our  
11 landowners here. You know, that's my first take on that.

12 The other thing is just complete consultation  
13 with the Community members getting input. I appreciate you  
14 being here today and for the staff of the Gila River  
15 Community for coordinating this. I don't know if this  
16 project has gone to the districts, but, you know, that's  
17 another avenue to gain -- get comments and information.

18 From my business hat on, I sit on the Gila  
19 River Telephone Communications Incorporated Board of  
20 Directors, and then I also serve on the Gila River  
21 Utilities Authority. So, you know, we talk about a lot of  
22 the development in the Community, off the Community.

23 And as a member of the Gila River Board, we  
24 have great interest in the communication accessibility and  
25 perhaps comment here. And our mantra at the phone company

1 is, "We own our backyard." We own it. So we would have --  
2 we would very much want to stay here. So those are my  
3 comments for today. Thank you very much.

4 (Public comment session concluded at 11:00  
5 a.m.)

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CERTIFICATE OF CERTIFIED REPORTER.

BE IT KNOWN that the foregoing public comments were taken before me; that the foregoing pages are a full, true, and accurate record of the public comments, all done to the best of my skill and ability; that the proceedings were taken down by me in shorthand and thereafter reduced to print under my direction.

I CERTIFY that I am in no way related to any of the parties hereto, nor am I in any way interested in the outcome hereof.

Dated at Phoenix, Arizona, this 20th day of October, 2019.

---

DANIELLE C. GRIFFIN, RPR  
Certified Reporter  
Arizona CR No. 50926

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